

## THE USAF IN THAILAND DURING THE WAR IN SOUTHEAST ASIA

By Michael Wilson

---

There were several USAF bases in Thailand during the war in Southeast Asia, e.g. Udorn, Korat, Nakhon Phanom, U-Tapao, Takli, and Bangkok Airfields. I served in the USAF and was stationed at Udorn Airfield for one year and Korat Airfield for one year.

Looking back after 30 years, I am personally proud I served in the USAF and in Thailand during the war. What I remember most about Thailand is its friendly people who always gave a smile, even to strangers. Their foods were spicy and delicious. Thai people loved their Royal Family and their peaceful religion of Buddhism. I remember them as a very open-minded people and very proud of their own unique culture and traditions.

The USAF unit and its missions I served in during my tours in Thailand were and still are classified. Upon my honorable discharge from the USAF, I signed a document which prohibited me from discussing specifics of my unit or its missions. I have kept that promise for 30 years and will continue to keep that pledge. Hence, in this article, I will give the reader an overview of the USAF's role in Thailand in more general terms but which will still surprise many, I am sure.

USAF aircraft from Thai bases flew missions against Communist Terrorists in Thailand itself, Laos, Cambodia, and both North and South Vietnam. The aircraft missions were varied in nature running from purely offensive bombing operations to Tactical Airlift Supply Operations throughout the area. Thai National pilots also helped fly some missions against the Communists. Joint USAF/Thai operations helped soundly defeat Communist Terrorists operating in Thailand.

The Communists in Thailand were supported by Vietnam, Cambodia, and Laotian Communists. Both The People's Republic of China (PRC) and the Soviet Union provided major support to the Communists. Most of the weapons used had either Chinese or Russian markings on them. Most Communist Terrorist activity in Thailand was centered in the Northeastern Region using propaganda, intimidation, and murder against innocent villagers.

USAF planes were shot down in Thailand, and sapper (commando) attacks against our bases occurred. Plaques and monuments honoring the airmen Killed in Action (KIA) and Missing in Action (MIA) were kept on the bases. Also, the USAF in Thailand helped in the evacuation and treatment of wounded soldiers.

**Air America, under CIA structure and organization, specialized in carrying out missions in Laos. Moreover, the Drug Enforcement Agency (DEA) was also active in Thailand at this time as they tried to stop drug smuggling operations from the Golden Triangle. The CIA (its code name was SRF) was present and worked closely with other intelligence agencies and U.S. Embassy staff.**

**The cease fire of 1973 never in reality took place because the Communist Terrorists continued and intensified their activity in Vietnam, Cambodia, and Laos during this period, knowing full well that a political decision by the U.S. Government to withdraw from Southeast Asia had already been made. Hence, even after the official cease-fire in 1973, USAF missions from Thailand continued; and these bases remained operational through 1975.**

**The USAF trained Cambodian air crews, and Air America focused on training the Royal Laotian Air Force. The Royal Laotian Air Force was given these planes by Air America. After 1973, many Laotian planes moved to Udorn Airfield, continued to receive Air America training, and continued their missions in Laos. Eventually, North Vietnamese forces in Laos toppled the Laotian government there.**

**Towards the end of the war in 1975, USAF planes from Vietnam were evacuated to Thailand; and the USAF helped in the evacuation of wounded U.S. soldiers from all these countries. Additionally, the successful operation known as the Mayaquez Incident was launched from Thailand in 1975.**

**It can be said that after 1975, the Communist governments in Vietnam, Laos, and Cambodia achieved their "politically" won victories. However, on land, sea, and air, the U.S. military dominated all major battles. Nevertheless, the defeats in Vietnam, Cambodia, and Laos were a sad ending to the long war in Southeast Asia.**

**But the valiant military effort did save the countries of Thailand, Malaysia, Indonesia, Singapore, and Burma from the same fate by the Communists. These countries also asked the U.S.A. to continue its military presence via air and naval power in the Pacific Ocean after the war. Our military is still there patrolling the seas.**

**Refugees from Vietnam, Laos, and Cambodia still cross land mine borders and cross seas and rivers to escape to Thailand and stay at Refugee Camps there in the hope of beginning a free life in the USA or elsewhere. This has been continuing for about 30 years now.**

**One of the greatest atrocities in the history of mankind which occurred after the Communist victory in South East Asia after 1975 was the genocide of between 2 to 5 MILLION Cambodians by the Communist Khmer Rouge under the leadership of Pol Pot. The genocide was carried out within one (1) year!**

The people selected for execution by the Communists were mainly from the educated strata of Cambodian society. U.S. Forces, while aware of it, were not permitted to stop the genocide again due to the U.S. Political decision to withdraw from South East Asia.

