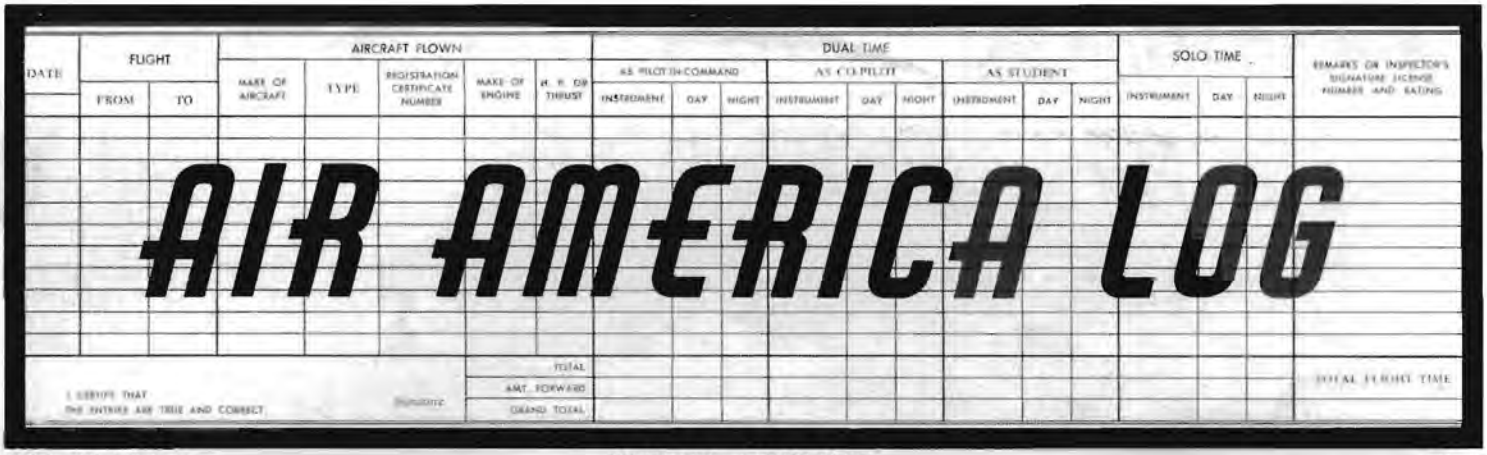


VOL. VI NO. 2 KADENA, OKINAWA 1972

MESSAGE FROM MANAGEMENT

BENEFITS UNDER AAM'S RETIREMENT PLAN

Courtesy of: W. J. Merrigan, Legal Staff

The benefits payable under the Air America Retirement Plan, as approved by the Internal Revenue Service for U.S. citizens, effective 30 March 1962, consist of contributions made to the Plan by the employee Participant and matching contributions by the Company, plus or minus any gain or loss resulting from the investment of the Plan's funds.

When a Participant in the Plan terminates his employment, he receives all or a percentage of the company's contributions. Depending on the length of his Credited Service with the Company, he receives 25%, 50%, 75% or 100% of the company's contributions placed into the Retirement Fund on his behalf. Some Participants are apparentlv of the belief that the percentage of company contributions payable is based on the number of years a Participant has been an active member of the Plan. Actually this percentage is based on the number of years of Credited Service the Participant has had as an employee of the Company. All Participants receive at least 25% of the company contributions. When an employee has five years of Credited Service — which means six years of employment with the Company since the first year of employment does not come within the definition of Credited Service — then he is entitled to 50% of company contributions. After 10 years of Credited Service this percentage is raised to 75%, and it is raised to 100% after 15 years of Credited Service. Thus if an employee did not join the Plan until his fourth year of employment and then resigned after six years of employment, he would be entitled to 50% of the company's contributions even though he was an active member of the Plan itself for only two years. The payable percentage of company contributions remains the same regardless of the reason for the termination of a Participant's employment; except that 100% of company contributions are payable, regardless of the length of Credited Service, in case of a Participant's death or disability (as the term 'disability' is defined in the Plan).

