DATE | FLIGHT: FROM, TO | AIRCRAFT FLOWN: MAKE OF AIRCRAFT, TYPE, REGISTRATION CERTIFICATE NUMBER, MAKE OF ENGINE, H. P. OR THRUST | DUAL TIME: AS PILOT IN COMMAND (INSTRUMENT, DAY, NIGHT), AS CO-PILOT (INSTRUMENT, DAY, NIGHT), AS STUDENT (INSTRUMENT, DAY, NIGHT) | SOLO TIME: INSTRUMENT, DAY, NIGHT | REMARKS OR INSPECTOR'S SIGNATURE LICENSE NUMBER AND RATING

AIR AMERICA LOG

I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT — Signature

TOTAL
AMT. FORWARD
GRAND TOTAL

TOTAL FLIGHT TIME

VOL. V NO. 5 KADENA, OKINAWA 1971

AAM AT NAM TAN

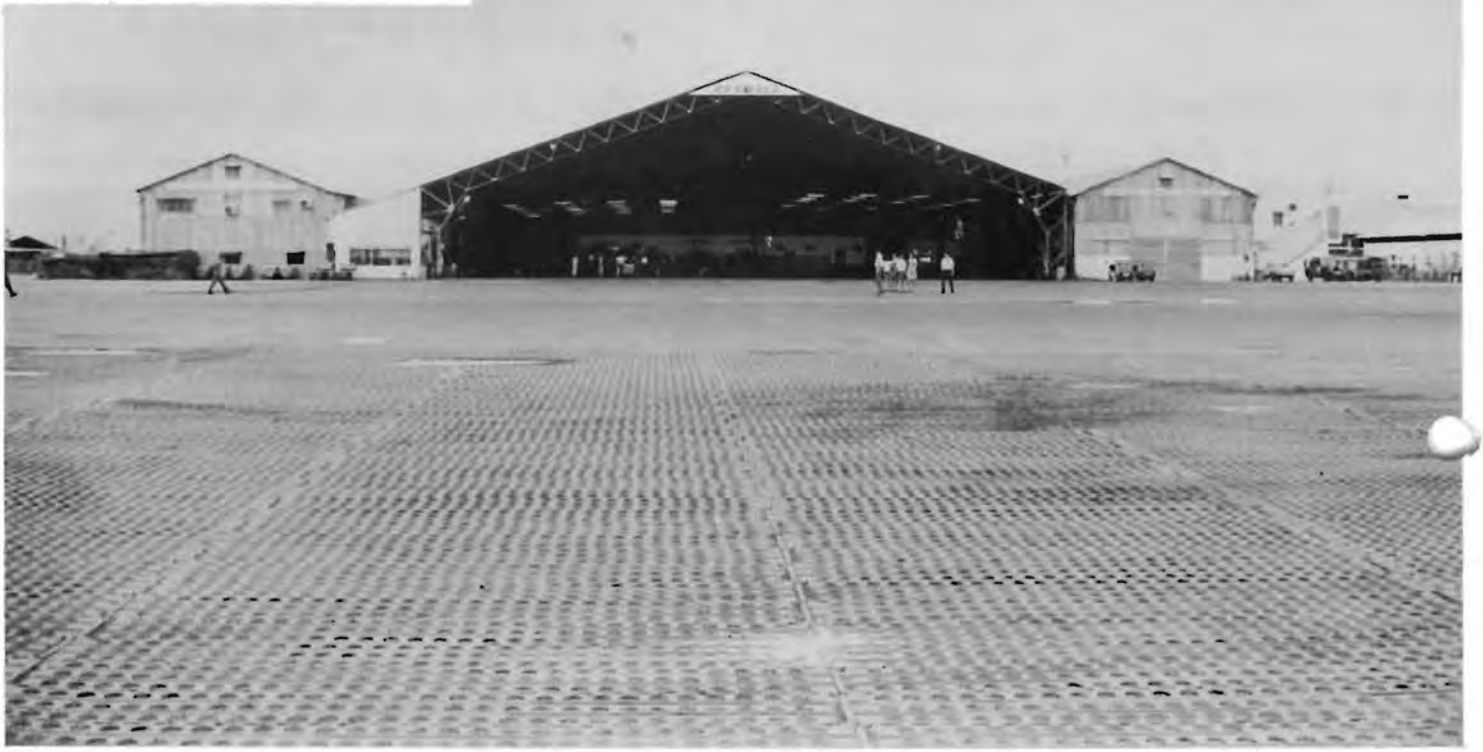
Recently, their Royal Lao Majesties, King Sri Savang Vatthana and Queen Khampoui, flew in an Air America Caribou from Vientiane to Nam Tan, a small Lao village, to dedicate a newly-built irrigation dam.

