



# AIR AMERICA LOG ★ エア・アメリカ・ログブック



## TNPD STUDENTS TRAINING AT TNN

by: H. P. Lee, Technical Instructor, TTS/TNN

Thirty-six young men of Thai National Police Department, Bangkok, are now undergoing technical training at Air Asia Company, Limited's Main Maintenance Base in Tainan, Taiwan (Air Asia is a subsidiary of Air America). Ten of them are receiving supervisors' training while the other twenty-six are being trained as basic aircraft mechanics. The training is conducted by Air Asia's Technical Training Section, whose teaching staff are all experienced instructors, equipped with modern audio-visual training aids and backed up by all the most up-to-date technology and facilities of Air Asia's maintenance lines and overhaul shops.

Both programs are sponsored by the United States' Agency for International Development, which pays all expenses involved, including per diem to each student during



Thirty-six Thai National Police Department trainees and their instructors in front of Air Asia's Shops Building.

the training courses. The purpose is to train better qualified mechanics and supervisors for the Thai National Police Department to maintain its growing fleet of aircraft — both fixed and rotary wing.

The trainees arrived in October, 1971, and started training soon after their arrival. The supervisors will be trained for 24 weeks while the mechanic trainees will go through a 50-week course. Most of them are in their early twenties, active and well-behaved. They all live in an apartment house in suburban

Tainan, and, after a day's hard work in the classroom, often review and discuss their lessons earnestly together in the evening at their residence.

In charge of the group is Police Lt. Sa-Ngar, a quiet, serious, and methodical officer, who keeps very good discipline among his men. Lt. Sa-Ngar is a member of the Supervisors' Class himself.

For extra-curricular activities the Thai trainees are planning to form up a basketball team and a football team.



## LAOTIAN BASKETBALL TEAM WITH TROPHY AT TAINAN

While at Air Asia's Main Maintenance Base at Tainan, in southern Taiwan, some of the 25 Air America Laotian trainees taking the one-year International Line Service Mechanic Course there, formed a trophy-winning Basketball Team; they are shown above — with their trophy — in front of Air Asia's Shops Building. (Air Asia is a subsidiary of Air America.)

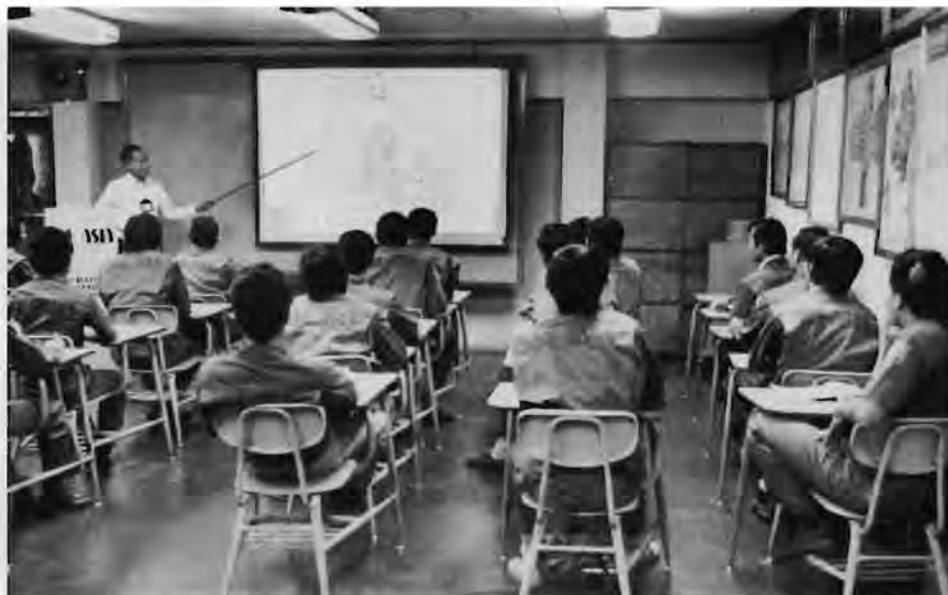
Back row, (left to right): C. D. Wang, Coach; T. P. Chao, Superintendent-Technical Training; T. Nakhonevongsakd, right forward; P. Bounthavong, Captain and guard; S. Phaisavoth, left forward; H. P. Lee, Instructor; and Y. Y. Yang, Instructor — the latter two being enthusiastic team supporters. Front row, (left to right): L. Siakhasone, guard; A. Chinyavong, center; and S. Saygnavong, center.

