

AIR AMERICA: LOCKHEED C-130 HERCULES

Air America crews flew the following types of C-130 operations:

I) The Tibetan airlift:

Since October 57, Tibetan guerillas were supported by CAT aircraft. At first by a B-17, then by a "sanitized" C-118A bailed from the USAF. From July 1959 to May 1960, "sanitized" USAF C-130As belonging to the 483rd Troop Carrier Wing of Naha Air Base, Okinawa, which was part of the 315th Air Division, and flown by "quarantined" Air America crews, continued these airdrops into Tibet from Takhli, Thailand. For each mission, one to three USAF C-130As were flown from Naha to Kadena, Okinawa. There they were loaded by CIA people and then flown to Takhli by Air America crews, where they were "sanitized", i.e. stripped of all military markings to make them non-attributable. Then they were flown from Takhli across Burma to Tibet by "quarantined" Air America crews, using letters like "Able flight" or "Baker flight" as call-signs, made their drops (cargo and guerillas), returned to Takhli, and were then given back to the USAF at Naha. Such drops were flown on 18 September 59 (1 C-130A), in the second week of November 59 (1 C-130A), mid-December 59 (1 C-130A), mid-January 60 (1 C-130A), mid-February 60 (1 C-130A), mid-March 60 (2 C-130As), mid-April 60 (2 C-130As), and on two consecutive nights at the end of April 60 (2 times 3 C-130As). These airdrops ceased in May 60, after the CIA pilot Francis Gary Powers had been shot down on 1 May 60. Reportedly, between November 1959 and May 1960, some 35 to 40 missions had delivered almost 400 tons of cargo to resistance fighters of Tibet. The airdrops were resumed on 31 March 1961 under the Kennedy administration, with known missions on 31 March 61 (1 C-130A), 2 April 61 to Mustang in Nepal (2 C-130As), and mid-December 61 to Mustang (2 C-130As), but the airdrop missions probably continued to about mid-1962. The C-130As used on the Tibetan airlift belonged to the 21st Troop Carrier Squadron, possibly including those of the E-Flight detachment, which were also based at Naha and temporarily at Takhli. Since 1962 the Tibetan program was slowly reorganized as to include the cooperation of India, so that Air Ventures Inc., the CIA's outfit which had been set up in Nepal in the fall of 1963, did not have to be used for covert supply drops. For since that time the C-46s and Helio Couriers of the Indian ARC or Aviation Research Center of Charbatia Air Base, India, were responsible for supporting the Tibetan resistance. According to the information contained in the official USAF Assignment Records, preserved at the AFHRA at Maxwell AFB, AL, the following C-130As belonged to the 483TCW, Naha, between July 1959 and May 1960, and were probably all used in the Tibetan airlift at one time or another:

C-130As used for the Tibetan airlift between July 1959 and May 1960:

Leary, *Secret mission to Tibet*, p. 68.

Conboy/Morrison, *The CIA's secret war in Tibet*, pp. 110-33.

Leary, *Secret mission to Tibet*, p. 71.

Conboy/Morrison, *The CIA's secret war in Tibet*, pp. 140 1, 158-64.

Fax dated 29 May 2000, sent by Brigadier General Aderholt to the author.

Trest, *Air Commando One*, p. 87.

Robbins, *Air America*, pp. 90-98; Leary, *Secret mission to Tibet*, pp. 62-71; Trest, *Air Commando One*, pp. 75-98; Bowers, *The USAF in South-East Asia*, pp. 448/9; Conboy/Morrison, *The CIA's secret war in Tibet*, pp. 171-207.



AIR AMERICA: HUGHES 500s:

The types of missions flown by Air America's Hughes 500s:

Most official Air America papers like the Flight Operations Circulars speak of only two Air America Hughes 500s (N353X and N354X), and those aircraft were operated out of Udorn on medivac and communications missions into Laos and could carry 3 passengers (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). But those two aircraft only served as cover for two others - the "Quiet Ones" -, which were used for a secret wiretap mission into North Vietnam and whose complete identities appear only in one Air America paper hidden among others preserved at the Air America Archives: in a letter dated 15 June 73, by which Air America's Senior Vice President Clyde S. Carter asked the FAA to note a change of ownership for those two Hughes 500Ps. As their conversion to Hughes 500Ps is not mentioned, they may have become regular Hughes 500s again at that time. Those documents also reveal that from the very beginning, the two regular Hughes 500s had only one purpose - to be used as cover for the Hughes 500Ps, as all four aircraft were registered on the same day in April 71, although the regular ones came to Laos only about one year later.

Statistics according to official Air America documents:

- Inventories of 31 March 72 > 30 November 72 (in: UTD/CIA/B1F10): 2 > 2

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Hughes 369HS	N351X	900257S	July 71	bought new
Service history: regd. on 15 July 71 (Letter by Clyde S. Carter dated 15 June 73, in: UTD/CIA/B15F5); not listed in the Flight Operations Circular of 15 July 71 (in: UTD/Hickler/B8F7B); not covered with Aircraft Public Liability, Property Damage Liability and Passenger Liability Insurance in July 71 (Air America Aircraft Insurances as of 15 July 71 / Memorandum dated 19 July 71, in: UTD/Herd/B2); believed converted to Hughes 500P ("The Quiet One") in the USA between July and October 71 for a communications-intercept project called "Main Street"; directly controlled by Washington in September 71 (Memorandum of 29 September 71, p. 6, in: UTD/CIA/B19F8); ferried to Air Asia's base at Tainan about October 71 and used there until the spring of 1972 to train 6 senior officers from the 34th Squadron of the Republic of China Air Force for a wiretap mission into North Vietnam (Conboy/Morrison, <i>The quiet one</i> , p. 46); the project "Main Street", employing Messrs. Smith and Lamothe as special pilots, ended on 31 December 71 (Memorandum of 30 September 71, p. 4, in: UTD/CIA/B19F8); not listed as maintained by Air America, Udorn, on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); loaded into an Air America C-130 and flown to Takhli (T-05) about June 72; flown to PS 44 in June 72 for a wiretap mission into North Vietnam; used by Taiwanese crewmen from the RoCAF's 34th Squadron to practice night missions near PS 44 until early September 72, when the Taiwanese were sent home; then, Air America crews were trained to fly to Vinh in North Vietnam and to tap the telephone line; after several failures, that mission was successfully completed in the night of 6 to 7 December 72 (Conboy Morrison, <i>The quiet one</i> , pp. 46-49). The 2 Hughes 500Ps had been painted				

AIR AMERICA: BELL 204B

The types of missions flown by Air America's Bell 204Bs:

The main area of activity for Air America's Bell 204Bs was South Vietnam where they worked under the provisions of both military and USAID contracts. Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts. Within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2). This work included communication flights, especially to small mountain villages and islands, and the evacuation of wounded soldiers especially from the Mekong Delta zone, but also construction work, medical and veterinary services, and the transportation of life animals. Sometimes, Saigon's Air America Bell 204Bs supported US Navy SEALs in underwater demolition work, inserted agents into enemy-held territory, or helped evacuating the victims of monsoon floods (Harnage, *A thousand faces*, pp. 14/5, and 67/8). In April 1966, two additional Bell 204Bs were leased and later bought for operations out of Bangkok and Chiang Mai under USAID contracts. Only in 1969, a number of Bell 204Bs was transferred to Udon to be used especially on contract USAID-439-713, which also covered the CIA's Hmong program. But the glorious days of Air America's Bell 204Bs were, of course, the final days of April 1975, when they participated in the heroic evacuation of Saigon.



Bell 204B over South Vietnam in 1967
displaying the old color scheme
(*Air America Log*, vol. II, no. 2, 1968, p. 1)



Bell 204B N1307X at Saigon in March 68
displaying the new color scheme
(*Air America Log*, vol. II, no. 3, 1968, p. 1)

Statistics according to official Air America documents:

Feb. 1966: Inventory of 1 Feb. 66, in: UTD/Herd/B2: 5 plus 7 planned

Sept. 1967: 10 Bell 204Bs operated out of Saigon, 1 operated out of Udon, 1 operated out of Chiang Mai (Minutes ExCom-AAAL/AAM of 3 October 67, in: UTD/CIA/B8F2)

- Inventories of 31 March 72 > 30 November 72 (UTD/CIA/B1F10): 10 > 10

AIR AMERICA: BELL 205 / UH-1D and UH-1H

The types of missions flown by Air America's Bell 205s and UH-1Hs:

Air America's five Bell 205s were all flown in Laos and mostly for the AID-439-713 customer, that is for the CIA's Hmong program. They could carry 12 passengers or cargo, had seat armor, and a hoist and inertia reels could be installed (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). They were used to carry Hmong troops from one point to another within a battle ("leap frog" technique), but also to supply isolated outposts and gun positions with all types of goods including arms. They also flew some sort of postal service to isolated villages and participated in evacuations. After the remaining three aircraft had been flown to Saigon in the spring of 1974, they remained idle at Tan Son Nhut, until they received US registry in April 75 in order to be able to participate in the evacuation of Saigon. But only one of them made it to the US ships waiting to take the aircraft home. - Little is known about the 6 US Army UH-1Ds used by Air America in the spring of 1971, except that they seem to have been used in a similar way under contract F04606-71-C-0002. - The sole UH-1H operated in 1971 seems to have been used at Tainan in order to train Republic of China Air Force people and to prepare them for a wiretap mission to be flown into North Vietnam. - Finally, the more than 30 UH-1Hs delivered to Air America in 1973 were all able to transport 10 passengers or cargo, and were equipped with armor, inertia reels and a cargo hook (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). But they had two different missions: The smaller part of them was assigned to contract AID/VN-100, flying all sorts of supplies to isolated villages in South Vietnam, but also into besieged positions in Cambodia. Although USAID was officially an important contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2). The greater number of those helicopters - 22 UH-1Hs in the beginning - was assigned to contract ICCS-73-008, that is to *ICCS Air Services*, as the air operations of the *International Commission of Control and Supervision* was called. These aircraft had to fly around members of the commission who had to supervise the observance paid by all sides to the Peace Agreement. The aircraft were painted in their normal Air America colors, but had three large yellow stripes around the fuselage, and instead of Air America titles, they carried a large ICCS sign. In the eyes of many Air America people, however, the inefficiency of that commission soon changed the meaning of the abbreviation. For them, ICCS became to mean: "I can't control shit". That inefficiency may have been the reason why since 1974, more and more UH-1Hs were returned to normal Air America service. And in the last days of April 75, it were those UH-1Hs that carried out most of Air America's evacuation work from 13 designated points in Saigon to the U. S. Embassy roof top in downtown Saigon and to the Defense Attaché Office at Tan Son Nhut airport and then to the 7th US fleet waiting in neutral waters outside South Vietnam. And the famous photo showing a helicopter on top of the Pittman Building at Saigon on 29 April 75, with CIA agent Oren B. Harnage helping people standing on a ladder to enter the evacuation helicopter, depicts one of Air America's Bell 205s formerly flown in Laos: N47004 (Letter by Robert Caron, in: *Air America Log*, vol. XVII, no. 2, April-June 2000, p. 14; Harnage, *A thousand faces*, pp. 145-60).