Shown above is an AAM C-123K taking off from the airstrip at Nam Tan near the Caribou which brought their Royal Majesties and their personal retinue to Nam Tan. The C-123Ks brought in high-ranking Lao Government officials, members of the Vientiane Diplomatic Corps, newsmen, etc. All aircraft were provided at the request of the Agency for International Development/Laos.

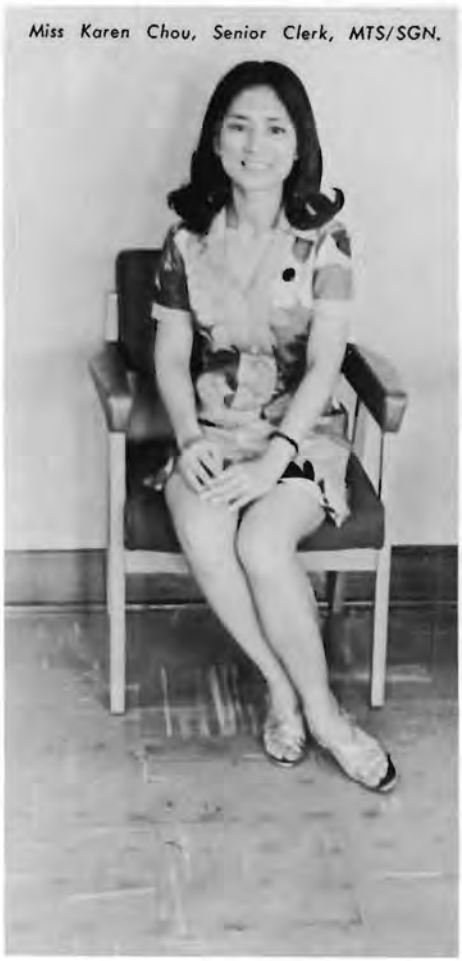
A full, illustrated description of this important event will appear in the next issue of the Air America LOG. *(Pix by ED.)*

"AIR AMERICA'S MOTTO: 'ANYTHING, ANYTIME, ANYWHERE—PROFESSIONALLY'"

AIR AMERICA LOG ★ エア・アメリカ・ロッグブック

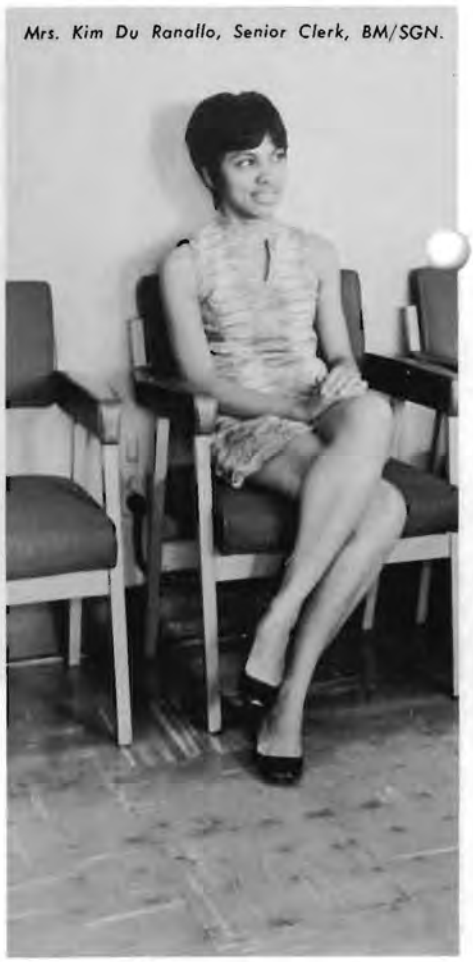


Ramp area at Saigon. Air America's hangar is in center; it is flanked on the left by the Regional Maintenance Department Building and on the right by the Regional Supply Department Building.