Note: The "FC" on the players' uniforms signifies Foreigners' Combined team. In one contest the Laotians included in their team two American players from Electronics Shop.

"YOU CANNOT FLY WITHOUT SUPPLY"



Twenty-five Laotian Line Service Mechanic trainees and their instructors in front of Air Asia's Shops Building at Tainan.



Laotian trainees in their classroom. Mr. Y. T. Kuo, their instructor, is explaining to them the construction of a helicopter rotor.



Laotian trainees are working on a PT-6T turboshaft engine during practical training. Supervising their work is Mr. Y. C. Su, Practical Training Instructor (left).



## SECOND CLASS OF LAO TRAINEES AT TAINAN

by: H. P. Lee, Technical Instructor, TTS/TNN

The second Air America class of 25 Laotians to complete their Line Service Mechanic Course at the Main Maintenance Base of Air Asia Company, Ltd. (a subsidiary of Air America at Tainan, in southern Taiwan) successfully graduated last November and returned to AAM's Base at Vientiane, Laos.

The one-year training program, given by the Technical Training Section at MMB, is sponsored by Air America which pays all expenses involved, including training pay to each student during his one-year course. The purpose is to train better qualified aircraft mechanics for Air America and simultaneously contribute towards the development and industrialization of its host country.

The trainees' course lasted from November, 1970 to November, 1971. During that time they successfully completed 50 individual courses in the classroom, with 800 hours of practical training on the aircraft service line and in various shops, in addition to some 400 hours of intensive English training in the first phase. The English training was necessary because all the technical courses were conducted in English and all the textbooks and training materials were in English. They had to acquire proficiency of this international technical language before they could fully benefit from this training.

The year of training was a strenuous one for the Laotian students. They had to work hard and study hard in order to pass the fifty odd tests given at the end of each individual course in addition to the examinations given upon completion of each phase of training (there are four phases). In spite of all of this, the energetic young men still found time to participate actively in the sports and recreational activities sponsored by Air Asia's Employees Welfare Association. Their basketball team entered the tournament for Air Asia's Welfare Cup Championship and played over 15 games against the various teams of Air Asia and Tainan City. In the swimming contest at Air Asia's Employees Club, their swimming team won the relay race championship. One student, Mr. Somsack, is a star singer at recreational parties and still another, Mr. Phouanesavath, fell in love with a pretty Taiwanese girl, married her, and took her home when he graduated.

To be full-fledged mechanics in Air America's work force, these trainees still have to go through another year of On-the-Job training after they return to Vientiane. This second stage of training has been well planned for them by Technical Training/VTE.



FLIGHT TO WAKKANAI

by: G. L. Christian, III, DPRA/TPE

Air America has a penchant for flying to out-of-the-way places — like Iwo Jima (AAM LOG, Vol. IV, No. 7, Pgs. 2 & 3) and Marcus Island, (AAM LOG, Vol. VI, No. 1, Pgs. 4 & 5) and Wakkanai, a town on the northernmost tip of Hokkaido, Japan's northernmost island. On a clear day, the southern tip of Russia's Sakhalin Island is visible some 30 miles north, across La Perouse Strait.