Employees are invited to join the Plan anytime after a year's employment.

ABOVE

Air America's twin-turbine-powered S-58T, XM-PHE, flying near Udorn, Thailand.

BELOW

Air America's S-58T helicopter, XW-PHE, on the ground at the Company's Base at Udorn, Thailand.

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

AIR AMERICA LOG ★ エア・アメリカ・ロッグブック

GHOSTS? *No — just cocooned UH-34 helicopters at Air America's Base at Udorn, Thailand.* (Pix by ED.)

"YOU CANNOT FLY WITHOUT SUPPLY"

AIR AMERICA LOG ★ TAP CHÍ HÀNG KHÔNG MỸ QUỐC

AAM'S MANAGEMENT VISITS UDORN

Members of Air America's top management visited the Company's installations in Southeast Asia last December. Here are some shots of them taken at AAM's Udorn, Thailand, Base.

ABOVE

Snapped in the UTH powerhouse are (l. to r.): Messrs. Hugh L. Grundy, President; J. D. Ford, Chief Pilot-Rotary Wing/UTH; J. L. Forney, Assistant Vice President, Technical Services/UTH; G. B. Young, Manager, Ground Maintenance/UTH; C. J. Abadie, Jr., Vice President/UTH; J. W. Walker, Jr., Vice President, Flight Operations; P. C. Velte, Jr., Managing Director.

RIGHT

MGDR eagerly climbing into the cockpit of a UTH-based UH-34D.

BELOW

The photographer (R. G. Ford, Assistant to VP/UTH) manages to get the group's attention (1. to r.): R. W. Elder, Assistant Chief, Pilot-Rotary Wing/UTH (partially hidden), President, VPFO, MGDR, and CP-RW/UTH.

Captions:

1. *Marcus Island with its 1,350 ft. high LORAN tower and 4,500 ft. long runway (between red arrows).*
2. *In the cockpit (l. to r.): Captain R. S. Richardson; Flight Engineer K. C. Willems; First Officer J. B. Davis.*
3. *P.I.C. R. S. Richardson (l.), F/E K. C. Willems (c.).*
4. *F/E K. C. Willems (c.), F/O J. B. Davis (r.).*
5. *Navigator R. L. Hana working at his post.*
6. *Flight Mechanic S. T. Chong inspects DC-6 main landing gear while on the ground at Marcus Island.*
7. *Flight Attendant K. Aihara on his way through cargo compartment to serve coffee.*
8. *Three sleepy passengers bound for Marcus Island. At far left is Marcus Island Commanding Officer Coast Guard Lt. (j.g.) Robert S. Fish.*

FLIGHT TO MARCUS I.

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

Marcus Island is a tiny speck in the Pacific Ocean — a triangular island less than three-quarters of a mile per side — it is probably one of the most isolated spots on earth inhabited by human beings.

Marcus Island is a United States Coast Guard Station and the only contact its personnel (average number — 36) have with the outside world is a once-a-week (weather permitting) Air America flight — currently the contract calls for using a DC-6 aircraft which supplies logistics support and an R & R (Rest & Relaxation) vehicle for Coast Guard personnel stationed on the wee island. The Coast Guard operates a LORAN "C" (Long Range Aid to Navigation) Station on Marcus with a power of 3,200,000 watts. The LORAN transmitting tower on Marcus soars 1,350 ft. into the air — 100 feet higher than the Empire State Building's original height; a television tower added later gives the building an overall height of 1,450 ft. (AAM LOG Vol. IV, No. 7, p. 2). By contrast, the landing strip at Marcus is only 4,500 ft. long and 47 ft. wide, elevation is 23 ft. above sea level; maximum natural elevation on the island is 35 ft.