Statistics according to official Air America documents:

- Inventories of 31 March 72 > 30 November 72 (UTD CIA B1F10): 3 > 3



AIR AMERICA: HELIO H-395 SUPER COURIERS

The types of missions flown by Air America's Helio Couriers:

The Helio Courier was an aircraft designed for undeveloped terrain. Air America's first Helio was introduced to Laos in January 59, but as pilots did not like the aircraft, it sat idle at Vientiane airport until February 1960. At that time, USAF Major Aderholt convinced Air America crews that the Helio could land at places where most other aircraft had difficulties to land, and after dozens of short and tricky mountaintop landing sites ("Lima Sites," at that time still called "Victor Sites") had been carved out of the terrain with primitive methods, the Helio became one of Air America's work horses in Laos. Over the next couple of years, the number of those small mountaintop airstrips grew to about 450, and with them grew the number of Helios used by Air America for a variety of missions. These missions ranged from communication to flying around CIA case officers or ARMA people, recruiting soldiers for the Hmong army, transporting medical doctors and medicine, dropping small supplies, inserting and picking up spies and agents in enemy territory, and so on. Nearly all of Air America's Helios were acquired by Air Asia and given Taiwanese (B-) registrations from B-833 onwards. But when Laos and Taiwan broke off diplomatic relations in mid-1962, the B-prefix was simply painted over so that the aircraft continued to fly with their old numbers which, without that B-prefix, looked like military serials. This solution proved to be very practical, as Chinese registered Helio H-395s were allowed to be operated at a special gross weight 350 lbs. above the US FAA-certified maximum of 3000 lbs. under special restrictions (Minutes ExCom-AACL of 11 December 62, in: UTD/CIA/B7F1), and in 1963, the maximum gross take-off weight of all of Air America's Chinese-registered Helios was approved by the Civil Aviation Administration of Taiwan to be increased from 3000 pounds to 3350 pounds (Minutes of ExCom-AACL/AAM of 27 August 63, in: UTD/CIA/B7F2).

Already in 1962, the need for more Helios was so great that some aircraft were leased from VIAT (Vietnamese Air Transport), the CIA's outfit in South Vietnam (Conboy / Andradé, *Spies and commandos*, pp. 33-44), and those aircraft used their manufacturer's serial numbers as serials - like "531". At that time Air America also supported VIAT's other Helios - like XV-NAE - which were operated in South Vietnam on clandestine missions. The demand grew and grew until the mid-sixties, when Air America took over several Helios from VIAT, which had gone out of business in 1964. By that time Air America could operate openly in South Vietnam. One year later, the US Army loaned three Helios to Air America, and it seems that on several occasions, additional Helios from the USAF's 56th Air Commando Wing of Nakhon Phanom were used for special missions. Starting in 1964 many of Air America's Helios were given XW-registrations and some of them even received an Erawan painted on the fin, apparently to underline their Laotian nationality although, in reality, their ownership had only passed from Air Asia to Air America. Helios flown in South Vietnam, however, retained their B-prefix although some of Air America's Helios also used their XW-registrations in South Vietnam. The first two Air America Helios to be operated in South Vietnam were B-875 and B-877 acquired from VIAT in 1964 and 1965 and assigned to a USAF contract, but their career in South Vietnam was short-lived: only in late 1966 and early 1967 a total of 9 Helios was transferred to Saigon for use under USAID and military contracts, probably mainly for communications duties. By 1969 most of them had been put into storage. And on 12 March 74, all remaining Air America Helios were sold to Aviation Associates of Manila.



AIR AMERICA: NORTH AMERICAN T-28s

D) A little bit of History:

In August 63 the US Government gave the Royal Government of Laos 6 T-28s and provided a USAF Mobile Training Team (MMT) for initial instruction and maintenance at Wattay (Castle, *At war*, p. 65). In a message from the US State Dept to Ambassador Unger dated 26 October 63, the US allowed the T-28s to be used to attempt intercept and down any North Vietnamese illegal supply flights, but did not allow the T-28s to drop bombs for cratering Route 7, because it would have been a violation of the Geneva Agreements. Two versions were sent to Laos: the reconnaissance RT-28 and the attack T-28D (Castle, *At war*, p. 65, and p. 162, notes 12 and 13). But as there were not enough pilots, on 6 December 63 CINCPAC recommended a detachment of the 1st Air Commando Wing, Eglin AFB, FL, to be deployed to Udon to help the RLAf. On 13 March 64, 38 USAF officers and soldiers of Detachment 6, 1st Air Commando Wing - code-named *Water Pump*, commanded by Major Drexel B. Cochran, departed Hulbert, arriving at Saigon in mid-March. Half of them assembled 4 crated T-28s, the others flew to Udon, where the detachment established a T-28 maintenance facility using Air America equipment, and immediately began a T-28 ground-and-flight school for Thai and Lao pilots (Castle, *At war*, p. 66 / Trest, *Air Commando One*, p. 140). By mid-May 64, additional T-28s arrived from South Vietnam, former MACV aircraft which had been phased out. Now, more than a dozen graduates flew daily bombing and reconnaissance missions over Laos. The American flyers - mostly Air America pilots - were called the "A Team", the Thai flyers were the "B Team", and the Lao were the "C Team". To coordinate their activity, the State Dept. established a primary Air Operations Center (AOC) at Wattay and a secondary AOC at RLAf headquarters at Savannakhet (Castle, *At war*, p. 66). The original Air America pilots who joined the program in May 64 were: Rick Byrne, Ed Eckholdt, Joe Hazen, Tom Jenny, and John Wiren, and later Don Romes; all had prior experience in the T-28 and close air support training. "On acceptance, we were asked to resign from Air America Inc., our personal records were sanitized in the event we were shot down and captured. We would then be classified as mercenaries for the Royal Laotian Air Force to protect the US government from violating the Geneva Accord Agreement. The rationale for this program was that there was evidence of a big enemy build-up massing to come down highway 47 from North Vietnam to gain as much territory as possible before the monsoon season. The road needed to be cut and the bridges to be destroyed to halt the advance, but the Laotians just did not have the experience at that time to do the job." (Wiren, *Tango*, p. 5). "The aircraft we used were based and maintained at Udon, Thailand. The normal routine was to depart Udon and fly to Vientiane, where ordnance was put on the aircraft by US Air Force personnel dressed as civilians. We were given our mission assignment from the Embassy, that came through Air America Flight Information Control (FIC). At that time, General Ma kept a few T-28s there, but the main base was in Savannakhet" (John Wiren, e-mail dated 20 July 2001, sent to the author). Since June 64, B-Team and since August 64, A-Team T-28s were sent to fly cover to rescue downed American airmen (Castle, *At war*, pp. 70 and 76). This was the main activity of A-Team pilots, while B-Team and C-Team pilots primarily flew attack missions against trucks and other slow vehicles on the ground as well as strategic targets like enemy gun positions or bridges. More Air America pilots - like Allen W. Rich - were employed over the years, and more T-28s were acquired - already by the end of June 64, the RLAf had 33 T-28s (Leary, *Outline - Air America in Laos*, 1964, p. 7).



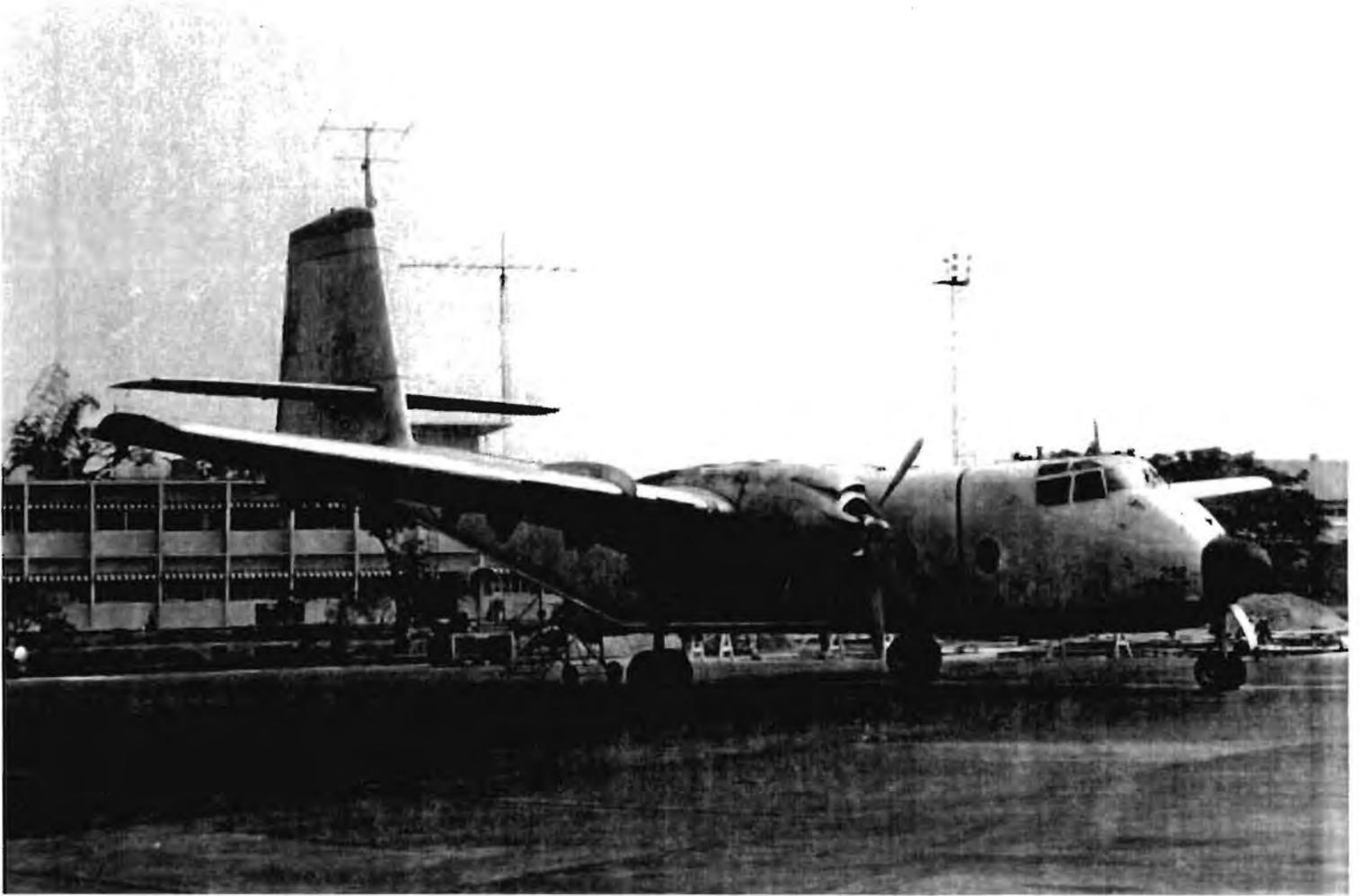
AIR AMERICA: DE HAVILLAND CANADA DHC-4 / C-7A CARIBOUs

