AIR AMERICA LOG

VOL IV NO. 7 KADENA, OKINAWA 1970

MESSAGE FROM MANAGEMENT

DATA PROCESSING (Part II)

by: John T. Burnite, Jr., A/DPD TPE

(cont. from LOG VOL IV, No. 6, p. 1)

Many believe computers are "Do-Alls." To simplify: computers are well-directed, sophisticated adding machines. Computers are often blamed for errors invariably caused by the people providing incorrect input. EDP (Electronic Data Processing) jargon says: "garbage in, garbage out."

Being a service organization, DPD originates no systems. Company Divisions/Offices plan procedures for mechanization. Any existing manual system — such as pilot payrool system from AAM Bases or Property Accounting — must first be made bug-free.

A pre-computerization feasibility study by the Data Processing Division is a prerequisite to computerizing a given system. Among other things, the study must determine: (1) improved efficiency in recording facts, (2) quicker, less expensive results, (3) increased integration between functions with inter-Office/Divisional fallout benefits. For ance, our expense system — called C & T (Controller & Treasurer) Reports — provides essential monthly information to all Company areas. The input data originates with General and Maintenance Accounting Divisions.

With feasibility of computerizing a given system certain, a priority is established before DPD begins work.

Starting with a manual system, DPD flowcharts and designs for EDP. Such design must perform everything the manual system does — only more efficiently. Once acceptable to the area requesting mechanization, the tedious job of system programming is turned over to selected Programmer/Analysts. Much time and money goes into programming, testing, compiling, and re-programming before a system is de-bugged and operational. When a system is running, it must be maintained on a monthly basis.

As Company-wide demand for records modernization increases, DPD's workload mounts.

Good programmers make good chess players, and vice versa. Concentration, highly developed logic, and limitless patience are the attributes of a good programmer.

(continued on p. 5, col. 3)

Miss Lam smiles prettily from behind Air America's OD counter at Saigon's Tan Son Nhut Airport.

GIRL IN OPERATIONS

by: L. G. Parrish, SOM/SGN

A pretty young South Vietnamese girl, Miss Grace Lam, was recently promoted to Operations Dispatcher II in the Company's Flight Operations Division at Saigon. Miss Lam is the first female to attain this position in the Company and in South Vietnam.

Miss Lam makes an attractive addition to the Operations Division counter, and pilots and other Operations Dispatchers alike are pleased to work with her. The success of Miss Lam at the OD counter has set a precedent for females to hold positions of increased responsibility in AAM's Flight Operations Division; her promotion is in keeping with our Company's policy to encourage female employees to progress in accordance with their abilities.

Miss Lam joined Air America as a clerk in June, 1966.

Miss Lam busily at work. Radio in foreground is a TR-22 low frequency VHF transceiver.

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

AIR AMERICA LOG ★ エア・アメリカ・ロッグブック

FLIGHT TO IWO JIMA

by: G.L. Christian, Editor

Air America operates a regular once-a-week passenger/cargo flight from Yokota Air Base, Japan, to the island of Iwo Jima of World II and Mount Suribachi fame. The distance of some 768 statute miles was flown by DC-4; a DC-6 was substituted in October. The DC-6 now also flies to Marcus Island; the DC-4 to Wakkanai, Japan.

Because there is no aircraft fuel available on Iwo Jima, all flights to the island have to carry enough fuel for a round trip plus reserves. Our recent DC-4 flight carried 2,300 gallons of gasoline.

Purpose of the operation is to provide almost complete logistics support to the United States Coast Guard Station on Iwo Jima whose primary duty is to operate LORAN A and C master stations on the island. (LORAN stands for Long Range Aid to Navigation.) LORAN slave stations are installed on several islands in the Western Pacific, such as Marcus, Yap and Okinawa and are operated by Japanese.

On Iwo Jima, the LORAN C transmitting tower soars 1,350 feet into the air, 100 feet higher than the Empire State Building's original height; a television antenna added later makes the building 1,470 feet high.

