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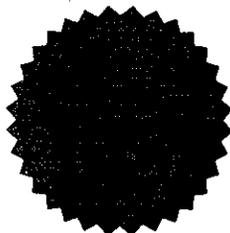
PAGE 1

I, HARRIET SMITH WINDSOR, SECRETARY OF STATE OF THE STATE OF DELAWARE DO HEREBY CERTIFY THAT THE CERTIFICATE OF INCORPORATION OF "CAT INCORPORATED", WAS RECEIVED AND FILED IN THIS OFFICE THE TENTH DAY OF JULY, A.D. 1950.

AND I DO HEREBY FURTHER CERTIFY THE SAID "CAT INCORPORATED" FILED A CERTIFICATE OF AMENDMENT, CHANGING ITS NAME TO "AIR AMERICA, INC.", ON THE THIRTY-FIRST DAY OF MARCH, A.D. 1959, AT 9 O'CLOCK A.M.

AND I DO HEREBY FURTHER CERTIFY THAT A CERTIFICATE OF DISSOLUTION OF THE "AIR AMERICA, INC.", WAS RECEIVED AND FILED IN THIS OFFICE THE TWENTY-SIXTH DAY OF MARCH, A.D. 1976, AT 9 O'CLOCK A.M.

AND I DO HEREBY FURTHER CERTIFY THAT THE AFORESAID CORPORATION WAS DULY DISSOLVED ACCORDING TO THE LAWS OF THE STATE OF DELAWARE.



Harriet Smith Windsor
Harriet Smith Windsor, Secretary of State

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AUTHENTICATION: 2573386

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DATE: 08-08-03

This article first appeared in the *Lafayette Advertiser* on May 8, 1999

The Secret War Air America Pilots tell of their time in Southeast Asia

By Judy Stanford
Staff Writer

They transported food and medicine, military advisers and refugees through hostile territory in Southeast Asia. They flew medivac missions and rescued downed American pilots. They often did it under fire, even though they were civilians. They have passed almost into legend to be romanticized and glorified and, many say, vilified in the media and in the movies. They were the pilots of Air America. And many of them want to set the record straight.

"Our work was humanitarian," said former Air America pilot Allen Cates, who now owns a local oilfield service company. The airline operated in Vietnam and Laos throughout the Vietnam War.

"We supported the military with supplies, we fed a lot of people, we rescued a lot of people. The war would have happened whether we had been there or not," he said. Cates flew for Air America from 1966 to 1974 and is now president of the Air America Association. He added that the airline also did parachute drops of emergency food supplies, like rice, and was used as a courier service by the military.

The cloud of controversy surrounding the airline revolves around the fact that it was owned by the Central Intelligence Agency. The airline operated in such hot spots as Vietnam and Laos during the 1960s and early '70s. Most of its pilots were combat veterans from the Korean War and the ongoing war in Vietnam.

"Air America's presence in Vietnam was greater than history allows or tells about," said Cates, who had earlier served as a Marine Corps helicopter pilot in Vietnam. Cates and his longtime friend, L.J. Broussard, another former Air America pilot, have coordinated a reunion of the Air America Association, currently being held at the Holidome. Broussard now flies for UPS during the winter and dusts crops locally during the summer.

Cates began his career with Air America flying as copilot on a C-47 transport plane in Vietnam, then moved to a Palatus Porter, a turbo-prop aircraft. Cates and other Air America pilots dislike the hot-dog image they have acquired through the media and movies like "Air America," which starred Mel Gibson as a slightly psychotic pilot. "Air America pilots were highly trained," Cates said. Cates downplays the action in Vietnam. "People were occasionally hit by groundfire," he said, "but for the most part, it was almost like a corporate aircraft operation." But not exactly.

Broussard, a veteran of the Korean War, remembers why he initially signed up. "Actually, I went for the excitement," he said. "The money was good, but I think people would work for half as much, just to be there." Broussard said the flying could be perilous, especially over Laos. "Sometimes, I felt like a duck on the opening day of duck season," he said. Two hundred forty-three pilots lost their lives on the job.