The types of missions flown by Air America's Caribous:

The story of Air America's Caribous begins even before their own first two aircraft arrived in July 62, because already some months earlier, on 12 May 62, Air America pilot Fred Walker had successfully landed a bailed US Army Caribou ("333") on the newly constructed airfield of Long Tieng (Hamilton-Merritt, *Tragic mountains*, p. 118). The first of Air America's own Caribous (B-851) served in Laos for many years. At least since 1965, however, it was actually based at Udorn as a special mission aircraft for rescue and exfiltration work, to which a Fulton Skyhook system could be attached. In the early years this aircraft was also used to transport small Air America aircraft like Helio Couriers which had had an accident: In such a case, the wings of the Helio were separated and then put into the Caribou together with the fuselage. Only in the early seventies B-851 was transferred to Saigon where it obtained the registration N11014 and was finally used in South Vietnam to supply Air America's own fleet of aircraft with fuel. Air America's second Caribou (B-853) was quickly considered to be inadequate for service in Laos, although reverse props had been installed in both aircraft by 1963. After some years of work with the Royal Thai Border Police out of Bangkok, it was leased to the USAF in August 68 until it was sold in 1973. The other two Caribous owned by Air America, N539Y and N544Y, were based at Saigon nearly all the time and used under a variety of military and USAID contracts, delivering all sorts of supplies as all Air America aircraft did in South Vietnam. Because of their STOL capabilities, however, those Caribous were often used on flights to the Montagnard population living in the hill country. Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2). The majority of Caribous operated by Air America, however, were bailed aircraft, which used the last three digits of their military serial as Air America serial. Since 1964 Air America operated at least four of them in Laos which were bailed from the US Army. Although they delivered and dropped all sorts of supplies, they were specialized in landing fuel drums on small mountain airstrips in Laos. In the early years those Caribous were painted Army brown and did not have a radom. But when all US Army Caribous were transferred to the USAF in 1967, their colors equally changed. Since that time, all Caribous bailed from the USAF were all silver - except for "762", which was camouflaged. Later Air America titles and a radom were added. Those USAF Caribous on loan to Air America never left Laos, however, so that the last of them returned to the USAF in June 74. As to the Caribous remaining in South Vietnam at the end, N539Y even flew for *ICCS Air Services* in 1973, and N11014 did not make it home. It had to be abandoned at Con Son Island on 29 April 75. A final acquisition in exchange for other aircraft, Caribou N6080, never joined the theater in South East Asia.

Statistics according to Air America documents:

- 1) **1964:** + 5 (= "149", "392", "393", "401" and "404") (Minutes BoD-AAM 21 July 64, in: UTD/CIA/B3F5) >
- 2) **1965:** the purchase of 2 "Skyhook" installations for Caribous was approved on 25 May 65; it takes about 30 days to install them (Minutes ExCom-AAAL/AAM of 25 May 65, in: UTD/CIA/B7F4)
- 3) **1966:** Inventory of 1 Feb. 66, in: UTD/Herd/B2: 4 owned + 5 bailed + 2 more planned



CIVIL AIR TRANSPORT (CAT) and AIR AMERICA FATALITIES
COMBAT LOSSES IN CHINA and SOUTH EAST ASIA

29 July 1948-TARBET, Clyde T. (C) C-46 Tsingtao, China. CAT's first
 Chan, W.K. (R/O) casualty. Transporting troops to the battle of
 Har, Y.S. (F/O) Mukden, Manchuria. (FS)

19 July 1949-NORWICH, Edward (C) Cessna 195 Near Lanchow, China

08 Nov. 1949-JONES, Norman R. (C) C-46 Yunan Province, China. Engine fire
 Chen, K.V. (LCH)

09 Dec. 1950-HEISING, Robert (C) C-46 Korean airlift. Crashed on Mt. Fuji
 Chang, W.H. "Jimmy" due to extreme weather (FS)
 Wen, T.W.

03 Dec. 1952-SCHWARTZ, Norman A. (C) C-47 Shot down in Manchuria on a
 SNOODY, Robert C. mission to pick up an agent that they had
 infiltrated earlier. Schwartz & Snooddy were killed.
 Jack DOWNEY & Dick FECTEAU were
 captured and imprisoned. Not recovered.