Western News Media in the USA essentially ignored this horrendous atrocity, hence the world did not know of it until a Cambodian man himself made a movie called "The Killing Fields." Cambodia has to this day never recovered from this devastation.

The U.S. soldiers who fought the Communists in Thailand, Laos, Cambodia, and Vietnam were largely scorned by their own "countrymen" back in the U.S.A. And they are still "scorned" to this day 30 years later!

The U.S. military carried out their missions successfully but were betrayed by Politicians in the U.S.A. who sought to "withdraw with honor" and satisfy the wishes of third world Communist despots at the Paris Peace Talks where Southeast Asia was sold out to the Communists. All "agreements" the Communists made at these peace talks were broken when the U.S. pulled out militarily. Hence, the Communists won their victories by lies and deceit and by breaking agreements with the U.S. Government. They never achieved victory over U.S. military forces.

However, "History" is always written by the "Victors!" So we veterans of the war in Southeast Asia will always be "scorned" by our "families" and "countrymen" (who did not serve and who aided the enemy politically at home or abroad at times) and will always bear the labels of "Loser" and "Baby Killers" despite never having been defeated militarily.

Discrimination of all kinds and "witch hunts" against Vietnam Veterans continue in the USA to this day, especially by the media. Such has been the verdict of "History." Such has been our lot in life as veterans of the war in South East Asia.

---

Copyright by Michael Wilson, May 8th, 2001, All Rights Reserved

---

 [Back](#)

---

## **The Hillclimbers in Laos, 1966**

**Submitted by: COL(R) Sy Berdux and CW4 (R) George Miller**

The mission originated with 7/13 th Air Force (a hybrid of the 7th Air Force, Vietnam and the 13th Air Force, Philippines) in September 1966. The mission was classified and originally planned for late October 1966. The tasking order had us recovering a crash damaged CH-3 from a classified site in "The Other Theater" to Udorn AFB, Thailand and to accomplish other missions as directed. At that time even the country was classified and you couldn't mention Laos. The mission was tasked to the 12th Aviation Group through the 11th Combat Aviation Battalion command by LTC Joe Starker (later promoted to BG and killed in an auto accident in Texas). Captain Joe Campbell, the S-3, passed the mission to the 147th Assault Support Helicopter Company (Hillclimbers) which was stationed at Vung Tau. The unit was commanded by Major "Smiling" Jack L. Keaton (retired as an O-6 and currently resides in Naples, FL). Captain (P) Sy Berdux, 1st Platoon Leader (retired O-6 residing in Alexandria, VA) was designated mission lead and selected CW4 Roy Mollick, CW2 George Miller, (retired CW4 living in Enterprise, AL) CW2 Cal Moor and another pilot whom we can't recall.

Mission planning commenced and included assigning five pilots and nine enlisted men to the mission. The normal Chinook crew consisted of a pilot, copilot, flight engineer, crew chief/gunner and door gunner. An additional maintenance person replaced the assigned door gunners. A pilot and three additional maintenance personnel, tech inspector, hydraulic repairman and an engine mechanic augmented the two crews. In anticipation of maintenance problems requiring spare parts, the normal fly away kit was utilized and a "Red Ball" arrangement was developed for high priority parts to be shipped to us via USAF aircraft operating daily between Saigon and Udorn. Fortunately that system was not utilized as both aircraft operated throughout the twenty-day period without any maintenance requirements. Both aircraft had just completed a one hundred-hour periodic inspection.

As in the Delta, each aircraft carried its normal complement of slings and A-22 bags. All of the crewmembers, to include the pilots, were experienced in rigging loads.

The mission was postponed due to the total commitment and the deployment of the 146th to Phu Loi, RVN in support of Operation Arrleboro (October and November 1966). Following re-deployment to Vung Tau, the Hillclimbers received the execute order at about 0200 hours, 4,5 or possibly 6 December for deployment of two CH-47A's to Ubon, Royal Thai Airbase, Thailand. We were to arrive NLT 1800 hours that day for further missions as assigned for a period not to exceed three weeks.