"It was the hairiest flying in the world," said actor/producer Monte Markham. "It was the best flying." Markham, whose late brother, Jess Markham, was an Air America pilot, is attending the reunion, working on a documentary on the airline and its pilots for the History Channel. Markham's production company, Perpetual

Motion, has produced a number of documentaries, including A&E's Biography series and various documentaries for the History Channel, most of which he narrates himself. "They'd fly up and land on 100-yard landing strips surrounded by tree trunks," he said. "They all say it was the best flying they had done. All of them were superb — otherwise, they couldn't have survived." Cates and his fellow pilots take exception to the myth that they were couriers for the Asian drug trade. "There was a mandate," Markham explained, "that if you're hauling drugs, you're out of here." Cates pointed out that the airline was the first to use drug-sniffing dogs. But that didn't necessarily mean that they couldn't have occasionally carried contraband cargo. "They would load and land and they'd deliver," Markham said. "But they never did it knowingly."

In Laos, Air America engaged in para-military operations in what some call the Secret War, in the attempt to keep the country from falling into Communist hands. Although the war itself may not have been a popular one, the pilots say they would like to be remembered for the good they did in Southeast Asia — like evacuating entire villages to safer areas. "I think everybody got self-satisfaction when we evacuated people when we knew they'd get killed if we didn't," Broussard said. "We'd move them from one mountain to another."

While military personnel spent only year-long tours of duty in Vietnam, the commercial pilots lived and worked in that part of the world for years at a time. Cates' wife, Lucette, and Broussard's wife, Brenda, and their children lived there with them. It was home. That kind of stability was often an advantage in doing their jobs. Although the United States was not at war in Laos, planes flying over the country were often shot down. "You got to know the country well," Broussard said. "Air America pulled a lot of American pilots out of there. We knew the country and when they got shot down, we could get in and out without getting shot down."

But sometimes, their civilian status could be a disadvantage. Cates remembers responding to a report of an American plane going down over Laos. "If we had waited for the military, we knew he would be captured," Cates said. "We landed, but he wouldn't get on the helicopter, because the helicopter was unmarked and we were in civilian clothes. He thought he was being captured by the enemy." At the time, there was a Soviet presence in Laos. "We took a lot of ground fire getting out," Cates recalled. When they finally landed safely, Cates asked the pilot his name. "He gave his name, rank and serial number. He was scared to death."

Air America continued to work behind the scenes in Southeast Asia and was a major force in evacuating Americans from Vietnam during the fall of Saigon in 1975. "They were flying offshore," Markham said, "and landing on carriers, then pushing the helicopters off the carriers." Cates added, "They kept going back (for evacuees) until they ran out of fuel."

Former Air America pilots find it irksome that their part in that lifesaving mission is almost invariably ignored. The scene that has become the symbol of those last days was actually an Air America operation. The helicopter hovering over what most believe is the American embassy in Saigon ("It was the Pittman Apartments," Markham explained) was an Air America helicopter. "We were part of the history of that era," Cates said, "and we just want it to be written correctly to show what we did do. "It was a humanitarian effort and many of our pilots paid a terrible price for it."

Sidebar:

1950 - In August 1950, the Central Intelligence Agency secretly purchased the assets of Civil Air Transport, an airline that had been started in China after World War II by Monroe native Gen. Claire Lee Chennault and Whiting Willauer. CAT would continue to fly commercial routes throughout Asia as a privately owned commercial airline. At the same time, under the corporate guise of CAT Inc., it provided airplanes and crews for secret intelligence operations.

1953 - President Dwight D. Eisenhower authorized CAT pilots to assist the French against Communist insurgents in Vietnam. Flying Air Force C-119s, CAT made 682 airdrop missions to French forces between March and May 1954. It continued to support French troops and evacuated 19,808 refugees out of North Vietnam.

1955 - CAT became involved in the United States Operations Missions, an effort to render economic assistance to Laos, considered a key to containing Communism in Asia, under the domino theory. For its first mission, CAT delivered 1,000 tons of food to Laotians during a rice crop failure. This was the beginning of the airline's permanent presence in Laos.