We made the flight in Air America's DC-4 N12191, with stops at Misawa, northern Honshu, and Chitose, southern Hokkaido; the flight took 3:19 hours. True airspeed was 180 knots. Flight distances were: OKO-MSJ: 348 nautical miles; MSJ-CTS: 138 n.m.; CTS-WKJ: 171 n.m.

The multiple crew was made up of: Pilot-in-Command Captain E. F. Sims, Second-in-Command Captain D. E. Bussart, First Officer Z. T. Radolinski, Flight Mechanic L. T. Ho, Flight Purser S. (Sugar) Tong, Flight Attendant H. Abe, and Check Flight Attendant I. Kasuya. There were 41 passengers on the out-bound flight, including Chaplain Victor M. Solomon, Captain in the United States Air Force, and, as he told this reporter, "I am the only Jewish Army/Air Force Chaplain in Japan." He is fondly known as the "Flying Rabbi." He was on his way to Wakkanai for a brief visit; as he said, the town is so far north that it has an average of 350 inches of snow a year — (almost 30 feet) and temperatures fall to 0 degrees Fahrenheit.

Photo Captions:

1. Captain E. F. Sims, PIC, scans his instruments from the left seat.
2. Captain D. E. Bussart, SIC, at the controls.
3. First Officer Z. J. Radolinski does his paperwork in the right seat.
4. Flight Mechanic L. T. Ho looks at his Bendix ignition analyzer.
5. Sleepy passengers on their way to Wakkanai (or intermediate stops).
6. Flight Attendant H. Abe graciously serves coffee to Chaplain "Flying Rabbi" Solomon shown wearing his yarmulke or skullcap.
7. Check Flight Attendant I. Kasuya (foreground) and Flight Purser S. "Sugar" Tong (background) busy with piles of paperwork.
8. Miss Abe walks past load of cargo to take coffee to cockpit crew.
9. Mr. Ho installs nose gear lock on DC-4 at Misawa, Japan.
10. Entire crew of N12191 poses in front of the DC-4, at Wakkanai, Japan.
11. Venerable N12191 waits for passengers at Wakkanai.
12. G. L. Christian, DPRA/TPE, stands by a Cessna 207, seven-passenger Skywagon operated by Yokohama Airways, at Wakkanai.



## "HAMSHACK" GAINING POPULARITY AT AIR AMERICA, UDORN

by: R. A. Hyneman, Supervisor/Utilities (GMD)/UTH

A new amateur radio club has been organized by several Air America personnel at Udorn, Thailand.

The Club's station, HSØUDN, is operated under the watchful eyes of Bob Hyneman, GMD/UTH, and Lloyd Higgins, Captain, S-58T/UTH, as approved by the Thai authorities and sanctioned by STAR (Society for Thai Amateur Radio).

Mr. Hyneman is licensed to operate on amateur bands in the United States under the call of W4SQO (General Class); he also holds a Thai license, HS4ACN. Captain Higgins is likewise U.S. licensed, K4TZU (General Class); he also holds HS4ABL as his Thai call.

The Club Station is open to all Air



Several Air America/UTH radio operators in the "HAM SHACK" (Club Station HSØUDN) at Udorn attending an indoctrination briefing and introduction to amateur radio. Left to right are: Luangapagon Decha, (R/O); Youraksa Thinnakorn, (R/O); Robert Hyneman, (Supervisor/Utilities, GMD); Teskird Jieg, (R/O); Suksang Santisuk, (R/O); and Lloyd Higgins, (Captain S-58T).

America employees who are interested in amateur radio, but Thai Government regulations require that at least one Thailand-licensed person must be present in the "Shack" whenever the "rig" is used to transmit anywhere.

The Club Radio Log was opened on 20 June 1971, and some stations contacted include K6UD (California), OZ8MG (Denmark), JA3IBU (Japan), SM5AD (Sweden), 4X4YL (Israel), 9M1MM (Nepal), VE6PL (Canada), LA5GC (Norway), I1FAK (Italy), W50YH (Arkansas).