A Coast Guard officer en route to Iwo told us that Air America's weekly flights supply the Coast Guard contingent on the island — consisting of two officers and 36 enlisted men — with virtually every item they require: ranging from food to toothbrushes, from spare parts of all kinds to cigarettes, from light bulbs to Coca Cola.

(continued on p. 6, col. 3)

Captain J. L. Stiles at the controls of AAM DC-4 N12191 en route Yokota-Iwo Jima.

Possenger/cargo cabin configuration of our DC-4 which was used on the Yokota-Iwo Jima flight.

Battered hulk of a Japanese-built concrete ship on the beach at Iwo Jima.

Flight Mechanic S. Kowakubo inspects main landing gear door of DC-4 while at Iwo-Jima.

"YOU CANNOT FLY WITHOUT SUPPLY"

AIR AMERICA LOG ★ MỸ QUỐC HÃNG KHÔNG

Flight Attendant I. Kasuya catches up on his paper-work en route Iwo Jima-Yokota.

First Officer J. H. Walsh doing some paperwork en route Iwo Jima-Yokota.

Flight Attendant H. Miyazaki about to serve coffee to the cockpit crew.

Navigator L. F. Gionet studies his LORAN scope to determine aircraft's position.

Film Producer J. Willheim and Flight Attendants Miyazaki and Kasuya exit DC-4 via fork lift at Iwo.

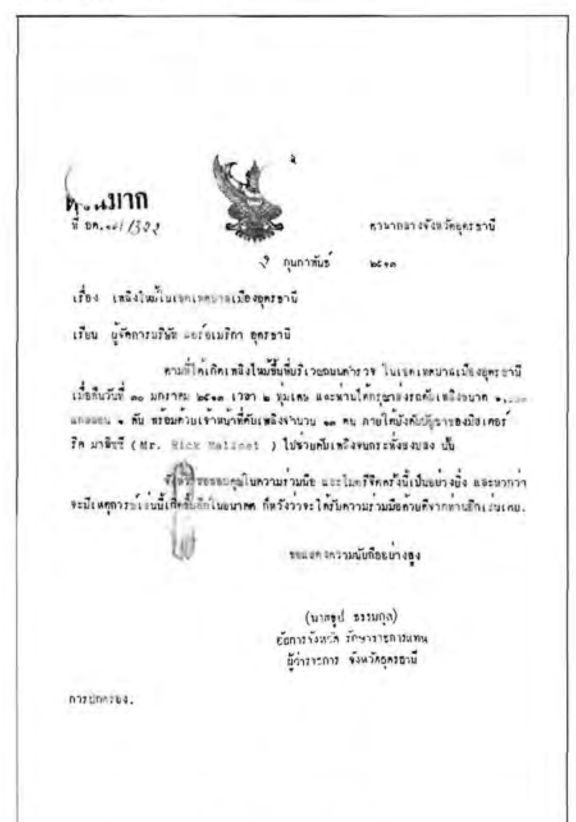
Flight Mechanic S. Kawakubo standing beside radio racks in DC-4.

"NO COMMUNICATION—NO AIRLINE"

Firefighters battling furious fire in Udorn; this is final operation known as "salvage and overhaul".

Dawn shows disastrous destruction wrought by fire; 27 families lost their homes. Note residents searching in ruins.

Eight of the 14 AAM Fire Brigade personnel who participated in suppressing the fire in Udorn are shown standing in front of Air America fire truck No. 3 (1,000 gal. capacity and equipped with a 500 gpm. pump). They are (l. to r.): L. C. Taal, D. P. Silva, C. Keowbang, Fire Chief Rick B. Malicsi, P. Vitetchon, M. Moneetes*, P. Nearhom*, J. F. Esclito*. Names marked with an asterisk (*) indicate on-duty personnel who fought the fire; the other four men volunteered for duty as did S. Singsathorn, K. In-Ngarm, O. Pimponon, P. Wannaswhat, T. Srisowat, and S. Chewdamrongkul, who are not shown.*



