

FLYER	FLIGHT		AIRCRAFT FLOWN				DUAL TIME						SOLO TIME			REMARKS OR INSTRUCTOR'S SIGNATURE LICENSER NUMBER AND DATE				
	FROM	TO	MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. P. OR HORSEPOWER	AS PILOT-IN-COMMAND		AS COPILOT		AS OBSERVER		INSTRUMENT	DAY		PILOTS			

# AIR AMERICA LOG

VOL. V NO. 8

KADENA, OKINAWA

1971

## MESSAGE FROM MANAGEMENT

Merry Christmas and Happy New Year

11 မှတ်တမ်း ၁၁၂၃

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နှစ်ကုန်နှင့် နှစ်စတင်

クリスマスと新年

おめでとうございませう

"Kính Mừng Lễ Giáng Sinh và Năm Mới"

축성탄  
즉신년

MALIQ'YANG PASKO' AT MASAGANANG BAGONG

เมอวี่กิดมาศ-  
สวัสดิภาพใหม่

新 聖  
禮 恭 誕 敬  
賀 祝 祝

Kamon Tongjarj, RMD Utilityman, BKK smiles happily of the thought of his good fortune in winning 500,000 Baht (U.S.\$25,000) while he cleans an Air America Volpar at Bangkok's Don Muang Airport. (Pix by: H. L. Soung, Storekeeper, Thai Police Contract/BKK.)



## AAM'S HAPPIEST EMPLOYEE

by: Dave H. Hickler, BM/BKK

The happiest Air America employee in Bangkok is RMD Utilitymen Kamon Tongjarj who recently won the first prize of 500,000 Baht (U.S.\$25,000) in Thailand's Government-run lottery.

Kamon, who is 32 years old and has worked for Air America in Bangkok for seven years, sponsored a lavish party for all of his fellow employees to permit them to share in his good fortune. Kamon was beaming with happiness as he hosted the party and said, "Although I have suddenly become a rich man, I have no intention of leaving my job with Air America, why should I? I like my job and I will continue working

in the future as I have done in the past." After purchasing a new car, buying the small house he was renting, plus a few items to make his daily living more comfortable, Kamon deposited the major portion of his cash prize in a bank for safe keeping. Kamon is married and has two daughters. He looks forward to a pleasant and good life in the future.

## MERRY CHRISTMAS!

### THAI LOTTERY

The Government-run lottery in Thailand is a great and most popular sport among the people — especially if you become lucky and win one of the major prizes. First prize is 500,000 Baht (US\$25,000); and numerous lesser prizes are available for the lucky winners. Individual tickets cost 10 Baht (50 US cents). The drawings take place three times per month—every ten days: on the 10th, 20th, and 30th of each month. Lottery tickets are in heavy demand and all of the tickets for each drawing are always sold. On the day of the drawing, lottery tickets bring a premium price as demand soars. Sellers ask, and get, 11 and sometimes 12 Baht for each 10 Baht ticket. Everyone wants to be in on the big draw and have a chance at the first prize.

# PROMOTIONS/TRANSFERS WITHIN AAM



## Jack R. Barnhisel

Mr. Jack R. Barnhisel was recently promoted from ABM (Assistant Base Manager) Vientiane, Laos to BM (Base Manager) Saigon, South Vietnam.

Jack originally came to Air America from the United States Army in Vietnam where he was a helicopter (HU-1) pilot with the rank of Captain.

His first job with the Company was as a UH-34 chopper pilot based at Udorn, Thailand. From there he moved upward to the position of Assistant Manager-Flying (Rotary Wing), at Saigon.



Jack R. Barnhisel, Base Manager, Saigon.

After serving in that capacity for a while, he was selected to establish Air America's Chiang Mai Station, in North Thailand, where he was Station Manager and concurrently Manager-Flying Department.

From there he was transferred to Vientiane, where he served as Assistant Base Manager until his promotion to his current position as Air America's Base Manager at the Company's installation at Saigon's Tan Son Nhut Airport.

Jack is married and lives with his wife, Nancy, and their two children, Helene and David, in the Saigon Base Manager's house near Tan Son Nhut.



## William F. Palmer

Mr. William F. Palmer, assigned to Udorn, Thailand as Senior Operations Manager on 1 February 1971, has enjoyed a greater variety of assignments with Air America than is usual.

He first joined Air America in Udorn on 5 February 1962 as a helicopter flight mechanic. In September, 1965, he was transferred to Flight Operations and was assigned as Senior Operations Manager at Clark Field where, on frequent occasions, he was the Acting Station Manager.