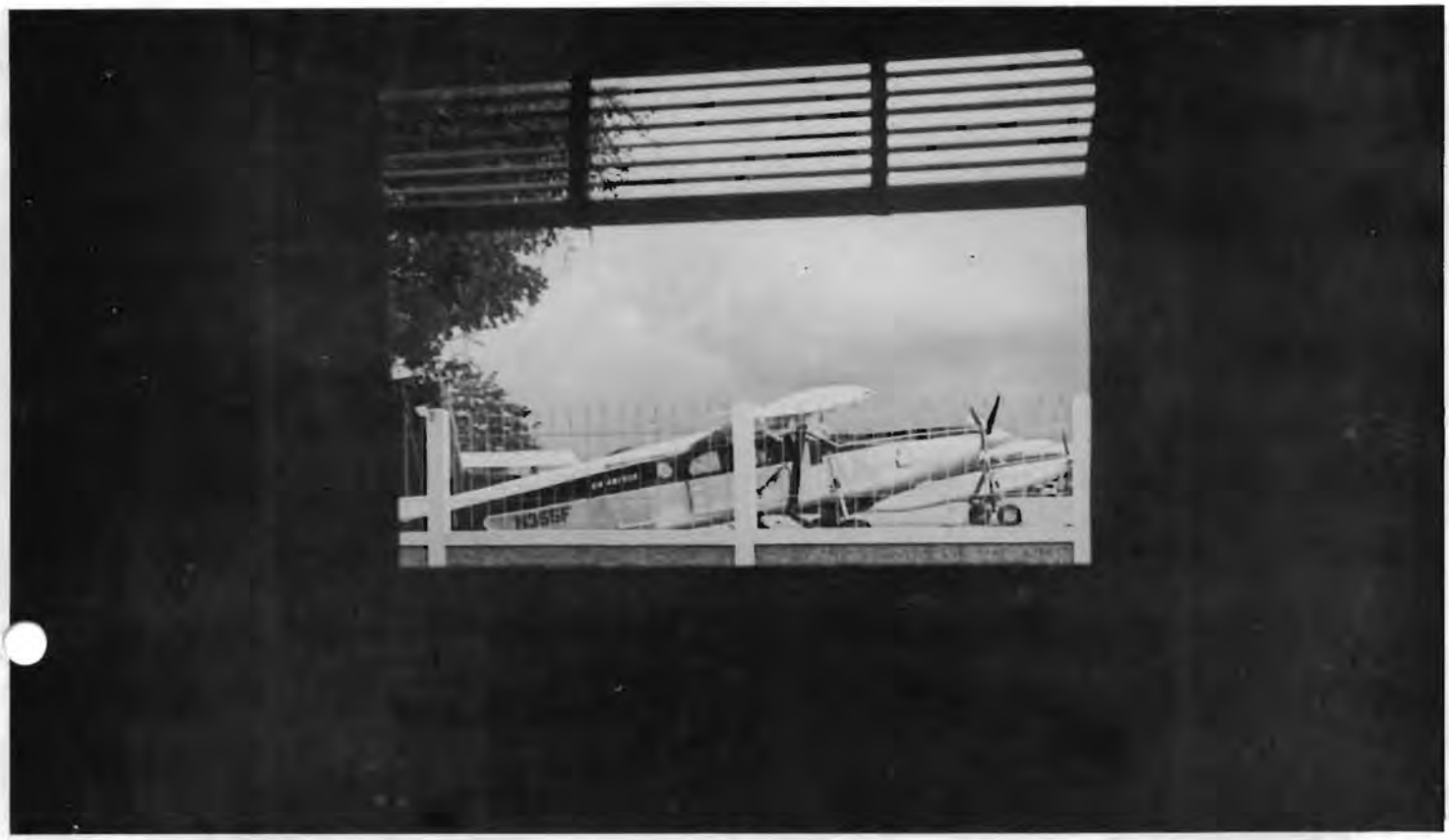
Miss Karen Chou, Senior Clerk, MTS/SGN.

Miss Nguyen Thi Tin performing sheetmetal repair to an AAM PC-6C.