ด่วนมาก
ที่ อด. .../1322

ศาลากลางจังหวัดอุดรธานี

๒ กุมภาพันธ์ ๒๕๑๓

เรื่อง เพลิงไหม้ในเขตเทศบาลเมืองอุดรธานี

เรียน ผู้จัดการบริษัท แอร์อเมริกา อุดรธานี

ตามที่ได้เกิดเพลิงไหม้ขึ้นที่บริเวณถนนตำรวจ ในเขตเทศบาลเมืองอุดรธานี เมื่อคืนวันที่ ๓๐ มกราคม ๒๕๑๓ เวลา ๒ ทุ่มเศษ และท่านได้กรุณาส่งรถดับเพลิงขนาด ๑,๐๐๐ แกลลอน ๑ คัน พร้อมด้วยเจ้าหน้าที่ดับเพลิงจำนวน ๑๓ คน ภายใต้บังคับบัญชาของมิสเตอร์ ริค มาลิซี (Mr. Rick Malicsi) ไปช่วยดับเพลิงจนกระทั่งสงบลง นั้น

จังหวัดขอขอบคุณในความร่วมมือ และไมตรีจิตครั้งนี้เป็นอย่างยิ่ง และหวังว่าหากจะมีเหตุการณ์เช่นนี้เกิดขึ้นอีกในอนาคต ก็หวังว่าจะได้รับความร่วมมือด้วยดีจากท่านอีกเช่นเคย.

ขอแสดงความนับถืออย่างสูง

(นายธูป ธรรมกุล)
อัยการจังหวัด รักษาราชการแทน
ผู้ว่าราชการ จังหวัดอุดรธานี

การปกครอง.

Original Thai letter of appreciation.

URGENT
Reference : UDN 19/322

Municipality Hall
2 February 1970

TO : Air America Base Manager

SUBJECT : Fire in Udorn Municipality

In reference to the fire that broke out at Temrauj Road in the Municipal Area of Udornthani Province on the night of 30 January 1970 at about 2000 hours. You kindly sent a 1,000 gallon fire truck with 13 firemen, under the supervision of Mr. Rick Malicsi, to assist in putting out the fire until its separation. The Udorn Province would like to express its deep appreciation for your cooperation and generousity. We hope to meet you good co-operation in future events as usual.

Very sincerely yours,

(Thoop Thammakool)
Chief of Public Prosecutor
Acting Governor
Udornthani Province

Governing Department

Translated by:

Tawatchai Boonchaiya
Adm. Assistant
Security Department
5 February 1970

Translation of letter of appreciation.

AAM FIREMEN HELP FIGHT FURIOUS FLAMES

by: Rick B. Malicsi, Fire Chief/UTH

Air America's Fire Brigade personnel on duty were enjoying a wonderfully cool evening last January, as they were receiving classroom instruction from the Duty Fire Officer, when suddenly the alarm bell rang. Everyone ran to their assigned fire trucks and waited for information regarding the nature of the emergency. After learning that the alarm was due to a fire in downtown Udorn, authorization was obtained from the AAM Duty Operations Manager for a fire truck and crew to respond. AAM's Water Tanker No. 3, with a capacity of 1,000 gallons and a crew of four men, was dispatched to the scene of the fire on Temrauj Road.

When the Air America fire truck and crew arrived in Udorn, the conflagration was in full progress. Aside from AAM's duty firefighters who responded, ten off-duty personnel of the AAM Fire Brigade reported to the Fire Chief at the scene of the fire and assisted in fire fighting operations until the fire was brought totally under control.

No loss, damage, or injury to Fire Brigade personnel and equipment resulted from the fire fighting operations. The cause of the fire in Udorn was unknown.

In spite of the assistance extended by the AAM Fire Brigade and other fire fighting units to the Udorn City Fire Department, the fire rendered 27 families homeless. Without this assistance, perhaps more would be homeless, due to the congested condition of the area where the fire occurred.