With regards to the runway: the 4,500 ft. length is the total "coast-to-coast" length — it starts at the Pacific Ocean and ends at the Pacific Ocean — there is no over-run at either end. Landing **must** be VFR (Visual Flight Rules).

We flew to Marcus Island recently on Air America's DC-6A/B N-90782. Crew was: P.I.C. (Pilot-in-Command) Captain R. S. Richardson, First Officer J. B. Davis, Flight Engineer K. C. Willems, Navigator R. L. Hana, Flight Mechanic S. T. Chang, and Flight Attendant K. Aihara.

We departed Yokota Air Base, near Tokyo, at 0800L, exactly on time. The flight plan called for an elapsed time of 4:39 hours to cover the 1,049 nautical miles from Yokota to Marcus; heading was 135° Passengers on board were Coast Guard Lt. (j.g.) Robert S. Fish, Commanding Officer at Marcus, and two Navy enlisted men. Lieutenant Fish, who was affectionately called "Story Fish" by his men, said that the weekly Air America flights not only brought everything the Coast Guard contingent needed in the way of food and supplies, but provided an indescribable lift to the men's morale — a highly important consideration — by their mere arrival. Fridays, the day the flights were scheduled to arrive, were known — not as Friday — but as "Plane Day."

Among other items brought by the DC-6 that served to boost the men's morale were

(Continued on p. 8, col. 3)

ABOVE
Fish-eye lens view of renovated Club Rendezvous and pool (foreground) at UTH.

BELOW
Fish-eye lens view of greatly expanded Club Rendezvous Snack Bar at UTH.

KADENA'S MR. KOMESU WINS COMMENDATION

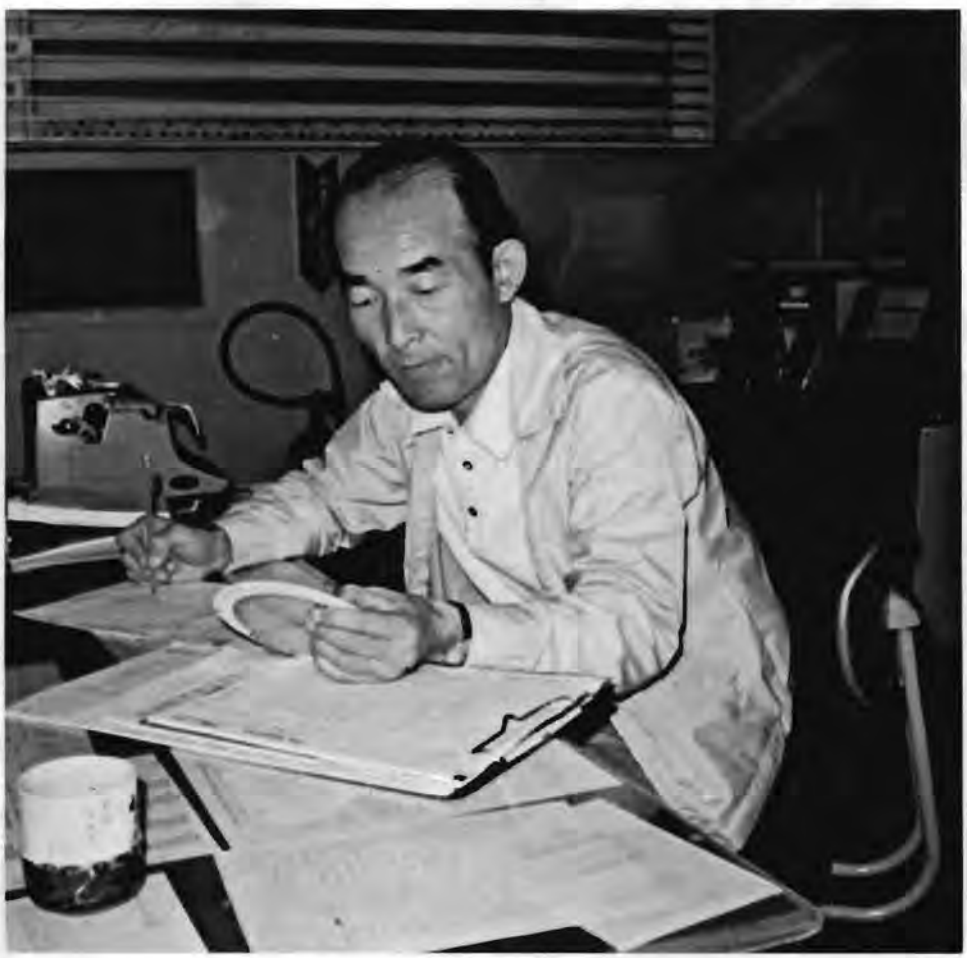
Courtesy: R. D. Jacobson, Chief Mechanic/DNA