After assembling the crews, installing internal auxiliary fuel tanks (that in those days consisted of rubber bladders with an internal boost pump to increase range), doubling our basic load, and going through the myriad of items on the pre-mission check list, the aircraft departed at 0615 hours bound for Udorn, Thailand. Op

stops were planned at Bien Hoa AFB for refueling and filling the aux. Bladders. The bladder required a single point refueling capability, which was not available at home station.

Following departure from Bien Hoa, we checked fuel transfer enroute to Pleiku. Upon arriving at Pleiku the first SNAFU occurred. During the pre-mission briefing we were informed that upon landing at Pleiku, we were to proceed to a compound at the opposite end from the control tower for appropriate briefings and refueling. Upon touchdown the tower directed us to park in front of the tower where a large number of personnel were gathered. After debating with the tower and the compound we lost the discussion and parked. Before the blades had stopped, security forces surrounded us from the compound. We received our SAR and other briefings, changed into civilian clothes and spray painted all identification and US markings from the aircraft. A full Colonel was outside the ring of security demanding to know what was going on. Captain Berdux strolled over and asked if he could assist him. He was not happy when he was informed of the screw up and that we were supposed to be somewhere else on the airfield. Obviously he didn't have a need to know because if he did, he would have known. His next comment answered a lot of questions. "You aren't here to pick up Bob Hope? Nope, well where are my Chinooks"? Sy pointed out two aircraft that were inbound and he politely gave us ten minutes to get off his air patch. We cranked, taxied and sat in the run-up area watching the two or three C-130's bring Bob Hope and his tour in to entertain the troops.

Following take off our next stop was Ubon, Thailand for refueling. When we got within 30 miles of Ubon, we discovered they were below minimums due to restricted visibility and directed us to divert to Udorn. We were unable to comply as we were short on fuel. We shot an instrument approach to Ubon. Fortunately, both Mr. Mollick and CPT Berdux had special instrument ratings to make us legal. After touchdown, the base operations officer and Captain Berdux discussed the applicable regulations and we didn't have any problem. Following an uneventful flight to Udorn we touched down and were directed to park near the Air America flight line. Our contact, was an Air Force Major, who we later found out was part of the Special Operations crowd at Udorn. Following post flight everyone was taken to the Officers Club to exchange our MPC to Baht. As the money exchange wouldn't open for awhile, we took over one of the poker rooms and discovered that a bunch of newbie majors were having a promotion party, which we joined. Free beer! After changing our money we headed downtown to a very nice hotel where we were all billeted for the duration of our stay.

The next morning the USAF presented extensive weather, intelligence, search and rescue, and escape and evasion briefings to all of the crewmembers. The aviators were briefed on the use of the codes for the day. The USAF tried to key our KY-28 equipment but was unable to. We operated the entire time without secure communications. As the crews were dailying the aircraft, one auxiliary bladder burst sending 500 gallons of JP-4 cascading down the ramp and onto the parking area. This left us in a dilemma. Without the bladder, our "A" model didn't have enough fuel to return to Vietnam. (the down side of this is .....) The Air

**Force did a non-standard fix on the tank so all ended well.**

**We were tasked to recover a crash damaged CH-3 and return it to Udorn AFB. Move a D-4 Bulldozer to a construction site and subsequently to another location. Provide ammo**

**resupply to a number of 105 howitzer positions in northern Laos on the hilltops surrounding the Plaine des Jarres and other missions as assigned.**

**Following our briefings at Udorn, CW2 Miller and CPT Berdux in one of the aircraft proceeded up country (as Laos was called) to Landing Site 20A (alternate) the secret city of Long Tieng. After departing Udorn we had to proceed to a point 25 miles east of Vientiane, the capitol of Laos, before crossing the border. We were flying over terrain unlike anything we had seen before; a gentle tree covered slope that went on for miles, then a shear drop of a couple of thousand feet, mountains erupting out of the green jungle, some shaped like pinnacles with sharp jagged edges, others like knife edges and towers of limestone on the banks of the Mekong and other rivers. It was beautiful. Long Tieng lay in a perfect bowl. It was surrounded by high mountains on three sides with a gently rolling hill on the fourth. Looking down, we saw a C-47 taking off and it looked like a model some 4 or 5,000 feet below us. Following a circling descent, we shot an approach and observed a huge green flag being waved from the tower, we were cleared to land. ATC communications were interesting as they had a red and green flag and that was it. The runway was at about 4,000 feet ASL and had a huge stone rock outcrop (or krast) about 100 feet high at the end. For fixed wing aircraft, it was obviously one way in and one way out. The Ravens (AF FAC's) called it the speed brake and apparently a number of fixed wing had run into it over the years.**

