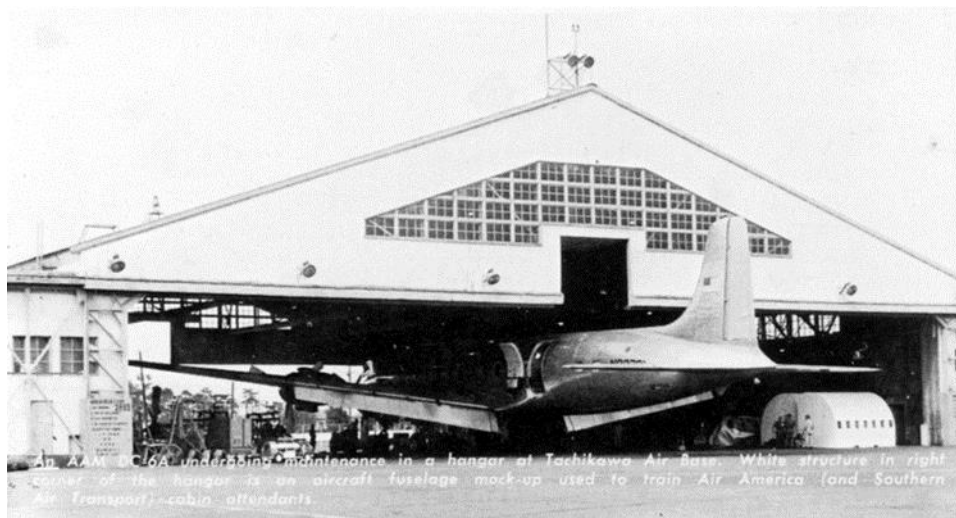


AIR AMERICA: DOUGLAS DC-6s

by Dr. Joe F. Leeker

First published on 15 August 2003, last updated on 24 August 2015



An Air America DC-6A/B at Tachikawa in 1969
(*Air America Log*, vol. III, no. 2, 1969, p. 1)

The types of missions flown by Air America's DC-6s:

The situation of the DC-6s used by Air America is particularly confusing. The DC-6B inherited from Civil Air Transport continued to be used by CAT out of Taipei until the very end of that carrier. After that it was leased to Royal Air Lao for a short time and then stored at Tainan. On the clandestine side, in the fifties, CAT pilots had used two USAF C-118As for secret flights to China and to Tibet. C-118A 51-3822 (c/n 43569), which had been the favorite aircraft of Air America navigator Jim Keck (Letter dated 10 July 2001, written by Jim Keck to the author), was forced down over Armenia on 27 June 58 (Eastwood/Roach, *Piston Engine Airliner Production List*, p. 336), and returned to Okinawa only in January 60 (Interview conducted by Prof. William Leary with Lawrence Ropka at Ft Walton Beach, FL, on 29-30 August 1990, transcript preserved at: UTD/Leary/B43F4), when Air America did no longer use USAF C-118As. The other C-118A, 51-3820, was evidently still used after CAT Inc. had been renamed Air America. Interestingly, the complete files of both aircraft are missing on the microfilms of the USAF Aircraft Assignment Records preserved at Maxwell AFB. The situation is equally confusing as to Air America's four DC-6As. The first two of them were bought in April 1960 for use on the MATS Inter-Island Contract, but when the contract passed to Southern Air Transport in September the same year both aircraft were sold to them. In May 61 and April 62 Air America bought another two DC-6As, but they were immediately leased to Southern Air Transport. As the payment procedures for the first two DC-6As took several years, until the late sixties all four DC-6As appeared in official Air America documents as owned by Air America but operated by SAT. Joe Hazen was among the pilots who flew those SAT DC-6s to Saigon and Takhli. He recalls: "I usually carried military personnel to Saigon from Clark AFB. [...] On occasion the flights to Saigon also included MPC (military payment certificates) which I had to sign for and have an officer in Saigon sign for when I turned it over. Several million dollars were involved. [...] The flights

to Takhli sometimes were ammunition and arms, other times cargo of another nature, such as air conditioners and refrigerators” (e-mail dated 5 September 2004, kindly sent to the author by Joe Hazen). Those SAT flights also included clandestine missions to “Oak Tree”, code name of the secret base of Charbatia in Eastern India used for operations against Tibet (Morrison / Conboy, *The CIA’s secret war in Tibet*, pp. 188-95; e-mail dated 29 August 2002, sent to the author by Capt. Jesse Walton). Then, a change took place. Two DC-6As were sold, and the other two were put onto the *Booklift* contract on 1 July 1967 to transport the *Stars and Stripes* from Tachikawa and later from Yokota in Japan to Korea. When that contract ended in June 70, one of the two remaining DC-6As passed to Southern Air Transport, while the other one (N90782) was used to supply some isolated islands in the Western Pacific under a USAF contract until February 74.