Mrs. Kim Du Ranallo, Senior Clerk, BM/SGN.

"YOU CANNOT FLY WITHOUT SUPPLY"



ABOVE

An Air America Porter PC-6C turboprop STOL (Short Take-Off & Landing) aircraft as seen from the Base Manager's Office in Vientiane, Laos. A second Porter can be seen, partially obscured, in the background. AAM operates 25 of these aircraft in Southeast Asia, eleven of which are based at VTE.

BELOW

An aerial view of the Base Manager's house (arrow) and gardens, located on the outskirts of Vientiane, Laos. The airy structure, for some unknown reason, is set diagonally to its access road. Pix was taken from a Helio Courier, a portion of whose wing is visible at the top of the photo.

1. Inspecting the new rice drop hinged roller track are (l. to r.): J. M. Ryder, TM(T)/VTE; Thongkham, AFD/VTE; G. D. MacPherson, FO/VTE; Phimon, TA-II/VTE; Khammarath, TA-II/VTE.

2. An inside view of the new hinged track in the fully-tilted position.

3. Ground demonstration of new-type hinged track with pallet (inside view).

4. Ground demonstration of new-type hinged track with pallet (outside view).

5. Rice bags being dropped by new hinged track and retained pallet (inside view).

6. Interior view of rice bags sliding off fully-tilted pallet in an actual rice drop.

7. New technique of dropping rice and retaining pallet; rice just emerging from C-46 drop door.

8. New technique of dropping rice and retaining pallet; rice on its way to the Drop Zone.

NEW RICE DROP TECHNIQUE IN LAOS

by: J. M. Ryder, TM(T) VTE

A new, safer (for Air Freight Dispatchers and Air Freight Specialists — commonly called "kickers") rice drop technique is in force in Laos. It is used on C-46s.

First conceived in 1970 by Jerry Ryder, TM(T) VTE, the new concept was developed into a practical technique by First Officer G. D. (Jerry) MacPherson and has become the standard method of air-dropping rice and other commodities furnished by USAID/L (United States Agency for International Development/Laos).

Primary advantages of the new system of rice dropping are:

- Greater safety for the "kickers";
- Considerable potential monetary saving for the customer;
- Reduces possible damage to aircraft's left stabilizer;
- Weight saving;
- Speedier ground loading.

The manner in which these manifold advantages were achieved was to develop a three-foot, tiltable, hinged track system at the drop door of the C-46. The hinged track extends 15 inches out of the aircraft's door and incorporates a pallet stop built into the guide roller channel to retain the pallet in the aircraft instead of dropping it with its rice load, as was done previously. The pallet stop is easily removable should the rice have to be jettisoned any time during the flight.

The old track system consisted of four ten-foot sections, one "Y" section, and one curved section, for a total weight of 770 pounds. The new track system is made up of two ten-foot sections, one eight-foot section and one curved section for a total weight of 500 pounds. Saving in ACL (Allowable Cabin Load): 270 pounds.

Under the old system, the rice was palletized nine bags per pallet; average C-46 load was 13-14 pallets.

With the new system, the rice is palletized 18 bags per pallet; average aircraft load is 7 pallets. Because ground loading crews have to handle only half as many pieces of cargo, ground loading time is significantly decreased.

Prior to the development of the new system, the pallet was dropped with its load; this posed a constant threat of the relatively large-area and light-weight pallet

(continued in next column-left)

(continued from next column-right)

being blown into the C-46's left horizontal stabilizer. Moreover, since under the new system the pallets are reusable instead of being expendable, the need for new pallets is greatly reduced, thereby offering the customer a potential saving of up to $250,000.00 yearly.

And greater safety for the "kickers" stems from the fact that, instead of physically having to push each pallet (or pair of pallets) out of the plane as they did under the old system — and thus exposing themselves to the remote possibility of falling out of the airplane (AAM LOG VOL. IV, No. 4, p. 3) — now, from inside the plane, they merely lift the inboard edge of a pallet positioned at the drop door and the bags of rice, or other commodities, simply slide off the pallet and tumble to the DZ (Drop Zone) over which the aircraft is flying.

Pix by: A. Brau, STM/VTE & J. Ryder, TM(T)/VTE.