14 Jan. 1953 BATAVIA, Gabriel J. Killed, per roster, no details

06 May 1954-McGOVERN, James B. (C) C-119 Shot down resupplying Dien Bien
 BUFORD, Wallace A. (F/O) Phu. Crashed near Ban Sot, Laos. CILH has
 excavated the site twice in '02. one set of
 remains recovered. ID Pending. Return to
 site pending (05/03)

26 May 1954-BUOL Lawrence R. Died as a result of five years spent in Chinese
 Communist prison. Captured in Mengtsh, China

20 Oct. 1954-Kan, Y.C. (F/O) C-47 (B-811) A/C crashed in Gulf of Siam returning to
 Chen, Yao-Ziang BKK from a night parachute training mission. Pilot
 Harry Kaffenberger survived.. WEI employee
 JAMES McCARTHY, Jr. and three Thai border-
 policemen died. (PM, page 199)

26 Nov. 1960-Tong, S.L. "Eddie" (C) C-46 B-130 Laos. Lost power on T/O, PDJ.
 Wong, K.S. son of the Chinese Ambassador to the U.S., Dr.
 Hollington Tong (WL)

1 Jan. 1961 - Nabung, Caferino B. Captured by Pathet Lao on 16 Dec. 1960 (CR)(WM)

30 May 1961- MATEER, Charles H. (C) H-34 Pa Dong, Laos. Resupplying the
 WIZBOWSKI, Walter L. besieged Hmong in bad weather 19 06' N 103
 08' E (AA Log, Vol. 17, No. 3, pg 11)

13 Aug. 1961-BEVAN, David W.(AFS) C-46 B-136 LS-14. Pha Kua, Laos
EUBANKS, Darrel A.(AFS) during aerial delivery 19 55'N
FORTE, Norwood N. (C) 103 09' E
LEWIS, John S. (AFS)
SARNO, Roger J. (F/O)

04 Feb. 1962-HEINRICH, Howard F.(F/O)C-46 B-916 Shot down over Plain of
STROUSS, Herbert S. (C) Jars, Laos 19 21' N, 103 22' E
Lee, H.C. "Perry" 3 AFD's jumped & survived(WL)

18 Feb. 1962-RASMUSSEN, James A.(C) B-26 Tainan, Taiwan. Training flight. Flew
into side of a mountain. (WL)

06 Apr. 1962-BEALE, William H. (C) Beaver LS-26 A/C crashed into trees at
VARNEY, George R. (F/O) end of runway at Zieng Dat T/O in
hot weather 22 18' N, 101 48' E

22 July 1962-DIEFFENBACH, Charles T. (C) Helio North of Phu Bai Fire caused by
small arms fire. 19 03' N, 105 01' E

27 Nov. 1962-HERITAGE, Donald C (F/O).C-123 NX 5004X. Shot down by Neutralists
RILEY, Frederick J. (C) while trying to land at Xieng Khoung. (WL)
19 27' N, 103 09' E.

17 July 1963-PRUDHOMME, Gerald I.(C)C-46 B-148 Hit side of mountain in dense fog
VERDON, George A. (F/O) during rice drop at Pak Tha. (WL)
NEWTON, Gideon A. (AFS) 19 32.5' N. 100 50.5' E.
WOOTEN Aubrey A. (AFS)
Milindre, Charuk (AFS)
Tantilohakui, Narong (AFS)

05 Sep. 1963-CHENEY, Joseph C.(C) C-46 B-150 Seno, Laos **This site has been**
DeBRUIN, Eugene H. (AFS) **excavated by CILHI 7/01. Cheney &**
HERRICK, Charles G.(F/O) **Herrick ID'd & returned 164245N /**
To, Yik Chu 1061021. The kickers bail out, were
Promsuwan, Prasit (AFS) captured, escaped and are still being
Thanee, Prasidhi (Prasit) (AFS) hunted. Indratt, Pisdh survived (CILHI)

27 Dec. 1963-LIU, Herbert (C) C-47 B-815 Crashed making aerial
Hsien, Tsuan-Ho delivery for the Thai Police
Yu, L.S.

18 Aug. 1964-Pascual, Cornelio N.(FM) UH-34D (H-19) Killed by gunfire at Moong
Phang (WL)

24 Aug. 1964-SANDOVAL, Albert A. Helio Courier B-849 Crashed on T/O, Pakse,
Laos. (WL) Pilot apparently
incapacitated prior to crash.

12 Sep. 1964-BAKER, Howland D.(AFS)C-123 LS-20A Floated out of A/C during
airdrop, was not wearing parachute
Ban Na, Laos (WL)