Statistics according to official Air America documents:

July 1962: 5 (Minutes ExCom AACL of 31 July 62, in: UTD/CIA/B7F1)

February 66: Inventory of 1 February 66 (in: UTD/Herd/B2): 1 DC-6B under B-registry and 4 DC-6As under N-registry

1972: Inventories of 31 March 72 > 30 November 72 (UTD/CIA/B1F10): 2 > 2

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
------	-----------------------	-----------	---------------	--------



An unknown CAT / Air America C-118A at Kurmitola, East Pakistan, in 1958/9
(with kind permission from Ken Conboy)

Douglas C-118A	51-3820	43567	(31 Mar. 59)	bailed from USAF, Det.2, 313 th AD, Okinawa, that is from former Det.1, 322 nd TCS
----------------	---------	-------	--------------	----------------------------------------------------------------------------------------------------------

Service history: there is no evidence of this aircraft in the files of the Air America Archives; but this aircraft was used for airdrops to Tibet, that is flown by CAT / Air America crews out of Kurmitola, East Pakistan; such CAT / Air America-piloted C-118A flights to Tibet took place in mid-October 58, November 58 (when Air America was still called Civil Air Transport Inc.), in mid-April 59 (after the company had been renamed Air America), in mid-May 59, and in June 59 (Conboy / Morrison, *The CIA’s secret war in Tibet*, pp. 74-79; 80-105); maybe, such airdrops to Tibet were even flown between early 1958 and July 1959, when the C-118A was replaced by C-

130As (Leary, *Secret mission to Tibet*, p. 65); Doc Johnson's log book states that he flew DC-6 "3820" from 6 to 10 October 58 and from 20 to 28 October 58 plus an anonymous DC-6 – probably the same aircraft – from 22 to 28 November 58; he also flew an unknown type of aircraft – probably still the same C-118A – from 16 to 24 May 59 and an unknown C-118 from 19 to 25 July 59 (Pages from Doc Johnson's log book kindly supplied by his son James on 18 February 2013). Apparently, this aircraft sometimes used the fake registration N6184M. For according to the FAA, N6184M was C-118A msn 43567, as the FAA aircraft record issued on 25 February 1948 states; but the FAA file itself is missing (Letter dated 15 April 2003, sent by the FAA to the author); as C-118A 51-3820 was built and delivered to the USAF only in 1952, the year 1948 is evidently a false date – probably a trick to hide the real date by ascribing its registration to an earlier year; similar tricks can also be found in the USAF Assignment Records for aircraft that were apparently used on secret missions.

Fate: probably returned to the USAF as 51-3820 by July 59; however, the aircraft is not listed on the microfilms of the AFHRA: On microfilm reel no. ACA-22, which was filmed in February 78 and which covers the history of C-118As 51-3818 to 51-3831 from 1952 to June 1964, the cards of 51-3820 have disappeared; on the microfilm reels which cover the same range of C-118A serials between July 64 and early 1967, the records of 51-3820 are equally missing; but 51-3820 is listed on microfilm reel no. AVH-6 as returned from outside the USAF (GI) only on 67090, that is on 31 March 67; at that date, it was assigned to the 1045th Operational Evaluation & Training Group, Headquarters Command, Eglin, that is to the unit that had really been responsible for the Tibet flights (Trest, *Air Commando One*, p. 83). In his e-mail dated 15 September 2004 kindly sent to Dr. Erik Carlson, who forwarded it to the author, Gary L. Killion notes: "The Departments of Defense and Transportation entered into an agreement back in the 1970s to facilitate possible future civil use of military surplus aircraft. Under this agreement, aircraft that are eligible for certification as a corresponding civil model, such as C-118As, are subjected to a screening inspection by FAA personnel. Those found during the screening to have inadequate service records, missing components or extensive deterioration are deemed to have no potential for civil use and are sold for scrap with the manufacturer's data plate removed. According to an FAA report entitled *Surplus Military Aircraft Initial Screening Inspection Report* and dated September 1990, C-118A military serial number 51-3820, civil serial number 43567, was inspected by the FAA personnel and was found to have no potential for civil use. The report does not specify the exact reasons for this finding nor where the airplane was located at the time of the inspection. The FAA office that conducted the inspection is identified as 'AWS-200' implying that it was at Davis Monthan AFB. It was later registered as N3050F to Custom Air Ltd., Inc. of Ft. Lauderdale, Florida, the 'no potential' screening notwithstanding, but never received an airworthiness certificate." The reason for this may have been that 51-3820 was a very special C-118A: "Though little different from a civilian DC-6 transport on the outside, the 322nd Squadron's C-118 was an engineering marvel: 'It was pieced together from so many different serial-numbered parts,' recalls squadron pilot Herbert Dagg, 'that it would have been untraceable if it went down.' The plane also had removable tail numbers, which were sometimes changed multiple times during CIA-sponsored flights." (Conboy / Morrison, *The CIA's secret war in Tibet*, p.45).