**We were directed to a house in the village and there we were briefed on the rules of engagement and our first mission, to recover the damaged CH-3. We looked at the hulk of the CH-3, which was just a shell, no transmissions, gear boxes, or engines. With all the structural damage we wondered what the Air Force wanted with this pile of junk. We discussed the situation and as we were not allowed up country overnight, proceeded to return to Udorn with a brief stop at a landing strip near Vang Vieng to check on our refueling stop for the lift mission. The next morning, after getting the CH-3 estimated weights, calculating weight and balance for the lift and coordinating the pre positioning of fuel at Vang Vieng; we proceeded back to Long Tieng accompanied by an AF full colonel to lift the CH-3. The Air Force had placed 4 x 4's on the hull portion of the aircraft to act as spoilers and an F-4 drogue chute on the tail boom. Following all of the preparations, including topping the engines, rigging the aircraft, we found we had 20 lbs torque to spare during the hover check. We shut down and went back for briefings and were informed that the mission was a go and that Air America had pre-positioned fuel for us at Van Vieng.**

**We hooked up, picked up the load and hovered to the runway for departure. As we moved forward, one of the airmen tried to open the drogue chute which unknown to us, roman candled immediately, and became totally ineffective. After**

translation we established a gentle circling climb towards a gap in the ridge when the crew chief stated that something fell off the load. The flight engineer stated the load was flying (slack in the slings). The CH-3 swung 90 degrees and struck the aft gear of our aircraft. This sent us into an unusual attitude, we saw parts of the attitude indicator that you don't see unless

you are disassembling it on a test stand. We basically stopped in mid-air and as the CH-3 started to swing forward the flight engineer, pilot and copilot all hit their pickle switches. We don't know which one worked. The jettisoned load ended up in a very deep ravine. When we volunteered to try to recover the load, the AF colonel, who was on board declined stating that the hulk was going to be shipped to the States and used as a maintenance trainer and not worth the risk. Mission failure.

Enroute to Udorn we stopped at Vang Vieng to refuel from the pre-positioned stocks that turned out to be 55 gallon drums and a 10 gallon per minute rotary hand pump. The refueling seemed to take hours and wore the arms off all of us. While we were refueling a C-46 'CA2' touched down. Someone remembered seeing it touching down at Vung Tau the morning we departed for the mission. A short time later the pilot came walking over and Sy says "I know that walk". It was Porter Huff his civilian instructor from rotary wing transition in 1960. A short reunion was held there in Laos. Huff had been flying for Air America since 63 or 64. (He bought it in 1968 somewhere in Laos.)

A couple of days later, the second mission began. We were to move a D-4 bulldozer externally which weighed in the neighborhood of 11,600 lbs. We proceeded to a small airstrip in the vicinity of "The Rock", Landing Site 85, which was close to the North Vietnam border. The idea was to enlarge the strip so the Jolly Greens coming in from the North could transfer more seriously wounded to fixed wing aircraft thus getting them to the hospitals quicker. We carried the dozer in two loads, one aircraft had the tracks and blade, the other the main frame. An Air America Pilatus Porter who we communicated with over our five channel emergency VHF radio, guided us to the area. The first aircraft in dropped the tracks and ground crew. They then repositioned the blade further away while the ground crew rolled out the tracks. The second aircraft set the main frame onto the tracks. The ground crew reconnected the tracks and the blade within half an hour.

We headed to LS 36, Nha Khang, for fuel and on the approach, over-flew a camp with what looked like PT-76 Tanks parked in it. As we were passing mid-field we heard the crump of mortars and observed the rounds impacting in the center of the runway. The Raven personnel who handled our refueling stated that yes they were PT-76's and yes the Pathet Lao always welcomed people with mortar fire.