1959 - The name of the airline was changed from CAT to Air America. The same year, a United States Special Forces Group took up duties in Laos. The CIA also added helicopters to the fleet in Laos, primarily to carry CIA case officers to meetings in outlying areas and to distribute leaflets during elections.

1960 - Civil war broke out between right-wing and Communist factions in Laos. While U.S. Special Forces advisers trained right-wing troops to fight against the Communist Pathet Lao, Air America stepped up its efforts to transport supplies to the country from Bangkok. It later transported weapons and provided support to the United States-trained Hmong tribespeople.

1963 - Air America began to engage in search-and-rescue missions for downed American pilots in Laos, which, according to the 1962 Geneva conference, was officially considered neutral territory, even though the North Vietnamese Army had invaded the country. By 1965, United States involvement in "Secret War" in Laos had stepped up considerably.

1972 - The CIA was ordered to divest itself of the airline at the end of the war in Southeast Asia.

1973 - The Paris agreement, providing for the withdrawal of troops from Vietnam, was signed. Of the 243 Air America employees who died during its existence, 100 of them lost their lives during the last three years of the war.

1974 - Air America ended its operations in Laos.

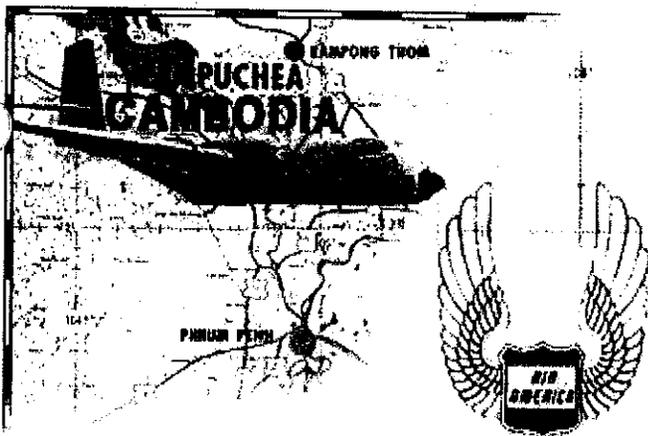
1975 — Air America assisted in the evacuation during the fall of Saigon.

1976 - Air America shut down all its operations permanently.

Source: William Leary, professor of history at Georgia State University, from the Air America Association Web site.

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This article first appeared in the *Lafayette Advertiser* on May 8, 1999



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Latest News	X
Image Library	
Feature Stories	
Site Map	

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Last Updated July 05, 2003

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Former CIA pilot to join state hall of fame

RHETT MORGAN World Staff Writer

06/14/2003

Tulsa World (Final Home Edition), Page A23 of News

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Former CIA pilot Bob Rousselot is to be inducted into the Oklahoma Aviation and Space Hall of Fame in September.

OKAY -- Former CIA pilot Bob Rousselot spent the better part of a lifetime flying under the radar of recognition. But he and his covert past are being spotted with increasing regularity. Two years ago, the Central Intelligence Agency honored him for his distinguished service and leadership in a Cold War role he never admitted to until then. "They just don't throw those things around. If the citation was a paragraph

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[News](#)

[Image Library](#)

[Feature Stories](#)

[CAT/Air America
Archive Guide](#)

[Web Updates](#)