A letter of appreciation from Mr. Thoop Thammakool, Chief of Public Prosecutor, who was the Acting Governor of Udornthani Province at the time of the fire, was received by the AAM/Udorn Base Manager, Mr. C. J. Abadie, Jr., expressing gratitude for Air America's assistance (see boxes adjacent to photos).

(continued from p. 1, col. 1)

When programmers are clever, they are in a position to save the Company's money. For example, our C & T Report system formerly consumed 18 computer hours and 40 sorting hours monthly, at a cost of approximately US$2,400. Conversion to IBM's Model 360/40, from an older 360/20 model, plus skillfully planned program revisions and improved system flow, reduced computer time to 7 hours and completely eliminated the 40 sorting hours. As a result, the monthly bill for this system has been slashed by more than half — a worthy contribution to cost-cutting.

AIR AMERICA LOG ★ แอร์อเมริกา

AIR AMERICA MEDICAL MEMO

KEY TO LONGEVITY: HARD PHYSICAL WORK

Courtesy: Medical Department

When a centenarian is asked to what he owes his longevity, he will invariably include "hard work." And he means just that — hard physical work.

Most of us work hard. But, unlike that of our forebears, the stress is primarily on our nervous system, not on our muscles. In our sedentary, pushbutton lives we no longer walk to work, tend a garden, or even shift gears in our car.

For better and worse, we are both beneficiary and victim of the mechanical age. And it's killing us.

Americans have more heart attacks than any other people on earth. This high incidence of coronary trouble is a direct result of the way we live — we eat too much animal fat and we exercise too little.

Since few of us get sufficient exercise on our jobs, we must look for it elsewhere. And this is where the medical profession has been remiss. It has failed to instruct and motivate the public.

For example, a well-known cardiologist once said, "The only exercise you should do is being pallbearer for those who have exercised." Fortunately, he has since glimpsed the light and today is a strong advocate of exercise and sports.

Not all the blame can be passed to the medical profession, however. Many laymen who should know better, have a cynical attitude toward anything more strenuous than lifting a cocktail glass. Too often they make a comment like, "When I get the urge to exercise, I just lie down until the feeling passes."

Humorous, perhaps. But if an individual maintains that attitude long enough, he will lie down one day and more than just the feeling will pass.

There are many kinds of exercise, but the best are regular, vigorous physical activity that markedly increase your heart rate, that make the blood surge through your arteries. Running, swimming, tennis, and weight training are ideal exercises. So is 18 holes of golf — if you walk and carry your clubs!

Your choice of exercise is very important. For best results, the exercise you choose should be one you enjoy. Few of us have enough will power to stick with a program we dislike.

You should exercise at least three times a week, but it isn't necessary to exercise daily. When worked hard, muscles need time to recuperate.

A word of warning: if you aren't in condition, you must go very slowly at the outset. In this respect, common sense should be your guide. For an out-of-shape body, the only thing worse than too little exercise is too much.

(continued from p. 2, col. 1)

(A Coast Guard enlisted man on the return trip said simply: "Air America is our only contact with the outside world".)