We provided one aircraft to augment the Air America CH-34's, to provide artillery re-supply. Each gun position had a 50 to 75 foot cleared area for the CH-34's to make a running landing, to increase their load capability while landing at 4 or 5,000 feet. With our greater carrying capacity, one CH-47 sortie equated to 4 CH-34 sorties. Since we were carrying sling loads, our turn around time was

greatly reduced. As opposed to the artillery hauls and ammo re-supply we had experienced in Vietnam, this was really interesting. Each artillery position consisted of one tube with another located a few hundred yards away on another hilltop. There was no radio communication as they didn't speak English and we didn't speak Laotian. To our knowledge, these artillerymen had never seen a Chinook nor had they experienced the rotor downwash and turbulence that it creates. We weren't sure whether they were glad to see us or not after the havoc we raised. Operating in the Plane des Jarres was interesting and much different than our normal mission area in the III and IV Corps. The crews were subjected to flight conditions and altitudes in the areas frequently exceeding 6,000 feet and all landing areas were much more confined with extremely high barriers than those experienced in the Delta.

The highlight of the trip was twofold. The first, Bob Hope caught up with us at Udorn and we had an opportunity to see his show, which we wouldn't have if we had stayed in Vietnam. Secondly, Cal Moore, the chief scrounger, found 18 brand new 15 cubic foot refrigerators still in their original crates that the Air Force was disposing of. Each aircraft carried nine home as a Christmas present to the troops.

Heading home we RON'd at Ubon and then on Christmas morning, 1966 we headed to the "Golf Course" at An Khe thinking we would eat Christmas dinner with the Cav. Unfortunately, they were serving dinner later that day, so we had some "C's" and headed south to the relative civilization of Vung Tau. In CW2 Miller's "C" ration was a "Pound Cake" that he still has. He says that "Some day, when the time is right, he will eat the cake and think of all of those times thirty odd years ago.

# Lima Site-85

## (Phou Pha Thi, Laos)

In the country of Laos, the mountain of Phou Pha Thi was considered to be a sacred place by the Meos tribesmen. But to the United States, it was just the opposite, it was of vital importance to the war effort in Vietnam. This was the "Rock".

The ROCK was a natural fortress, it had a razorback ridge and a 5,600 foot sheer cliff on one side and the Americans fortified the other. A seven hundred foot long dirt landing field had been cleared in the valley below. On all aerial maps, this location was designated "LIMA SITE-85". Site-85 was manned by 300 Thai mercenaries and Meos, as well as Americans on a clandestine posting. The Americans were from the U.S. Air Force and Lockheed Aircraft Systems, and their duty was to man the highly sophisticated navigational equipment which was used to guide American bombers to targets in Northern Laos and North Vietnam.

LIMA SITE-85 was located in northern Laos, approximately 160 miles west of Hanoi. The site was considered to be impregnable to anything with the exception of a massive aerial assault. But the site had its disadvantages; it was deep within enemy territory and the men manning the site were in a position where they couldn't possibly be rescued if the mountain was ever overrun.

In 1967, a top secret U.S. Air Force operation code named "PONY EXPRESS" was undertaken. The operation was to airlift 150 tons of equipment by helicopters to LIMA SITE-85. The equipment was to upgrade the Site's original navigation equipment with a more elaborate system using the latest radar. This equipment would enable American aircraft to bomb North Vietnam and Laos at night, and in all types of weather.

On January 12, 1968, one of the most unusual air actions took place in Northern Laos. The North Vietnamese Air Force launched an air attack on LIMA-SITE-85, using Soviet manufactured single engine biplanes (Antonov AN-2 Colts). While the planes attacked the site, the crewmen fired machine guns out the windows and dropped mortar shells as bombs. These biplanes were so vulnerable and outdated that an Air America (CIA) helicopter took them down. One of the crewmen of the CIA helicopter shot down the first aircraft by firing at the aircraft through the door. The second aircraft was forced down 18 miles north of the Site, and the third plane

crashed into the mountain. The incident was released to the press, but due to the secret nature of the Site, the location was *changed* to Lunang Prabang.

This would not be the last time the North Vietnamese would attempt an assault on Site-85. On March 10, 1968, at 6:15 p.m., three battalions of the 766th Regiment of the North Vietnamese Regular Army (NVA) began an attack. The North Vietnamese artillery opened fire on the southeast side of the Site, sappers took the airfield in the valley below. On the peak of the mountain, the Air Force personnel (these men were technicians, not combat troops), were in the trenches as rockets landed all around them.

