

# AIR AMERICA LOG

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KADENA, OKINAWA

DECEMBER, 1967

## MESSAGE FROM MANAGEMENT

Happy Christmas and  
Happy New Year

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॥ २८ ॥

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"

축  
성  
신  
년

MALIQ'AYANG PASKO' AT  
MASAGANANG BAGONG

मेरविदिमाद-  
द्विदिपिमे

新 聖  
禧 恭 誕 敬  
賀 祝



One of Air America's spanking new Bell 205 helicopters on the North Ramp of Bangkok's Don Muang Airport where it and four other 205s were assembled and test-flown by Bell and AAM personnel. Note that the 205 has two large side windows as compared to only one on the 204B. These choppers are now based at Udorn.



## AAM ACQUIRES FIVE BEAUTIFUL BELL 205s

by: STAFF/BKK

Our BKK base recently received five spanking new Bell 205 helicopters. Each machine was packed in three large crates which were hauled from Bangkok's dockside to its Don Muang Airport on two huge trucks. The three crates contained respectively the chopper's fuselage, tail boom, and rotor blades.

The 205s were uncrated and assembled in the open on the North Ramp of the airport. A maximum effort was put forth by all AAM and Bell personnel concerned and the aircraft were made ready for flight test in very short order.

Assembly of the 205s was done under the supervision of Robert (Bob) Davis, Superintendent of Maintenance. The reams of paperwork involved in importing the choppers were efficiently handled by Norbert Wynn, Superintendent, Supply.

There were many people involved in the 205 assembly operation — these men were primarily concerned:

E. C. Smith, of Bell Helicopter  
E. D. Wood, Crew Chief, UDN  
G. L. Woods, Flight Mechanic, UDN  
J. Simons, Flight Mechanic, UDN  
T. Potigul, RMD Mechanic, BKK  
A. Supanang, RMD Mechanic, BKK  
H. E. Perry, Crew Chief, Thai Police Contract  
W. D. Lee, Advisor, Thai Police Contract

Pilots on the program included: Mr. E. C. Smith of Bell Helicopter; Captain Wayne Knight, AAM UDN; and Captain Wayne Webb of AAM's BKK Flying Training Department.

### BELL 205 & 204B

The Bell 205 helicopter is similar to the Bell 204B in most respects being a medium size, modern, turbine-powered, single-engine machine with a two-bladed main rotor. Both are powered by the same Lycoming T53-11A engine which develops 1,100 shaft horsepower for take-off and 900 hp. for continuous use.

Principal differences are:

- A 1,000 lb. increase in maximum gross take-off weight with internal loads;
- Maximum passenger seating increased from 9 to 13 (excluding pilot and co-pilot) by the addition of two pairs of seats facing outward adjacent to the rotor pylon.

Some other differences:

	205	204B
Main Rotor Dia.	48' 4"	48' 0"
Usable Cubage		
Main cargo area:	220 cu./ft.	140 cu./ft.
Cargo Door:		
Height	4' 1"	4' 0"
Width	6' 2"	4' 0"

"AIR AMERICA'S MOTTO: 'NO PROBLEM'"