03 Mar. 1965-JONES, Charles D. (C) H-34 L-54 (H-26)

05 July 1965-SCANDALIS, Alexander (C)	C-45	Saigon, SVN. Hit by a missile after T/O from Tan Son Nhut (WL)
27 Sep. 1965-MAHONEY, Justin G. (F/O) OYER, John L. (F/O)	C-45	Shot down while landing at Bao Tri, SVN (WL)
03 Oct. 1965-MUSCAL, Frank (F/O)	C-123	LS-20A Long Tieng, Laos Hit Bulldozer on runway. (WL)
12 Oct. 1965-LIEBERTH, Richard H. (C) SMITH, Franklin D. (FM)	H-34	Saravane, Laos L-34 (H-39) (AC) Agency employees Mike Deuel and Mike Maloney also killed
13 Nov. 1965- Alamares, Rizel S.J. (AFD)	C123B	Fell from A/C while taxing. Udon N5007X (WL)
14 Jan. 1966-PRUNER, William R. (C) Thai, Nguyen Van Chang, Y.H. "Johnny"	C-47 B-929	Shot down landing at Vi Thanh, SVN. Pruner & Chang executed, Thai lead away with rope around his neck (WL)
06 Mar. 1966-ENSMINGER, Wayne W.	Helio	Laos, Stabilizer cable broke on T/O
09 Apr. 1966-Crisologo, Romeo B. (FM)	UH-34D (H-14)	Killed by ground fire near Ban Pak (WL)
19 May 1966-WILMOT, John W., Jr.	UH-34D	A/C (H-34) hit by gunfire while landing FAR forces NE of LS-32 (WL)
11 Jan. 1967-FARTHING, Frank	Porter	Hit mountain in bad weather SVN (WL)
23 March 1967 MASSEY, Bruce C. (C)	Volpar	(N91284) Hit mountain in bad weather 15 miles NNW of Danang, SVN (AC), (WL)
03 Aug. 1967-PIRKLE, Lowell Z. (FM)	UH-34D	A/C (H-38) hit by rifle grenade near Luang Prabang, Laos (WL)
08 Aug. 1967-BRUCE, Earl E. Jr. (FM) COONEY, John J. (F/O)	UH-34D LS-54	(XC 435 045) A/C hit mountain in bad weather, enroute Pakse - Ban Thateng (WL)
17 Nov. 1967-BIJL, Roelf (C)	Domier	Crashed on T/O from My Tho, SVN Someone had placed a heavy object inside the after inspection door without telling anyone. This threw the CG off, causing a hammerhead stall (FS)(AC)
24 Dec. 1967-Chan-Aium, Ampol Phochan, Phanomphom Ratanakosoom, Kosoom Tongkorn, Nit		Killed by PAVN troops when they overran an AAM radio station in the Phalane District, Laos Juan Solita was captured, then released in April 1968

05 May 1968-LEE, Robert E. (FM)		Saigon
18 Jun. 1968-CAMPBELL, James C. Tovira, Vichit	Bell 204	Crashed on training flight Long Thahn, SVN (WL) (AC)
25 Nov. 1968-HODGKINS, Emmons B.Jr.(F/O) MURRAY, Jon Charles (F/O) Yuphaphin, Chaveng	C-46	(86N) L-39 (AA Log, Vol 15, No 3 pg,4)
25 Nov. 1968-PORTER, Lester M. Reyes, Baltazar	C-46	Engine failed on T/O, Savannakhet, Laos. 21 pax died (WL)
07 Dec. 1968-FRASER, William J.(C) McCARTHY, Patrick F.(FM) Dychitan, Bernardo L.	Bell-205	Pin pulled om grenade while off-loading cargo of grenades. LS-107 (WL)
16 Jan. 1969-KELLY, Howard W. (C) MATHESON, Milton N.(F/O) Hanh, Nguyen Van	C-47	(B-949) Hit side of mountain in bad weather N. of Danang, SVN (AC),(WL)
12 Feb. 1969-CRONE, Robert O'Neal	CASI Porter	N. of Luang Prabang, Laos
13 May 1969-GIBBS, William J.	UH-34D	Laos LS-54 (H-68) Killed by sniper round through window.(WL)
17 July 1969-BOOTH, Gerald A.(C) Centeno, Montano (FM)	UH-34D	LS-20 (H-50) Landing accident (WL)
14 Aug. 1969-GRAMMER, Norman A.(C) WOODS, Glenn R. (FM)	Bell-204	A/C shot down on approach to Long Tieng (WL)
19 Aug. 1969-DAVIS, Ralph S.	Porter	LS-20A A/C hit by gunfire from Meo soldier. Carrying pax from Long Tieng to Sam Thong. Vang Pao identified & executed the Meo rifleman (WL)(AC)
18 Feb. 1970-MERKEL, Jon Christian (C)	H-34	Killed by round through cockpit window near Tha Lin Noi (WL)
02 Mar. 1970-POTTER, Harvey B. (C)	H-34	Near L-54. Died of burns recieved in crash 02/25/70
10 Mar. 1970-BEARDSLEY, John W. (F/O)	H-34	Near L-54. Died of burns received in crash 02/25/70
10 Apr. 1970-COCHRANE, Kevin N.(C) DeLONG,, Gerald L. (AFS) HESTER, Billy K. (AFS) McKEAN, Robert B. (F/O) ROGERS, Huey D. (F/O) SMART, Milton E. (F/E)	C130	Hit side of mountain during approach to Long Tieng (Bad weather)(WL)
28 Dec. 1970 Vongachak, Boumy (AFS)	C-7A	LS-2, killed by gunfire over DZ (WL)