Note from Mr. Jacobson: *"Mr. S. Komesu is a RMD Mechanic II stationed at Kadena Air Base, Okinawa. During a routine fuel service of a Federal Aviation Administration T-39 (North American Sabreliner twin-jet executive type aircraft), Mr. Komesu found an aileron cable so badly frayed it was very nearly severed — a fact which could have resulted in very serious consequences."*

Mr. S. Kumesu, Regional Maintenance Department Mechanic II, Air America, Kadena, Okinawa.

How It All Began

Leonardo da Vinci (1452-1519), the Florentine genius, conceived this — the granddaddy of all helicopters. As far as we have been able to determine, the device shown above was the first concept to occur in a human mind of a contrivance to make man airborne. — ***ED.***



YOKOTA'S NEW NURSE

by: Y. L. Chow, Security Rep., OKO.

Miss Yasuko Yonehara joined our Company recently to fill the position of Staff Nurse in the Medical Department at Air America's Yokota Station. She came to the Tokyo area from Kumomoto Prefecture.

Miss Yonehara passed her final examination to become a State Registered Nurse in June of 1961. Her first employment was with the National Kumomoto University Hospital in Kyushu, Japan where she graduated with a degree in Nursing Science. In the past years, she has worked with several different medical organizations and has served as an instructor with a nurse training school.

Miss Yonehara fills the only staff position at the Yokota Clinic. Her main duties include immunization of all flight crewmembers for international flights, and ground personnel for travel outside Japan. She monitors employees' sick leave, injury or illness while on the job or off. She sees that necessary action is taken to place an employee who has contracted a contagious disease on sick leave.

Although Miss Yonehara has only been with us a short time, her ready smile and soft spoken manner has made a big impression on the personnel at this Station. She is both dedicated to her profession and to the welfare of the employees at Yokota.

Among Miss Yonehara's hobbies are: music, travel and flower arranging. She is also well versed in the art of the Japanese Tea Ceremony.

* * * * * *

OKO'S EFFICIENT OPS DISPATCHER

Mr. S. Shirai, Operations Dispatcher I uses his slide rule to work out a flight plan in Air America's Operations Office at the Company's Station at Yokota Air Base, Japan.

AIR AMERICA LOG ★ 미 국 항 공 회 사 잡 지

COMMENDATION

FROM: Department of the Air Force
Headquarters 13th Tactical Fighter Squadron (PACAF)
APO San Francisco 96237
REPLY TO ATTN OF: CC 8 September 1971
SUBJECT: Rescue of Downed F-4 Aircrew
TO: Base Manager, Air America, Inc.
c/o Air Force Liaison Officer
Box 62, APO San Francisco 96237

1. On 2 September 1971, one of the aircrews of the 13th Tactical Fighter Squadron (TFS) "Panther Pack" received battle damage to their aircraft and crashed in a ball of flames. Fortunately, both crew members were able to eject prior to impact, but they were both injured. Incapacitated and helpless on the ground, in Indochina, they were in imminent danger of capture or death from hostile forces surrounding them. Two Air America helicopter crews saved their lives by landing in the open field to pick them up, even though under enemy fire.