During the night, North Vietnamese troops launched their frontal assault, they fought their way up the slopes in bitter hand-to-hand combat. The frontal assault was actually a diversion to allow North Vietnamese commandoes time to attempt the impossible, scale the 5,600 foot cliff side of the Site, and swarm the peak. They succeeded and the Americans at the top were surprised. (Some of the Americans were able to drop down the side of the mountain into caves below)

At daybreak, Forward Air Controllers (FAC) were on station, flying over Site-85, ready to direct a combination of T-28 fighters and U.S. jet fighters against the enemy below. [But the T-28's and US jet fighters were ordered to stand down.] At the same time, Air America helicopters were in position to evacuate any and all survivors (it is reported, that the U.S. Air Force was reluctant to commit rescue helicopters to get the men out, they feared the political consequences if an American Jolly Green Giant was shot down in Laos). Several men were rescued by the CIA from the caves below the peak. For a week following the assault, U.S. planes continued to bomb the bunker on the mountain peak in an attempt to destroy the equipment [but was it?]

The whole operation of LIMA SITE-85 had been so shrouded in secrecy, that even today, the final count of American dead is uncertain. Only four U.S. Air Force personnel were rescued, this left twelve men unaccounted for. The number of CIA paramilitary officers stationed at Site-85, still remains classified. The relatives of the dead men were only told, that they had been killed in Southeast Asia.

To this day, eleven U.S. Air Force personnel are still listed as MIA/Laos. On that fatal day in March 1968; Clarence Blanton, James Calfee, James Davis, Henry Gish, Willis Hall, Melvin Holland, Herbert Kirt, David Price, Patrick Shannon, Donald Springsteadah and Don Worley, could these men possibly be the men of LIMA SITE-85. The story of LIMA SITE-85 leaves a lot of unanswered questions.

Why in an age of jet fighters and helicopters, did the North Vietnamese use such antiquated aircraft to attack a target of such importance as Site-85? Why was such an elaborate plan developed to assault Site-85 [climb over 1 mile of sheer cliff]? Was it the intent of the North Vietnamese to capture the technicians and the equipment?

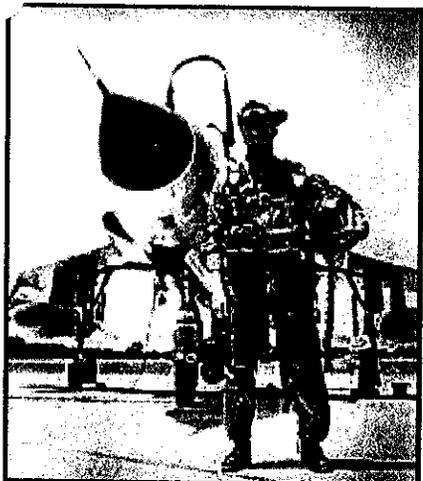
Jerry Mooney (a cryptanalyst for the National Security Agency (NSA) during the Vietnam War), has stated that the North Vietnamese made every effort to capture (alive) certain air-crewmembers [those of special talents]. If indeed this was true, then the technicians of Site-85 would have been a prize package for the Communists. There have been several accounts of the communists leading some of the Americans from Lima Site 85, but the US Government refuses to acknowledge those accounts.

---

[Return to the PoW/MIA Forum](#)

[E-mail](#)  us here!

## Twice Rescued...



Lt. Col. Vollmer in front of his F-105 shortly before being shot down for the second time.

Lt. Col. Albert Vollmer flew 100 F-105 combat missions in Southeast Asia. He has the dubious distinction of having been shot down and rescued twice.

On January 13, 1965, while attacking a bridge in Laos, he ejected after his aircraft was hit by anti-aircraft fire. The following day, he made radio contact with a civilian Air America (CIA) C-123 which directed an Air America H-34 helicopter to him for the pickup. The H-34 was on a supply mission when it received the emergency call. The H-34 pilot landed in an open field, made all personnel but the winch operator exit the aircraft, then proceeded to make the rescue.