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about like that," said Rousselot, spreading his thumb and index finger about an inch apart, "it can say an awful lot." The state of Oklahoma will say even more in a few months. Rousselot recently was selected for induction into the Oklahoma Aviation and Space Hall of Fame. He will enter the hall in a Sept. 20 ceremony at the Kirkpatrick Science and Air Space Museum in Oklahoma City. "I'm flabbergasted," Rousselot, 81, said from his cattle ranch near Okay. "There were a tremendous amount of people who I think are very deserving for a various reasons. I guess 'honored' is the best word." William M. Leary, a professor of history at the University of Georgia, penned a letter of recommendation for Rousselot's entry into the shrine. "Of all the airmen who fought the secret battles of the Cold War and whose names are known to few Americans, none made a more significant contribution than Robert Rousselot," Leary wrote. "In the years to come, his ac accomplishments will earn him a special place in the pantheon of American aviators, alongside Doolittle, Chennault and other stellar airmen of the 20th century." After serving as a fighter pilot in World War II, Rousselot joined Gen. Claire Chennault's relief airline in China in 1946. Two years later, he became chief pilot for an airline -- Civil Air Transport (CAT) -- that soon functioned as a paramilitary adjunct to Chiang Kai-shek's Nationalist forces during the civil war in China. Rousselot flew in relief supplies, national troops and evacuated wounded. "We did everything in the book," he said. "This day and age, they would send you to the penitentiary for doing it." Rousselot's exotic cargo ranged from cattle to water buffalo to rams. Workers built bamboo stalls to corral on-board buffalo and spread canvas to catch the animals' waste, which could eat through an airplane's floor. For two months in 1947, Rousselot played a part of Operation Bo-Peep, transporting hundreds of pedigreed New Zealand sheep from Shanghai to Lanchow. All of that added to the airline's growing reputation of being able to transport "anything, anywhere, anytime," Rousselot said. In 1950, the CIA secretly purchased CAT to support its covert activities in Asia. During the Korean War, Rousselot flew numerous top-secret missions. He later became director of operations and personally organized relief missions into Dien Bien Phu to help French troops. In 1959, the CIA's airline began using the name of Air America and became a central factor in the agency's anti-Communist efforts in Laos. "There were lots of hazards," Rousselot said. "There were two worlds operating in the same territory, and neither one had any appreciation of the other." He left Air America in 1963, and three years later, the Joel, Mo., native moved to Wagoner County. "The Boss," as he is affectionately known by friends and relatives, now oversees a 2,700-acre ranch with his wife, Ann, who also worked for the CIA, and their two sons, Wade, and Jason. The former pilot no longer gets around like he once did, and his right arm trembles as a result of Parkinson's disease. But his Cold War recollections still burn brightly with detail. "He's just my hero," said Wade, whose parents will celebrate their 50th wedding anniversary next summer. "I spend more time promoting him and telling his stories than I do anything else."

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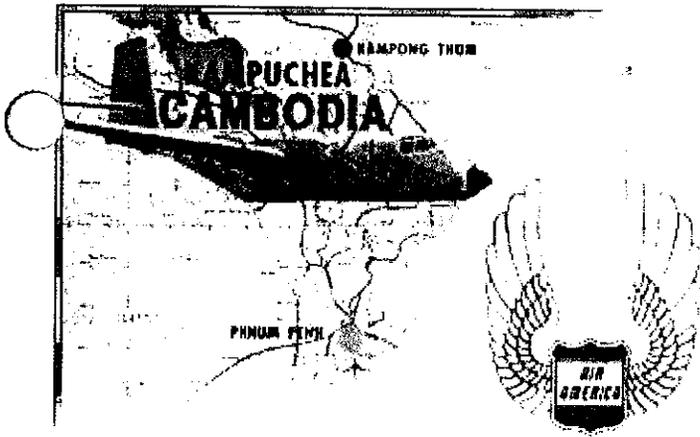
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Image Library	
Feature Stories	
Site Map	

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Last Updated April 26, 2003

Skeleton in Laos may be lost CIA airman

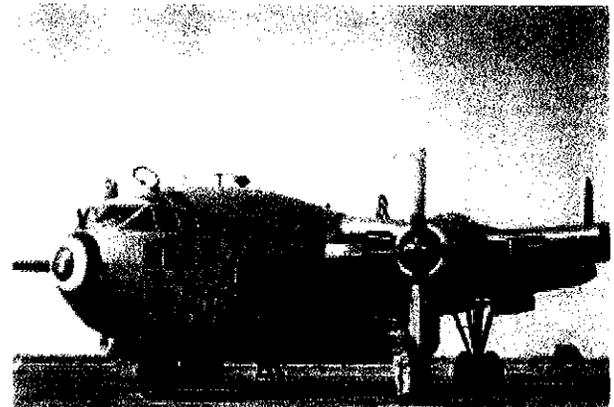
This story first appeared on CNN.com on Thursday, December 5, 2002. Posted: 10:36 PM EST (0336 GMT)

(AP) -- The discovery of a skeleton in a remote corner of Laos may mark the beginning of the end of a fabled chapter of the Cold War, when an American soldier of fortune known as "Earthquake McGoon" became a household name for his daring exploits in China and Southeast Asia. The recent finding by a U.S. task force has raised hopes for identifying James B. McGovern, or possibly his co-pilot, Wallace A. Buford of Ogden, Utah, who were shot down in 1954 in the last days of the French Indochina war.