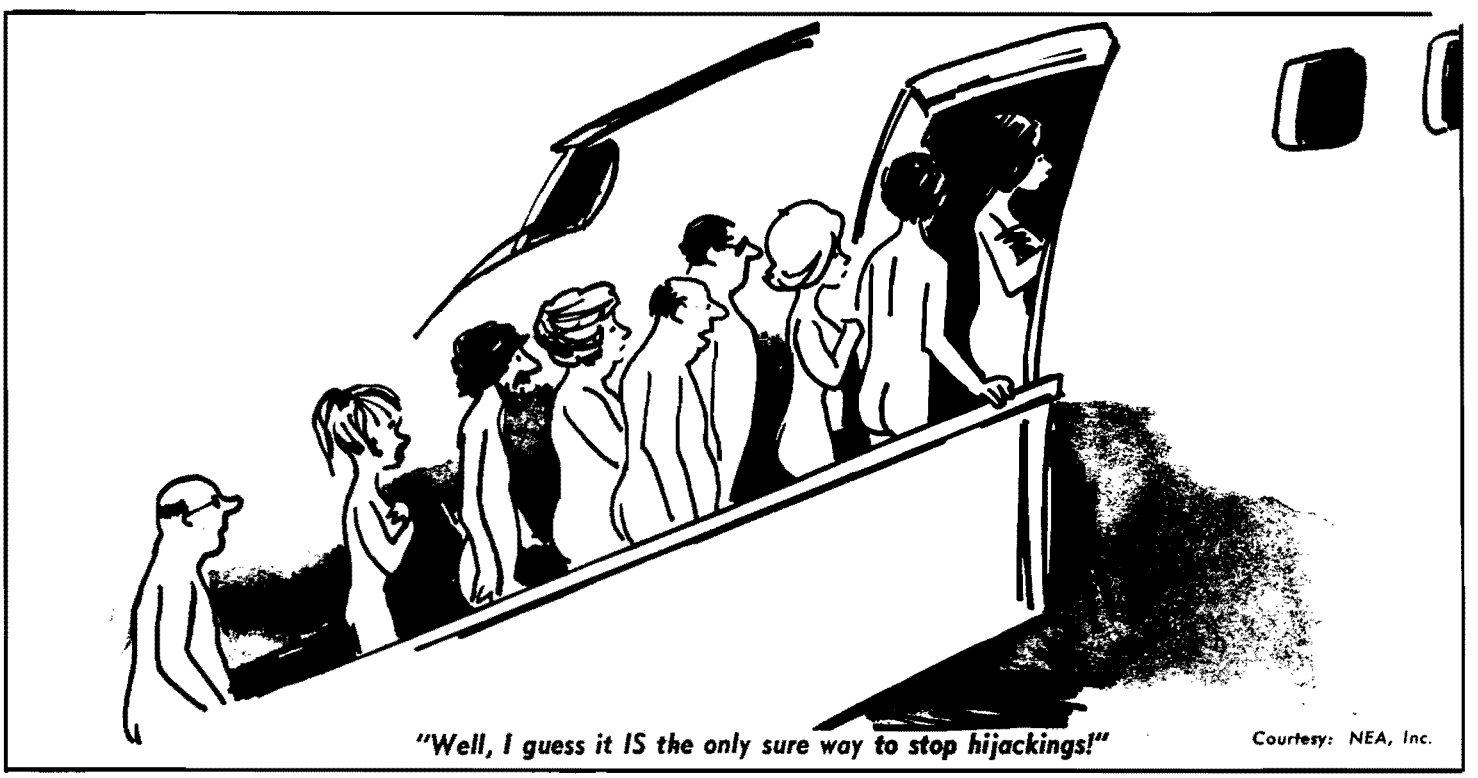
According to the officer, about the only supplies Air America does not bring to Iwo Jima are bulk diesel fuel for the diesel engines which drive generators on the island and items which are just too bulky to be loaded into the aircraft or too heavy for it to airlift.

The Japanese, to whom the control of Iwo Jima reverted in 1968, have a contingent of upwards of 40 men on the island to operate Iwo Jima Air Base. They maintain their own aerial logistics supply system — using primarily Japanese-built YS-11 twin-engine turboprop planes.

SOME FACTS ABOUT LORAN

LORAN A (the original standard) has frequency range of from 1,750 KC to 1,950 KC (kilocycles). Briefly, its method of operation consists in creating a DC (direct current) pulse from the rectification of RF (radio frequency) cycles received from master and slave stations. The DC pulses created from received cycles are then compared in time with each other. This time comparison is then related to distance by the use of navigation charts. LORAN A has a ground wave range over sea water of 400-800 statute miles and a sky wave range of from 1,000-1,500 statute miles. Error is 1-2 miles.

LORAN C has a frequency range of 95 ± 5 KC. Briefly, its method of operotion consists in comparing directly the first few received RF cycles of signals transmitted from master and slave stations. This comporison measures the phase differences between these two received RF signals. This phase difference is then related to distance by the use of navigotion charts. Ground wave range of LORAN C exceeds 1,500 statute miles and error is about ¼ mile; sky wave is not used.