May 66 (Aircraft status as of 5 May 66, in: UTD/Hickler/B1F2); registered to Southern Air Transport in the *US Civil Aircraft Register* of 1 July 66, p. 1351; leased to Air America on 1 July 67.

N90781 44916 1 July 67 leased from Southern AT

Service history: assigned to contract AF62562-67-C-0604 (*Booklift*) on 1 July 67 (McKenzie, "Tomorrow's newspaper - tonight", in: *Air America Log*, vol. I, no.1, Nov. 67, p. 8); still registered to Southern Air Transport in the *US Civil Aircraft Register* of 1 January 68, p. 1505; still used by Air America for the *Booklift* contract in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2), out of Tachikawa; underwent no. 3 maintenance in July 68 (Tachikawa monthly report for July 68, in: UTD/Lewis/B1F10); in September 68, the nose gear strut assembly was exchanged (Tachikawa monthly report for September 68, in: UTD/Lewis/B1F10); sold to Air America in 1968.

N90781 44916 1968 ex Southern Air Transport

Service history: on 20 November 68, N90781 was struck by a lightning, but repaired; at that time, N90781 was owned by Air America (Tachikawa monthly report for November 68, in: UTD/Lewis/B1F10); on 23 December 68, at the end of flight no.781 from Tachikawa to Osan, DC-6 N90781, crewed by Captain Douglas Price, First Officer Lee Howell, and Flight Engineer Ed Fleck, made an emergency landing at Osan Air Base, Korea; the emergency was a broken wing-flap that resulted in the aircraft trying to become inverted due to the split-flap situation, one flap up and one flap down (Letter dated 11 October 2007, kindly sent to the author by Jesse Walton);



The flaps of N90781 at Osan after the 23 December 68 emergency landing
(photos taken by Ed Fleck, kindly submitted by Jesse Walton)

still assigned to the *Booklift* contract (-0231) for use out of Tachikawa, Japan, 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); registered to Air America in the *US Civil Aircraft Register* of 1 July 69, p. 1675; arrived at Tainan on 29 June 70 in preparation for transfer/delivery to Southern Air Transport, Miami (Aircraft Information Circular of 1 July 70, in: UTD/Leary/B41F4).

Fate: left Tainan on delivery to Southern Air Transport, Miami, on 5 July 70 (Aircraft Information Circular of 1 July 70, in: UTD/Leary/B41F4), as the *Booklift* service was terminated on 30 June 70 (Homer Little, *The end of an era: 'Booklift' 1950-1970*, in: *Air America Log*, vol. IV, no. 6, 1970, pp. 4-5); seen at Miami in SAT colors on 20 December 71 (B.G. Lundkvist, *Douglas DC-6 and DC-7*, p. 57); sold to Ethiopian Airlines, Addis Abeba, as ET-AER in May 72; withdrawn from use and stored at Addis Abeba in February 76; broken up in the mid 80s.



Air America DC-6A N90782

at Tachikawa in April 60 with titles
(with kind permission from Mel
Lawrence / Airliners.net)

in November 69 without titles
(*Air America Log*, vol. IV, no. 1,
1970, p. 7)

Douglas DC-6A	N90782	44917	1 April 60	World Airways N90782; previously with American
---------------	--------	-------	------------	---------------------------------------------------

Service history: used by Air America on a MATS contract since April 60 (Minutes ExCom-AAM of 12 April 60, in: UTD/CIA/B3F1); registered to Air America Field Executive Office, Kadena, on 8 July 60 (Status as of 15 January 74, in: UTD/CIA/B56F3); a photo of N90782 bearing Air America titles, taken by Mel Lawrence at Tachikawa Air Base, Japan, in April 1960, can be found in the Air America.net collection.