1 Jan. 1971	Cruz, Ernesto M. (FM)	UH-34D	4 kms. south of San Thong Explosion during offloading of cargo (WL)(AC)
17 Mar. 1971	HOUPE, Kenneth A. (C)	Porter	Midair collision with Army Cobra on approach to Can Tho (WL)
21 Mar. 1971	FRANKLIN, Benjamin A. (C)	Porter	Stalled on climb & crashed into mountain near LS-72 (WL)
29 Apr. 1971	MULHOLLAND, Harry E. (C)	Porter	Struck by FAC U-17, LS-63 (WL)
02 June 1971	CLARK, Herbert W. Thuttanon, Trikit	C-46	A/C hit by ground fire over DZ near Bouan Long. 3 AFS bailed out (WL)
27 Dec. 1971	RITTER, George L. (C) TOWNLEY, Roy F. (F/O) WEISSENBACH, Edward J. (AFS) Saysongkham, Khamphanh	C-123	Enroute to LS-69A CILHI will do excavation. It will be 3-5 years out. (193357N 1012225E)(CILHI (DF)(AC) Shot down by Chinese
2 Feb. 1972	Sousadalay, Khamough (AFS)	C-7A	Pha Khao A/C crashed attempting to go around (WL)
08 Apr. 1972	WIEHRDT, Leonard (C)	Porter	East of LS-69 A/C flew into the ground while flying cover for AAM plane that had been shot down (WL)
24 Apr. 1972	RANDELL, Lloyd K. (C)	Porter	Hit mountain in bad weather. Enroute Long Tieng to LS-113 (WL)
19 May 1972	Alor, Alfredo J. (FM)	UH-34D	Gear collapsed on landing after receiving small arms fire. Hit by main rotor as he exited A/C (WL)(AC) AA Log, Vol 15, No.3, pg1
12 June 1972	RAUSCH, James E. (C)	UH-34D	One round through cockpit while landing near Ban Houei (AC)(WL)
16 Jul. 1972	Manalo, Felciano C. (FM)	UH-34D	Killed by gunfire while attempting Medevac near Pakse (WL) AA log, Vol 16, No. 1, pg.8
25 July 1972	COLEMAN, Benjamine F. (C) GROVER, John T. (F/O)	DHC-6	LS-72 area (Tha Tam Bleung) Hit mountain in bad weather attempting to Khanthaphengxay, Thanom (AFS) drop arms to troops in contact. (WL)
28 Aug. 1972	GUDAHL, Joel M. (F/O) REEVES, William E. (C) Satarakia, Praves (AFS) Khammanephet, Thongkham (AFS) Tu, Van (listed on plaque as T.U. Van)	C-123 K	Laos (Ban Namm Eui) Hit mountain in bad weather. Enroute Vang Vieng to Long Tieng with 12,000 pounds of ordinance & 5 pax (WL)

23 Nov. 1972-BANNERMAN, John M. (C) C-7A Hit by 37mm near Saravane (WL)
 McCARTHY, Charles J. (F/O) (L-44)
 Somchai, B.
 Chipaibul, Suthi (AFS)

10 Feb. 1973-BOYLES, Howard H., Jr (C) C-123 A/C hit by missile near Thakhet This
 CAVILL, Jack W. (F/O) site has been excavated by CILHI.
 Chaichana, Prasit (AFS) Remains recovered & identified.
 (171600N 1045500E) AFS Sourinch
 parachuted and survived. (WL)

07 Mar. 1973-ACKLEY, James H. (C) C-123K NW Laos This site has been
 DRIVER, Clarence N. (F/O) excavated by CILHI. Remains
 Chiewchemgsuk, Chudchai (AFS) recovered. Identification pending. (WL)
 Narissak, Kenekeo (AFS)

07 Apr. 1973-CLARK, Terry D. (F/O) UH-1H Hit by Strella near Huong Hoa, SVN
 OSTERMAN, Charles (C) ICCS mission (WL)
 Rosales, Valeriano P. (FM)

31 July 1973-THORSEN, Frank G. (C) Volpar One round through cockpit. 13 kms north
 of Pa Doung (WL)(AC)

8 Apr. 1974 Latloi, Manoon (FM) UH-34D Long Tieng, Overshot Tango Pad; rolled
 over; Latloi thrown from A/C (WL)

Capitalized surname = U.S. Citizen
 (C) = Captain
 (F/O) = First Officer
 (RO) = Radio Operator
 (FM) = Flight Mechanic
 (AFS) = Air Freight Specialist (Kicker)

AA Log = Air America Log
 (WL) = Dr. William Leary
 (AC) = Allen Cates
 (FS) = Felix Smith
 (WL) = Dr. William Leary
 (WM) = William Merrigan

16 May 2003

27 June 2003

To: C.I.A. Center for the Study of Intelligence
C.I.A. Executive Director
C.I.A. Museum
U.S. Army Central Identification Laboratory (CILHI)
Air America Association, Jack Knotts
CAT Association, Joe Rosbert
Dr. Erik D. Carlson, Univ. of Texas/Dallas
Texas Tech University
Felix Smith
Dr. William Leary Jr.,
Sue Buol Hacker
Leigh Coleman Hotujec
Judy Porter
Jerry Fink
Allen Cates
Bill Merrigan

Enclosed you will find three lists relating to casualties, (deaths and personnel that are still classified as missing) sustained by Civil Air Transport, Air America, Air Asia and Southern Air Transport. The starting point was the Memorial Plaque list. As I attempted to ascertain the cause of death of each of these persons to come up with a list of combat losses, I found some names that possibly should be added to the plaque and perhaps one that should not be on it. These decisions will have to be made by the Air America and CAT Boards.

I would like to thank all of you that shared so much information and knowledge over the last two and a half years. Without access to "real" company records it is difficult to feel assured that the lists are completely accurate. I am sure that there other additions and maybe deletions that should be made, but I don't have the records or the recall. I hope that these lists have some value and will help researchers in the future.

Bill Gadoury and Bob Maves of CILHI deserve a special vote of thanks for verifying a great deal of the information and for reviewing Mortuary records that were pertinent.

You will note that there are still a number of those listed that I was unable to establish the cause of death. If any of you can add any information it would be appreciated.

Allen,
your information letter has been
sent to UTO, ITU & the Agency as requested
[Signature]