AAM BOWLERS WIN USAF TOURNAMENT

by: *R. B. Malisci, Fire Chief/UTH*

The Air America Keglers Team # 2 of our Udorn, Thailand, Base captured the United States Air Force Udorn Air Base Bowling League Championship for the 1970-1971 season. Team Captain Ding Tiatco, of Air America's Aircraft Electronics Shop (AES) said that the "big night" was the evening when the final game was played. This is when AAM's Team # 2 upset the team representing the USAF's 6003 Support Squadron. By winning four games, the AAM team was assured of retaining the Championship title which it also won the previous year.

The Udorn Bowling League, in which Air America participates, is made up of 14 teams composed of USAF personnel at the Udorn Base and two teams from Air America; the AAM teams have both Filipino and American employees. The teams played two round robins for a total of 104 games. The winning team, Air America # 2, won 80½ games

Air America Udorn keglers (l. to r.): D. P. Silvo, Fire Inspector, Fire Brigade; F. B. Licup, Inspector II, Quality Control; R. B. Malicsi, Fire Chief, Fire Brigade; P. A. Tiatco, Leadman II, Aircraft Electronics Shop; C. M. Poblete, Fire Alarm Dispatcher, Fire Brigade; E. A. Alejandro, Mechanic I, Paint Shop.

and lost 23 games; this placed AAM's keglers only half a game ahead of the 432nd Field Maintenance Squadron, Propulsion Branch Team, which finished in second place. Third was Air America Team # 1, which had a record of 75½ games won and 28 games lost. All games were played in the Bel-Air Bowling Alley in Udorn.

Thus, Air America's # 2 team has won the Leaque Championship two years in a row—and winning has more than a moral satisfaction. Number 2 Team received US$ 490.00 in cash prizes and trophies.

The Air America Team # 2 will enter the third season minus two of its members, but Team Captain Ding Tiatco said that he hoped his team would win the Championship for the third consecutive year.

Cathy Alexander

AAM'S UTH SCHOOL PASSES MILESTONE

by: *N. W. Boughner SA/BM/UTH*

The Air America School at Udorn, Thailand passed a milestone recently with its first student graduating from the University of Nebraska Correspondence Program, a part of the University of Nebraska Extension Program. Cathy Alexander, daughter of Mr. and Mrs. O. J. Alexander (he is Air America's OM/UTH), received her diploma signifying the completion of her high school work at Air America's Udorn school.

Cathy arrived in Udorn at the end of 1969 and pursued a course of study that was designed to complete the requirements for a high school diploma. Once completed, Cathy began working as a clerk in the Chareon Hotel in Udorn.

She left Thailand recently for Dallas, Texas where she will attend a Merchandizing College, although a business career is not her life's greatest ambition. Her foremost ambition is to "be the best wife and mother in the world."

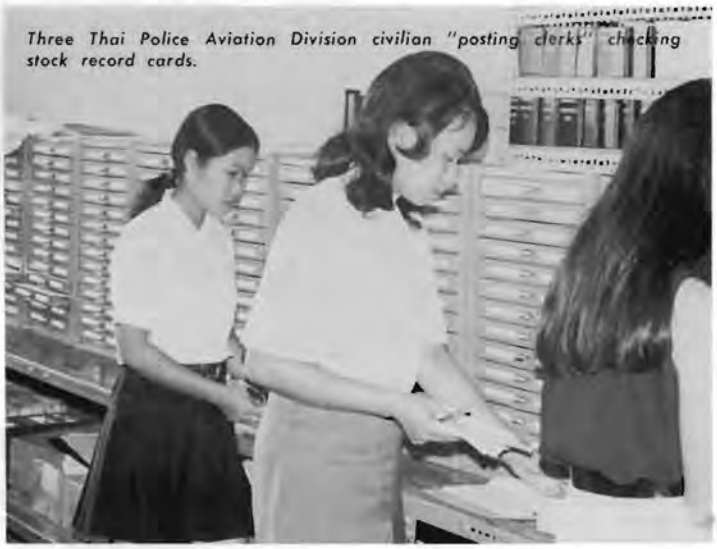
Cathy's father, Mr. O. J. Alexander, Operations Manager, AAM/UTH.