2. A Bell 205, crewed by Mr. Ted Cash, Mr. Wayne Lannin, and Mr. William Parker, rescued Captain Ron Fitzgerald, the Weapons System Officer of the fighter. Both Mr. Lannin and Mr. Parker risked their lives by exposing themselves directly to enemy fire to hoist the injured Captain Fitzgerald aboard the helicopter.

3. An H-34, piloted by Mr. Don Henthorn, landed to pick up Major Jim Compton, the Aircraft Commander of the downed fighter, while a crew member, Mr. Ernie Cortez, risked his life by exposing himself to hostile ground fire to lift Major Compton into the helicopter.

4. The two helicopters took off in a hail of enemy fire and airlifted the injured Panthers to a landing site nearby where they were transferred to an Air America Porter aircraft. They were then airlifted to a staging base, where they were attended by a surgeon and subsequently were returned to Udorn Royal Thai Air Force Base aboard an Air America C-123 aircraft.

5. The deep gratitude felt by the 13th TFS towards the valiant Air America crews who saved our comrades is difficult to express. There is no doubt that their prompt, heroic action saved two lives that day. We will long remember and be grateful for their actions. We all hope that we may be of help if Air America crew ever face a similar test.

6. Letters are never as warm as a drink and a handshake. The 13th TFS, therefore, cordially invites Messrs. Cash, Lannin, Parker, Henthorn, and Cortez to be our guests at a going-away "Sawadee Party" for some of our men who are completing their combat tours in Southeast Asia. The party will be held on 18 September at 1900 hours in the main banquet room of the Udorn Officers' Open Mess. The "Panther Pack" is looking forward to thanking all of these men in person.

7. To all of the personnel of Air America, the 13th TFS "Panther Pack" sends a "Well Done" with admiration for the fine work done day after day in support of our allies in Southeast Asia. Keep up the good work!

Charles W. Collins

CHARLES W. COLLINS, Lt Colonel, USAF
Commander

Courtesy: THE MAC FLYER

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(Continued from p. 5, col. 3)

fresh produce — fruit, vegetables, etc. — of which the C.G. contingent consumes some $2,000 a month worth, the all-important movies so instrumental in helping the men while away their off-duty hours, and — probably most important — mail from home. Mail from home not only meant news of the men's loved ones but this was virtually the only means for the men to know what's going on in the outside world. The only other way was to try to get Japan on the radio but a considerable amount of LORAN interference makes that difficult.

The remaining U.S. contact with Marcus is a ship which comes once a year to bring in 500,000 gallons of diesel fuel to feed the island's diesel-driven generators which supply all the electricity for the LORAN, the men's use, kitchen, etc. Marcus has storage facilities for 690,000 gallons of diesel fuel — good for 15 months; daily consumption is approximately 1,400 gallons.

Cargo bound for Marcus Island; a refurbished passenger looding ramp is in foreground.

For fresh water, the men on Marcus rely entirely on rain water caught on building roofs, a tennis court, etc. So far the elements have cooperated and have provided sufficient water.

WHY IS MARCUS ISLAND CALLED MARCUS ISLAND?

The only clear statement about the name we could find was in Occasional Papers of the Bernice Pauahi Bishop Museum of Polynesian Ethnology and Natural History, Vol. II, 1903-1907. "A Monograph of Marcus Island" by William A. Bryan.

"As to who named Marcus Island and for whom it was named, the records at hand give no clue; doubtless its discovery, early history, and naming are lost in the maze of uncertain and ofttimes unreliable log books kept by those hardy seamen who made long voyages in these waters while engaged in the whaling industry."

In Japanese Marcus is Minami Tori Shima South Bird Island
南鳥島

Courtesy: *Helen Wight, Secretary, Home Office.*

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