"That's incredible that they were able to find something after 48 years," said McGovern's nephew, James McGovern III, of Perth Amboy, New Jersey.

James McGovern, 31, a 260-pound former World War II fighter ace from Elizabeth, New Jersey, and 28-year-old Buford were flying under secret contract to the CIA when they were killed on May 6, 1954.

Their C-119 Flying Boxcar was about to drop an artillery gun to beleaguered French colonial troops at Dien Bien Phu when the plane



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[News](#)

[Image Library](#)

[Feature Stories](#)

[CAT/Air America](#)

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[Site Map](#)

[Other Topics](#)

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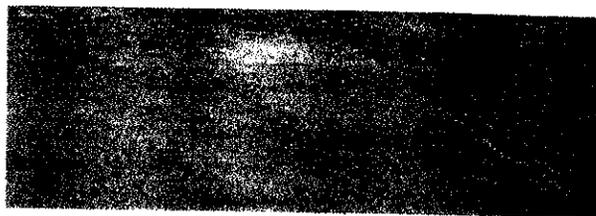
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was riddled by ground fire, staggered 75 miles southward into Laos and crashed near a river.



Dien Bien Phu surrendered the next day to Vietnamese communist forces led by Ho Chi Minh, spelling the end of France's colonial era in Indochina and setting the stage for the "American war" in Vietnam a decade later.

McGovern and Buford disappeared while flying a C-119 "flying boxcar" like this one.

The discovery of remains came after three previous surveys of the area and a site excavation last September produced no results. The latest effort was based largely on information from about a dozen eyewitnesses to the crash.



"Earthquake
McGoon"

The bones found are those of only one person, according to officials involved in the case. Determining which one -- McGovern, Buford or a French flight engineer who also died in the crash -- could take weeks or months of forensic analysis at the Army's Central Identification Laboratory in Hawaii.

The remains were flown to Hawaii on Tuesday.

The name of the French victim is not known, but investigators said it may be in CIA or French government records. Lt. Col. Jerry O'Hara, spokesman

for the Hawaii-based Joint Task Force-Full Accounting -- an arm of the Defense Department -- said the U.S. embassy in Paris, France, is pursuing the matter. "If it's the Frenchman, we'll do something to get him back into French hands," O'Hara said.

O'Hara also said there was "no doubt that we have the right site and the right plane." Debris found at the site was consistent with a C-119 cargo plane, he said.

The searchers also collected about 15 pounds of wreckage to be given to the CIA's museum.

A dental bridge was found, which could rule out the remains being Buford's. The pilot's brother, Roger Buford, of Kansas City, Kansas, said that "to my knowledge, Wally didn't have a bridge."

Recovering the remains of McGovern and Buford has been a priority for the Joint Task Force-Full Accounting, which since 1992 has scoured jungles in Vietnam, Laos and Cambodia searching for Americans missing in action and presumed dead.

The latest search, lasting nearly a month and plagued by heavy fog

and rain in rugged terrain, was welcome news for relatives of the two pilots.

saloon owner in China nicknamed McGovern "Earthquake McGoon" after a hulking hillbilly character in the popular "L'il Abner" comic strip. Buford was a former bomber pilot who left engineering studies in Kansas to sign up with Civil Air Transport, a private airline founded in China in 1946 by Gen. Claire Chennault, who earlier organized the famed Flying Tigers volunteer group.

The airline was owned by the CIA -- a fact that was officially secret for decades, until declassified in the 1990s.

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Family, friends honor missing pilot for CIA Marine, sister are memorialized



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By **NANCY C. RODRIGUEZ**
 nrodriguez@courier-journal.com
 The Courier-Journal

During the Cold War, he was part of a nameless group of men and women who waged a largely covert war against communism in Asia.