"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

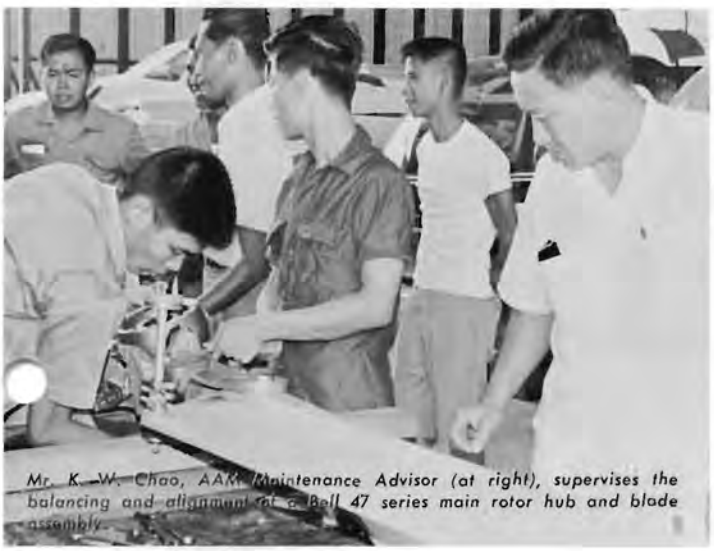
AIR AMERICA PERSONNEL IN

Air America started a new, four-year contract with the Thai National Police Department, Aviation Division (TNPD AD) in 1970 (AAM LOG VOL. IV, NO. 2, p.1). The pix on this page show some of the people and aircraft involved in this operation at Don Muang Airport, Bangkok, Thailand.

Thai Police Aviation Division's Sikorsky S-62A helicopter, Don Muang Airport, BKK.



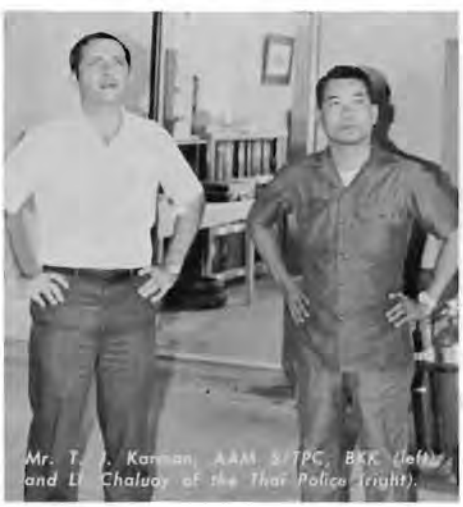
Three Thai Police Aviation Division civilian "posting clerks" checking stock record cards.



Mr. K. W. Chao, AAM Maintenance Advisor (at right), supervises the balancing and alignment of a Bell 47 series main rotor hub and blade assembly.

Lt. Prasert Boonyaitti (left) of the Thai Police Aviation Division supervises a 100 hour check on a TPAD Porter.

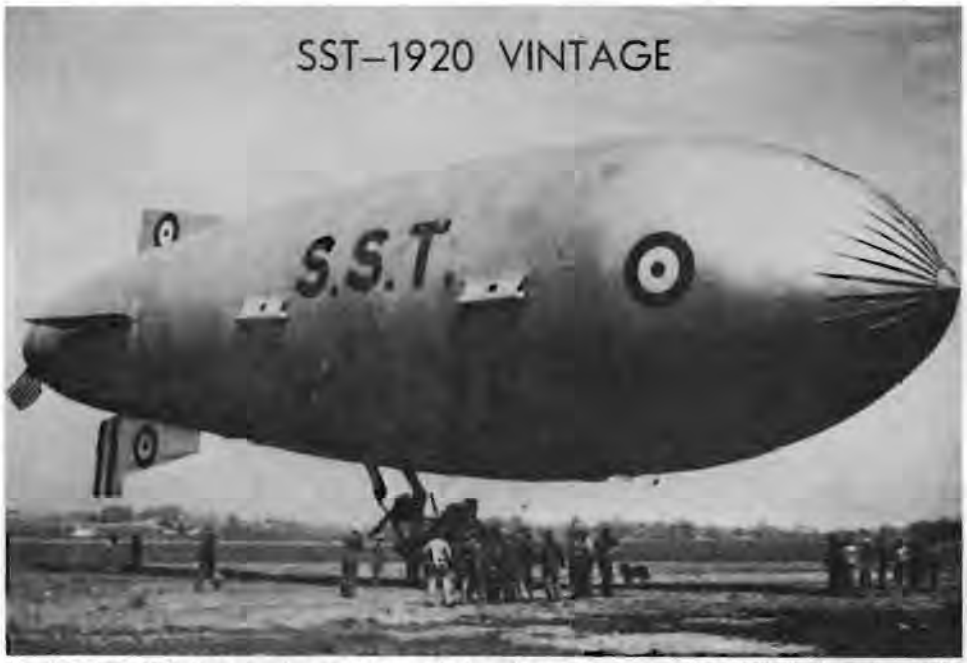
Mr. M. M. Tinio, AAM Supply Supervisor, Thai Police Contract.