"Well, I guess it IS the only sure way to stop hijackings!" *Courtesy: NEA, Inc.*

"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

AAM PHOTO ALBUM

PC-6/C

NEW THAI CAPTAINS

Two newly-hired Thai pilots at Udorn — Sompong Maneewun and Manus Disoum — were recently up-graded from First Officers to Captains on UH-34 helicopters; they were the firsts two of a group of seven Thai pilots who joined AAM in March, 1970, to complete their check-out flights as pilots-in-command (AAM LOG, VOL IV, No. 4, p. 2).

Captains Maneewun and Disoum were the third and fourth Thai pilots to be checked out as Captains at Udorn. The first two Thai Captains are old-timers: Captain Boonrat Com-Intra, who came with the Company in 1966, and Captain Boonchoo Na Nakornphanom who was hired in 1967.

Both of these Thai Captains were designated as Instructor Pilots earlier this year and both participated actively in the Thai pilot training program which graduated Captains Maneewun and Disoum.

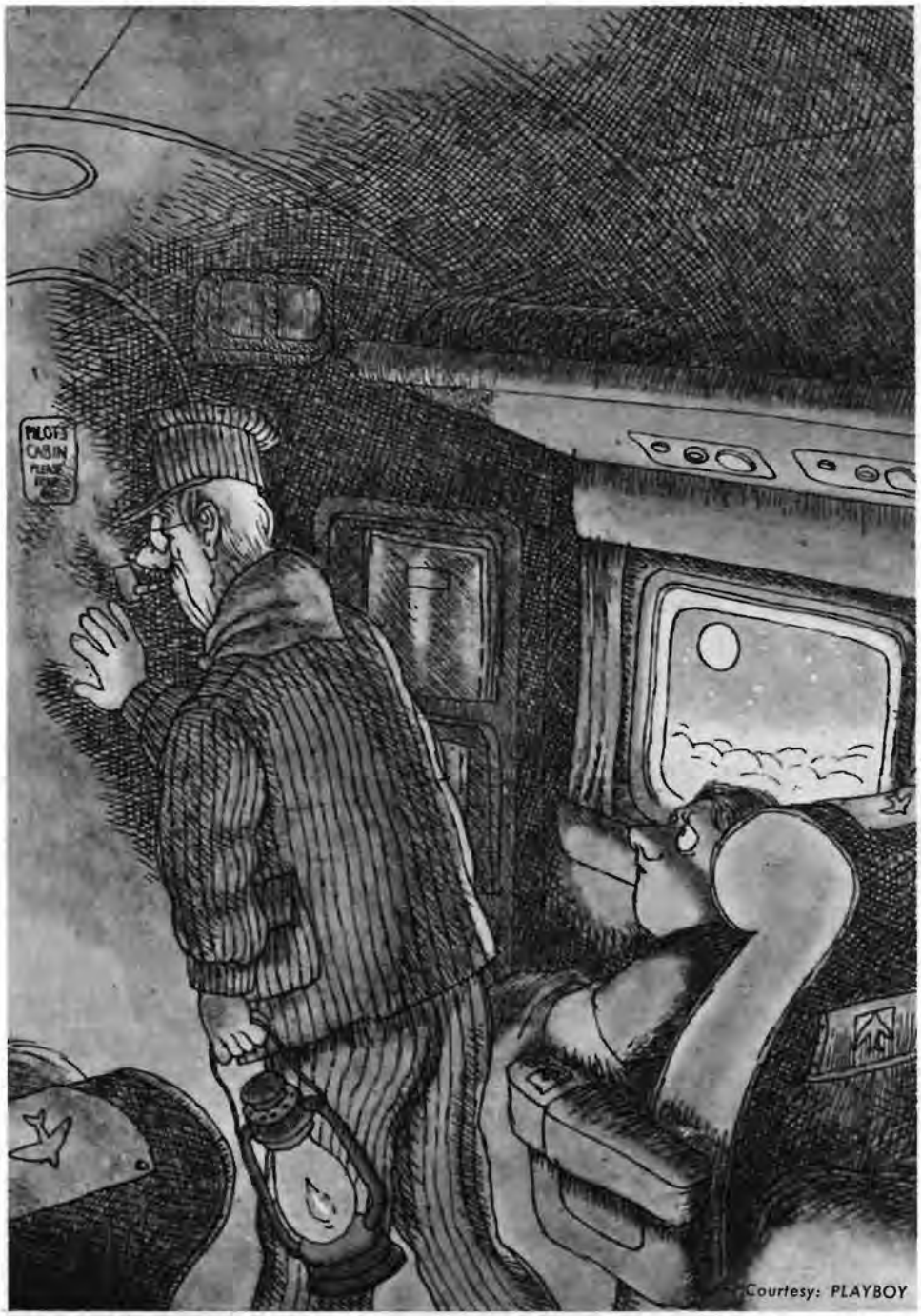
The two new chopper pilots had flown with the Royal Thai Air Force prior to joining Air America — as had their Thai Instructor Pilots.