While in the Philippines, Bill completed



William F. Palmer, Senior Operations Manager, Udorn (above); in typical pose (below).



examinations for his U.S. Federal Aviation Administration Dispatcher's Certificate and qualified for Commercial Single and Multi-engine Pilot's Licenses.

Bill calls Lakeville, Conn. his home. He got his student pilot's license at the minimum allowable age of 16; on his 17th birthday, he was issued his private license.

Prior to coming to Air America, he served four years with the United States Air Force, three years of which were spent in England.

Bill returned to Udorn with his lovely wife, Eleanor, and a brand new daughter, Feliza, both of whom were acquired in the Philippines.



## James T. McElroy

Mr. James T. McElroy was appointed Systems Manager-Hostels and Clubs in April, 1971; he is based at Vientiane, Laos. This position is a new Air America function created to upgrade conditions at Company hostels and clubs in Southeast Asia. Says Jim "our minimum objective is to provide good w. some food and a good night's sleep in pleasant, relaxing surroundings."

A veteran of 16 years with the Company, Jim has held such diverse jobs as Director-General Accounting, Budget Manager, Fuel Manager and Assistant Treasurer. Al-



Mr. James T. McElroy, Systems Manager-Hostels & Clubs, Vientiane.

though never before stationed in Southeast Asia, he is no stranger to the area; for instance, he signed the Delivery Receipt for Air America's first two H-19 helicopters delivered some ten years ago at Seno, Laos (an old French airfield about 10 miles east of Savannakhet).

Jim served in the Navy and attended both Georgetown University and National Law School. He joined a predecessor Company in Hong Kong and later moved to Taipei.

Jim now lives in Vientiane with his wife, Helen, three boys Jimmy, Tommy and Mike, and one dog, Ming.



## SAIGON'S SECRETARIES

Miss Trieu Thi Ngoc Lan, Secretary to Base Manager, SGN.



Miss Tran Thi Tan, Senior Staff Clerk and Secretary to Senior Operations Manager, SGN.



**"NO COMMUNICATIONS — NO COMPANY"**

# AIR AMERICA LOG ★ 美國航空公司雜誌



1. Wet entrance to Air America's Base at Vientiane. Water, already over three feet deep, got another 6-8 in. deeper before the flood began to subside.



2. Shift change at VTE. Tech Services employees riding home on a "Snorkel" truck loaned to AAM by USAID/L. Current was so strong (estimated at about 12 k) between Administration Bldg. (left) and Operations Bldg. (right) that a line had to be stretched between the two buildings for personnel to keep their footing.



3. Two "Snorkel" trucks, loaned by USAID/L, at Air America's hangar at Wattay Airport. Among other duties, the trucks hauled personnel and equipment to AAM's Wattay facilities; they also operated every two hours from Phone Kheng House, the Company's temporary office near That Luang, a dry spot in Vientiane proper.



4. Boating anyone? A view of the total inundation of Air America's facilities at Wattay Airport; three buildings at the left are: (l. to r.) Warehouse, Hangar, Technical Services Building. Water's depth ranged up to 4 ft.



5. Rice loading ramp serves as a dry parking lot for a few lucky cars. The newly-built, elevated loading ramp, which replaced a previously-used sunken loading ramp, was just completed in time to play its new role of car-saver.



6. Some 2,100 ft. of the newly-built (by the Japanese) 3,000 ft. extension to Wattay's now 9,538 foot long runway remained dry, being high (in distance). People in foreground are seine-fishing. End of runway near camera is under about 36 in. of water; note waves.



7. A C-47 taking off from the 2,100 ft. of dry runway still available at the 13 end of Wattay Airport's 9,538 feet of paved runway.



8. An auxiliary headquarters, including Air Traffic Control, and Operations functions handled by an OM (Operations Manager), can be seen behind an AAM Helio at 13 (dry) end of Wattay Airport's runway. A Lao Air Development chopper is also on the pad.



9. Air America's Traffic Terminal (center) and Fire House (left) without passengers and fire trucks respectively.



## AAM/VTE GETS WET

The pix on these pages show Air America's Base at Wattay Airport, Vientiane, Laos submerged under as much as four feet of water; the flood, in varying degrees, lasted from 20 Aug. to 15 Sept. AAM set up emergency operations facilities at the 13 end of Wattoy's runway,

which is the high end and stayed dry. The Company also set up provisional operations facilities at That Luang, a high spot in VTE, and moved its management and operations staffs to the Phone Kheng, near That Luang. Over 300 AAM employees and all VTE-based planes were sent to the Company's Base at Udorn, Thailand, some 40 miles distant, to continue operations in an almost normal manner. This was the worst flood experienced in VTE since 1966. (More pix on next page).