Yesterday, family and friends remembered Norman Schwartz, a Louisville native and decorated Marine pilot who disappeared 51 years ago when his plane was shot down in China near the North Korean border. His remains have never been found.

More than 50 people attended a service at Evergreen Cemetery's Normandy Chapel to honor Schwartz and memorialize his sister, Katherine Gordon of Madison, N.C., who died March 1. Gordon, a former Louisville teacher, also served in the military in the Navy's WAVES (Women Accepted for Volunteer Emergency Service).

During yesterday's service, Rod Smith, chief of special operations for the CIA, recognized Schwartz's efforts on behalf of his country.

"None of us come to work without being mindful every day of the torch that was passed to us by men like Norm," Smith said.

Following yesterday's service, an interment was held, with taps played for Gordon and Schwartz and two American flags given to family members by military personnel representing the Marines and Navy.

"We have closure as much as we can possibly get right now," said Schwartz's brother, Gene Schwarz of Louisville. "But we hope to have more closure when we get his remains back to the United States and back to his family."



Norman Schwartz was remembered as a pilot with a "can-do attitude."



PHOTOS BY KEITH WILLIAMS, THE COURIER-JOURNAL

Marine Capt. Jenny Potter presented a U.S. flag to Betty Kirzinger, sister of Norman Schwartz, who died during a mission over China in 1952. Schwartz and his sister Katherine Gordon were memorialized at Evergreen Cemetery.

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 J delivered
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Since the 1980s, Schwartz's nephew, Erik Kirzinger, has lobbied for U.S. and Chinese support to find his uncle's remains and return them.

Last summer, the Chinese government gave permission for a team from the U.S. Army's Central Identification Laboratory in Hawaii to search the crash site. The team recovered fragments from a plane, but no human remains.

Last month, the U.S. government asked China for permission to return to excavate the site. Kirzinger said yesterday that he and his family are waiting for Chinese officials to respond.

Norman Schwartz grew up with his parents and six brothers and sisters in the Camp Taylor area. In addition to Gene Schwarz, he is survived by his sister, Betty Kirzinger of Madison, N.C.

At the time of his death, Schwartz flew for Civil Air Transport, an organization operated by Gen. Claire Chennault and Whiting Willauer after World War II that used surplus military aircraft in secret anti-communist missions in Asia.

In November 1952, Schwartz was flying a C-47 with Robert Snoddy of Eugene, Ore., and two CIA officers, Richard Fecteau and Jack Downey, when the plane was shot down. The crew were attempting to pick up a Nationalist Chinese agent near the North Korean border in the Manchuria region.

Schwartz, who was 30, and Snoddy died and reportedly were buried at the site. Fecteau and Downey were tried as spies in China and given 20-year prison sentences. U.S. officials would say only that the plane had crashed into the Sea of Japan during a routine trip between Korea and Japan.

Schwartz's family initially accepted the story but later grew suspicious after reading foreign news accounts of the incident. It wasn't until the 1970s, when Fecteau and Downey were released, that Washington admitted it had carried out spy missions in China.

Hugh Grundy of Springfield, Ky., who was the former president of Civil Air Transport/Air American, said yesterday at the service that Schwartz was a capable pilot with a "can-do attitude" who was among Chennault's favorites.

Former Louisville Mayor Dave Armstrong, who worked with Metro Council member Cyril Allgeier to have a Cold War memorial erected in Camp Taylor Park in memory of veterans such as Schwartz, called yesterday's service a "recognition of commitment."

"It's our hope as a city and as family and colleagues that we will bring the remains of Norman back," he said. "Until that day, we will never forget."

Following the service, Betty Kirzinger and Gene Schwarz said the years since the family received a telegram informing them that their brother was missing have been "very difficult."

"We didn't know for so long what might have happened. Our country wasn't admitting anything," said Kirzinger, who wants her brother remembered as a "hero and a good person."

"It's going to be a blessing to have his remains come back," Gene Schwarz said.



Rod Smith, chief of special operations for the CIA, recognized Schwartz's efforts during yesterday's service. Schwartz's remains have not been found.

^^ Back to top

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