Captain Sompong Maneewun (l.) being congratulated by Captain E. Wayne Knight, Air America's Chief Pilot, Rotary Wing, Udorn, in front of a UH-34.

Captain Manus Disoum smiles happily as he climbs into the cockpit of a UH-34.

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

AIR AMERICA LOG ★ 미 국 람 꽁 딍 사 사류



Courtesy: PLAYBOY

AIR AMERICA LOG

Editor
George L. Christian, III
Published by:
AIR AMERICA, INC.
Field Executive Office
Kadena Air Base, Okinawa
APO 96239

* * * * * *

"CAUTION IS THE OLDEST CHILD OF WISDOM"

EDITOR'S EDEN

(or: shortie squibs from here & there)

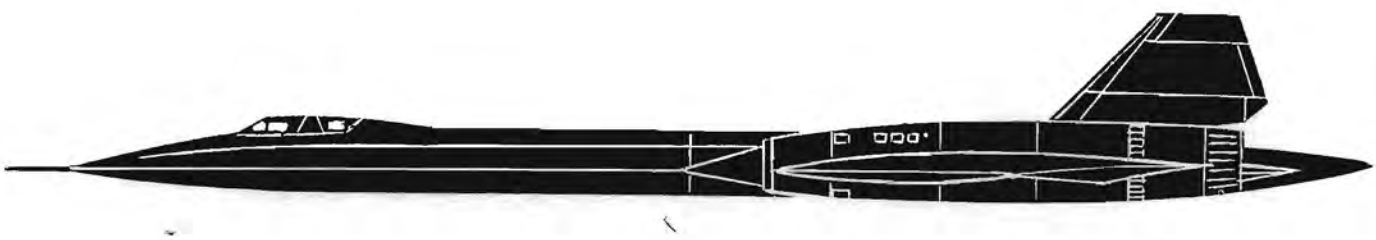
CRUDE BUT EFFICIENT

A landing strip marker at Site 213, North Laos. The bent piece of metal, nailed to a short wooden stake, is one of several such markers located along the strip which help pilots locate the edge of the strip. Note steep gradient of strip.

AIR HISTORY (Item 19)

October 12, 1905. The Federation A[illegible]-nautique Internationale was formed on this date. The organization has become the recognized authority for regulating air competitions and certifying air records. The Federation's current address is: 6, rue Galilee, Paris 16e, France.

. . . SLIGHTLY FASTER THAN A BULLET.



This Lockheed-designed and built, Pratt & Whitney powered (two J58 turbojets), SR-71 strategic reconnaissance aircraft can cruise at over Mach 3 at altitudes in excess of 80,000 ft., according to the manufacturer. At these velocities the plane exceeds 2,000 mph. — slightly faster than a 30.06 rifle bullet to which it bears a slight resemblance in profile.

Printed by China Color Printing Company, Inc. Taipei, Taiwan, Republic of China
5-2M 10/70

"SAFETY IS NO ACCIDENT"