10. Flood waters swirling onto Air America's Base (lower left). Note boat (circle) — an 18 ft. craft with a capacity of 10 people. The "stinger"-powered boat ("stinaer" is an outboard engine with a long driveshaft) was loaned to AAM by USAID/L.



13. Temporary Air Support shack at That Luang, a high (and therefore dry) part of Vientiane. Jeep is a mobile Air Traffic Control vehicle. At right are waiting passengers, behind jeep (back to camera) is Tom Krahn SOM (Senior Operations Manager)/VTE, at left is Tom Chung, Senior Weather Forecaster/VTE.



11. Where have all the aircraft gone? Planes which would normally be seen in a pix like this are: commercial craft in front of Wattay Airport Terminal (center) plus AAM, CASI, Lao Air Development, etc. planes in their respective areas. Instead of planes — only water.



14. An Air America UH-34D prepares to take off in front of Wat (Temple) That Luang's Pavilion. At right is Wat That Luang which is reportedly built over Buddha's footprint — probably the holiest spot in all of Laos. It is open on Sunday (by coincidence).



12. The mighty Mekong (foreground) floods Vientiane (background). VTE's Lane Xang Hotel is in center (arrow); flooded children's playground is at river's edge.



15. Wat Toy — the Wat after which Wattay Airport is named — itself becomes a victim of the Vientiane flood. It is only a few hundred yards from the airport itself.



(Continued from preceding page)



1. Air America's ramp at Vientiane looks like a placid lake.



4. The mighty Mekong (background) spreads its waters on AAM's VTE Base.



2. A forlorn DC-3 (lower left) at VTE's flooded out Wattay Airport.



5. Wattay's Passenger Terminal (left) and AAM's Base (background).



3. A lone employee (arrow) in waist-deep water on AAM's ramp.



6. AAM employees waded to work; Company hangar and Tech. Services Bldg. in background.

**"A PLANE IS NO BETTER THAN ITS MAINTENANCE"**



## BIENVENIDO SABINO FORGES AHEAD

by: J. L. Forney, DTS/UTH

Bienvenido (Ben) Sabino had been working for Pan American World Airways in Manila for seven years when he decided to join Air America in 1960.

His first job with the Company was at Bangkok where, as a Mechanic I, he worked on Sikorsky UH-19 helicopters. In December 1960, the UH-19s were replaced by UH-34D helicopters and Ben served as a Flight Mechanic with these aircraft during periods of operation in up-country Thailand.

The fleet of UH-34Ds quickly grew from the original four craft to 18 helicopters and were moved to Udorn, Thailand, in March 1961. Ben followed in June and was promoted to Acting Lead Mechanic, Second Class.



Ben Sabino climbs into an S-58T which has just landed after a test flight at its Base at Udorn.

Following his promotion in 1964, Ben was assigned as Chief Mechanic, to an out-country station for six months and immediately thereafter assumed the duties of Chief Mechanic of a Company maintenance team advising the Thai Border Police in Bangkok. By 1966 Ben had been promoted to Lead Mechanic I and returned to Udorn and the "Madriver" Project.

Ben Sabino has an A&P (Aircraft & Powerplant) mechanic's license from the United States FAA (Federal Aeronautics Administration) and recently obtained his U.S. Commercial Helicopter Pilot's license.

He is married, has two children and is currently a Shift Supervisor assigned to turbine-powered S-58T (Twin-Pac) helicopter maintenance at Udorn.

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## AAM'S ANDROMEDA 1\* SPACE SHOT

by: Carol Dickenson, 8th Grade Reporter, Air America School/Thailand

The time — 11 a.m. March 12, 1971. Spectators at Mission Control anxiously awaited the space walk. The televised pictures were blurred, and everyone strained to see as the astronaut emerged from the capsule. His walk was unsteady, leg muscles cramped from long hours of being strapped in. He staggered, almost fell.

"In case you want to know," he said, "it's 112 F. in there."

Again he faltered, stooped over and grimaced: "This thing is heavy." Karian referred to the oxygen tanks strapped to his back. Behind him trailed the life-saving cord which attached him to the ship.

"This thing REALLY is HEAVY!"

The life line broke loose from the ship but was quickly grabbed and re-fastened.

Mission Control decide the walk should be shortened. Liu grasped the line and reeled Karian in like a trout. Another crisis safely overcome!