## PRETTY PORTER



Captain Jack Smith, then SZ/CNX, standing in front of Air America's Porter PC-6C N3612R; it replaced a former Porter assigned to Chiang Mai which was destroyed in a post-accident fire.

When Captain Smith returned to CNX from home leave last year, he was both amazed and pleased. As he deplaned from a Thai Airways plane that had brought him to CNX from BKK, he found the new Porter, already on-station, and, of all things, a huge red cellophane bow tied around the fuselage! Someone had spent a lot of time and trouble dressing up the aircraft for Jack's return.

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



**THE SAIGON SCENE**

Misses Vo Thi Thu and Nguyen Thi Be, Mech. III, performing sheetmetal repair to the wing flap of a Porter PC-6/C.



Misses Nguyen Thi Tu and Nguyen Thi Huong, Mech. III, working on Porter PC-6/C horizontal stabilizer.

Floral decor on the aircraft taxi side of Saigon's Regional Maintenance Department Building.



**AIR AMERICA MEMORANDUM**

**TO PILOTS—**

Courtesy: **Chusuk Bumrungrakul, CMECH/CNX**

Dear Pilot:

When I start to fix an aircraft I'm sort of like Jack Webb: I need the facts. Often you don't give 'em to me — in writing, that is. The proper reporting of your inflight trouble will not only cut down on my work but will give you a safer aircraft to fly.

Seems that some pilots figure a mechanic spends his time drinking coffee, changing spark plugs and writing "Ground checks OK" on forms. This is not true. Quite often, in fact, your grumbling about an aircraft's condition should be aimed at yourself. In some instances brevity is OK but the lack of detail in many write-ups is bad.

Like most mechanics, I want to do a good job, but without your help I don't have a chance. Without a few clues I'm lost and I get real frustrated going around in circles trying to figure out where to start.

Perhaps a few simple rules will help straighten things out. How about these?

Write it up! Your talking about it with other pilots is fine but tell me, too.

Write in all the details. If it's about an engine, tell me the altitude, power settings, instrument readings, temperature and anything else you think of. If it's about a radio, tell me which channel and whether it's the receiver or the transmitter and what kind of noise it makes. Be specific — don't be afraid to use more than one block for the write-up if you need more space. Tell me everything.

Tell me what checks you have made and what the results were. You seldom ever quit using a piece of equipment without some effort to make it work or to find out what's wrong. Remember, I may not be able to duplicate your tests on the ground.

Keep your kneeboard handy — write everything down as it happens. You'd be amazed at the items you forget after you are on the ground and in a hurry to leave.

I hope I've made my point, sir. With your help maybe I can get the maintenance officer off my back, give my ulcers a rest and even quit beating my wife. Thanks.

P. S. If your handwriting is poor, please print!

*Joe Maintenance*

Joe Maintenance



**"TAKE ME TO THE FANTAIL."**

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**"CAUTION IS THE OLDEST CHILD OF WISDOM"**

**EDITOR'S EDEN**

(or: shortie squibs from here & there)

**QUOTABLE**

"I am a great believer in luck, and I find that the harder I work, the more I have of it."

— **Stephen Leacock.**



**CAVU**

"There is no limit to what can be accomplished if it doesn't matter who gets the credit."

— **Ralph Waldo Emerson**



**FRUSTATION!**

**NO SLAVISH LOVE**

"The coat-and-tie tradition is not based on a slavish love for an outmoded past, but is rooted in the belief that to dress neatly and acceptably for any occasion is a sign of individual maturity, self-discipline, and good taste."

— **Thomas Jefferson**



**QUARREL AVOIDANCE**

"Never answer an angry word with an angry word — it's the second one that makes the quarrel."

— **W. A. Nance**



**AIR HISTORY (Item 24)**

September 12, 1908. A flight lasting one hour, 14 minutes, 24 seconds was made by Orville Wright at Fort Meyer, Virginia.