On August 17, 1967, Vollmer's F-105 was damaged by anti-aircraft fire over North Vietnam. He nursed his failing aircraft to the China Sea and ejected, sustaining severe leg injuries. His wingman and two A-1's provided cover during his descent and within 15 minutes, two Jolly Green

Giant helicopters (Sikorsky H-3's) arrived to make the rescue.

Vollmer spent the next two years in and out of hospitals, recovering from his injuries, but 26 months after the rescue returned to flying status.

The 37th ARRS crew which rescued Col. Vollmer from the China Sea visited him at the hospital in Da Nang. The crew signed the "*business card*" (copy described below) which they presented to him on August 18, 1967 and for years he carried it for good luck. (Donated by Lt. Col. Albert C. Vollmer, USAF (Ret). Gahanna, Ohio)

The business card presented to Lt. Col. Vollmer reads:

### **CONFUSED? FOLLOW THESE STEPS:**

1. Stay with chute/aircraft.
2. Conserve flares and radio.
3. Advise others of your position and condition.
4. Stay calm--others have been rescued under worse conditions than yours.
5. The bearer of this card, upon being suitably rescued, agrees to provide free cheer at the nearest bar for those making said rescue possible.

37th ARRS, APO 96337

TEMPORARILY SUSPENDED?

NEED A PICK-ME-UP?

Contact:

[Signed] CROWN

**THE AIRCRAFT  
OF**

**AIR AMERICA**

by

**Dr. Joe F. Leeker**

The following database is the result of many years of research, especially done at the Air America Archives at McDermott Library, University of Texas at Dallas. All information contained in the sections entitled "Types of missions flown," "Statistics," and "Service history" as well as the photos are exclusively based on archival material, mostly preserved at the Air America Archives. Additional information came from the USAF Aircraft Assignment Records preserved at the USAF Historical Research Agency at Maxwell AFB, the records of the Director General of Civil Aviation of the Republic of China at Taipei, and other archives. The section entitled "fate" is mostly based on material published in various booklets and magazines whose information may be based on observation. This section is not considered to be complete. The references given in the section "Service history" indicate the exact location of the document within the Air America Archives, e.g. UTD/CIA/B51F12 meaning: UTD, McDermott Library, Air America Archives / CIA Corporate Records / Box 51, Folder 12. Abbreviations like ACA-22 or AVH-6 indicate the no. of the microfilm reel preserved at the AFHRA. Other abbreviations used may be looked up in the file "Abbreviations."

AAM/EKK CONTRACT CONTACTS

JUNE 1969

AGENCY	NAME	TEL/EXT	
		Office	Home
<u>ARPA (0005)</u>	William BANCERT (Admin)	910228 X 63	91237
	Sgt. W. R. THOMPSON	910111	911998
<u>USAEL</u> (Jarisky-Bailey) (T29 Helio Project)	Lt.Col. AL SIDON	910699, 910944X57	911308
	Sgt. Al H. MAPP	same	-
	Yoone S. SUSILAJ (Assistant)	same	-
	Don REDDEN (J&B Admin)	same	56818
Note: This project has <u>nothing</u> to do with 0005 anymore. 493-332 is carrying this project now.			
<u>493-333</u>	Robert CRAWFORD (Acting Chief)	58030 X 371	54168 X 26
	Rudy HALL	58030 X 371	912647
Note: Art ELDER, Chief of the USOM TPMD Section, now on home leave. Will return about August 1969			
<u>0028</u>	Col. Peter T. RUSSELL (Dep Chief, JUSMAG)	70070 X 506	59551
	Col. Ray W. BAUMAN (Chief, USAF Section)	70070 X 607	-
	Lt.Col. Gail D. CONLEE	70070 X 607	75680
	Maj. John R. KNOWLTON (Handles Contracts)	70070 X 607	74691 74
	<del>Ray BAUMER</del> (Admin Officer)	59800	56261
<u>493-66</u>	Paul SHADE	59800	(Temp. 915217 at Suwan)
	Robert NOONAN	59800	58479
	Ernie FOPP (Acting Air Officer)	58030	910813 X 13
<u>493-332</u>	Lance LAWRENCE (Contracts)	58030 X 465	53381
	Peerapol INTUPUI (Chief Air Support)	58030 X 481	-
	Phonsak (Dispatcher)	58030 X 481	-
	Miss Edna BOORADY (Legal)	58030 X 268	53381-8
	Note: Ed Perkins is TCS indefinitely.		