The space drama unfolding at Air America's School in Udorn, Thailand, culminated



Participants in the Andromeda I Project are (l. to r.): Sherry Andrews, Wendy Holm, Tony Karian, Hong-min Liu, Mary Felder, Juliet Francisco.

six-months' planning and preparation by Mrs. Helen Reilly's 7th and 8th grade Science classes. In Life Science, the 7th grade had concentrated on conditions affecting man in flight. The 8th grade Earth Science class had delved into the physical conditions of space and space flight; for example, escape velocity and acceleration of gravity.

Two astronauts were chosen, one from each grade. A simulator was constructed, with two jet airplane seats, controls, radios and an instrument panel, and christened "Andromeda I."

Committees were formed to research various aspects of space flight and to prepare reports for the class. The general categories were: Selection of Astronauts (screening tests), Space Food, Space Medicine, Clothing in Space, and Design of Rockets and Capsules.

All students participated in some of the simple screening tests, such as the Harvard Step Test for Physical Fitness and the "Ice Water" test for endurance (plunging feet into ice water and maintaining for five minutes).

Class drew up a 24 hour flight plan, which called for docking with a space station, entering moon orbit, completing a

space walk, and returning to earth.

School was frantic during the three-day countdown. During the shot, most 7th and 8th grades shared Mission-Control duties around the clock. Teachers periodically fed simulated problems to the astronauts throughout the flight.

The flight was successful, although several in-flight emergencies demanded quick thinking on the part of the astronauts and Mission Control.



Close-up of "Spacemen" Hong-min Liu, Tony Karian.

The astronauts were in good shape at splash-down. Base Manager Captain Abadie presented our heroes with special citations. Mr. Boughner, Superintendent/Principal of the AAM School, according to established U.S. policy, promoted the astronauts to 8th and 9th grades, respectively, for one week.

\* Andromeda: a constellation in the Northern Hemisphere.

\* \* \* \* \*

## BHAHOL SARIBONGSE: HELICOPTER LEADMAN I

Prior to joining Air America at Udorn in 1962, Mr. Bha hol Saribongse attended Chulalongkorn University and the ICAO Aircraft Maintenance School in Thailand.

His first assignment with Air America was in the fixed wing light aircraft section where he maintained such STOL (Short Take-Off & Landing) aircraft as the Helio Courier; he was a Mechanic II. His past education and burning ambition soon earned him a promotion to Mechanic I. Later, in the UH-34D helicopter section, he became one of the first Thai Flight Mechanics.



Bha hol Saribongse inspecting work performed on the main rotor head assembly of a UH-34D chopper.

Returning to ground duties in October 1965, Mr. Saribongse was assigned to the UH-34D heavy maintenance and IRAN (Inspect & Repair As Necessary) section. Promoted to Leadman I early in 1970, Mr. Saribongse currently heads up an all-Thai mechanic crew engaged in line maintenance of UH-34Ds.

Mr. Saribongse is married and lives in Udorn with his wife and two children.



## FIRST JET PROPULSION *(above)*

In China, during the Ming Dynasty (1368-1644) a far-sighted gentleman saw, in the Chinese-developed rocket, a possible means of fast, effortless transportation. So he had his servants fasten rockets to the back of a chair set on runners. He seated himself and ordered the rockets to be lit — and was instantly propelled into oblivion.



*"You smell of mothballs."*

## AIR AMERICA LOG

### Editor

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\* \* \* \* \*

"CAUTION IS THE OLDEST CHILD OF WISDOM"

## EDITOR'S EDEN

*(or: shortie squibs from here & there)*

### NO ROOM IN AIR SPACE

According to a recent article in AVIATION DAILY, Federal Aviation Administrator, John Shaffer, made the following statement: "We must seek out the individual who thinks he can substitute guts for good judgment when he runs into trouble or when he makes a flight without thorough planning and familiarity with pertinent flight conditions. Pilots who lack common sense are foolish and dangerous pilots and there should be no room for them in air space."

### DANGEROUS CHEMICAL REACTIONS (AERONAUTICAL)

Flashlight batteries generate electricity by the reaction of two materials — generally zinc and graphite. The same "battery" can be created on your aircraft if you write on aluminum with your graphite pencil. In one case, an inspector drew a pencil line



around a crack in an aluminum wing skin. Two months later the crack wasn't a problem because the entire disc fell out. The pencil mark acted as a perfect can opener. Instead of graphite pencils, carry a grease pencil and use it properly.

Courtesy: A. I. Pitts, STS/OKO

### FEMININE INTUITION

"Those people who have no trouble separating the men from the boys are called women."  
— Howard Tamplin