Mr. T. J. Kannan, AAM S/TPC, BKK (left), and Lt. Chaluay of the Thai Police (right).

Mr. E. D. Sarmiento, AAM Electronics Maintenance Advisor to the Thai Police.

"FIND A WAY YOU CAN—NOT A REASON YOU CANNOT"



No American SST? Here is photographic proof that there was an American SST—back in the 1920s. True, drastic modifications would have to be made before this supersonic transport would crack the sound barrier. Actually, this picture token, supposedly, at Langley Air Base, Va. shows a blimp which was called "Sea Scout Trainer" and was used to train Army officers in its day.
Courtesy: *"Air Line Pilot."*

"I'm worried about the Baron. . . . This is the third time he's claimed to have seen a little dog piloting a Sopwith Camel!"

(Courtesy: Air Force Magazine)

AIR AMERICA LOG

Editor
George L. Christian, III
Published by:
AIR AMERICA INC.
APO San Francisco 96239

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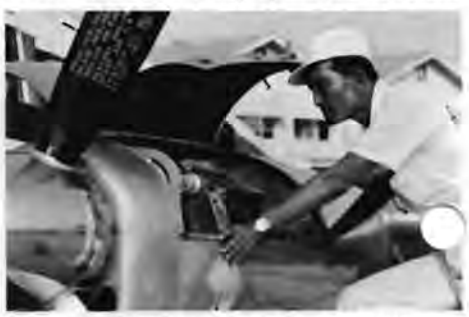
"CAUTION IS THE OLDEST CHILD OF WISDOM"

UTH SUCCESS STORY

by: J. L. Forney, DTS/UTH

Udorn RMD Supervisor Mr. Petch Swasdisara joined Air America at Bangkok as a third-class mechanic in September 1959. Prior to that he served with the Royal Thai Air Force and worked for Thai Airways for two years as an aircraft mechanic.

It did not take Petch (as he is called) long to prove himself to be a capable and highly qualified technician and a leader at AAM. Following the advice of his Chief Mechanic, he studied technical manuals for the aircraft he was working on, and by May 1962 he was promoted to Acting Lead Mechanic and transferred to Udorn where he was assigned to the light Fixed-Wing Aircraft Maintenance Section. His responsibilities included the maintenance of Helio Courier (H-395), and Porter (PC-6C) turboprop STOL aircraft.



Mr. Petch Swasdisara, RMD Supervisor/UTH, inspecting the left engine of an AAM turboprop Volpor aircraft.

Petch was also frequently involved in carrying out recovery and maintenance of Udorn-based aircraft which had problems in up-country Thailand. He and his crew successfully recovered a number of crash-damaged aircraft.

Petch continued his self-improvement study projects. Because of his ability to effectively apply what he learned, he was sent to the United States in December 1969 to attend the AiResearch School for the Garrett TPE-331 turboprop engine. While in the States, he passed the United States Federal Aviation Administration airframe and powerplant mechanic examinations and has since obtained his USFAA mechanic licenses.

Promoted to Crew Chief February 1966, and to Supervisor in 1970, Petch Swasdisara is presently assigned as a Shift Supervisor in the Fixed-Wing Section at Udorn.

Printed by China Color Printing Company, Inc. Taipei, Taiwan, Republic of China
5M 8/71