Fate: sold to Southern Air Transport, Miami, on 30 September 60 (Minutes ExCom-AAM of 12 March 63, p. 2, in: UTD/CIA/B3F4); operated by Southern Air Transport on MATS contract out of Tachikawa; during the second half of December 1960, the second half of January 61, as well as in February and March 61, SAT-pilot Tom Jenny flew this aircraft on the Tachikawa-Kadena-Clark run several times, sometimes including Taipei as a stop (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); current as such in September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1) and July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); not yet totally paid for in 1965, because SAT could not pay the three equal annual installments of \$ 200,562 including an interest rate of 6 % per year, remaining to be paid from 2 January 65 onwards (Minutes ExCom AAM of 12 March 63, in: UTD/CIA/B3F4); operated out of Tachikawa by Southern Air Transport on contracts AF49(604)-699 (for MAC) and AF49(604)-4379 (for LSG) in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) and May 66 (Aircraft status as of 5 May 66, in: UTD/Hickler/B1F2); registered to Southern Air Transport in the *US Civil Aircraft Register* of 1 July 66, p. 1351; flown to "Oak Tree", that Charbatia Air Base, India, by Joe Hazen on 20 March 67 and on 27 April 67, while with SAT (e-mail dated 9 August 2004, kindly sent to the author by Joe Hazen); registered to Southern Air Transport in the *US Civil Aircraft Register* of 1 January 68, p. 1505; used out of Kadena, Okinawa, under contract AF49(604)-4379 by Southern AT/LSG in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); leased to Southern AT on 10 April 69, apparently effective after the sale of the aircraft (Memo of 24 April 69, in: UTD/Bisson/B5, reel 4); sold to Air America in May 69.

N90782	44917	May 69	ex Southern Air Transport
--------	-------	--------	---------------------------

Service history: Certificate of Registration officially issued to Air America on 8 May 69 (Status as of 15 January 74, in: UTD/CIA/B56F3); assigned to the *Booklift* contract (-0231) for use out of Tachikawa, Japan, 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in:

UTD/Hickler/B1F1); registered to Air America in the *US Civil Aircraft Register* of 1 July 69, p. 1675; still with Air America on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); in the *Air America* documentary; assigned to contract F11626-71-C-0052 for use out of Yokota AFB, Japan, at least 1-31 July 71 (F.O.C. of 1 and July 71, in: UTD/Hickler/B8F7B); seen at Yokota on 29 August 1972 (*Aviation Letter* 71, October 72, p.7) and at Hong Kong on 31 July 73 (*Aviation Letter* 82, Sept.73, p. 4); assigned to contract F11626-72-0036 for use out of Yokota 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still so 1 November-31 December 73 (F.O.C.s of 1 November 73 and 1 December 73, in: UTD/Hickler/B8FC); when Yokota was closed down in February 74, it was ferried to Tainan on 5 January 74 (Yokota close out plan dated 28 February 74, in: UTD/CIA/B17F6; F.O.C. of 1 January 74, formerly in: UTD/Leary/Ser.I, B15F3, now ?);); used as a spare aircraft out of Tainan 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.C.s of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); based (stored ?) at Tainan in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

Fate: departure from Tainan to the Continental US was scheduled for 1 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); sold to Pacific Alaska Airlines, Anchorage, on 7 April 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); cancellation of registry requested on 25 June 75 (Letter by Clyde S. Carter dated 25 June 75, in: UTD/CIA/B17F4); at Everett, WA, on 12 June 75 on delivery (Air America aircraft as of 12 June 75, in: UTD/CIA/B51F12); leased to Conair Aviation as C-GIEE on 4 April 76; returned to Pacific Alaska Airlines in July 76; sold to Rosenbalm Aviation in 1977; sold to Trans Continental Airlines in June 78; sold to Rosenbalm Aviation in July 81; sold to Air Mark Industries in November 81; sold to William J. Evans, Margate, FL, in October 82; sold to Hill Air Co, Fort Lauderdale, FL, in June 83; regd. to them on 18 July 1983; current with them in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

UNITED STATES OF AMERICA—FEDERAL AVIATION AGENCY CERTIFICATE OF AIRCRAFT REGISTRATION		
NATIONALITY AND REGISTRATION MARKS N 90784	AIRCRAFT MAKE AND MODEL Douglas DC-6A	AIRCRAFT SERIAL NO. 45374
OWNER Air America, Inc. 815 Connecticut Avenue, N. W. Washington, D. C. 20006	THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Agency, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.		
DATE OF ISSUE June 12, 1961	FOR THE ADMINISTRATOR <i>[Signature]</i> Chief, Aircraft Registration Branch	

FAA Form 500 (4-64) OBSOLETE PREVIOUS EDITION (8080)

NOTICE		Form Approved, Budget Bureau No. 96-8074-1 DISPOSITION OF AIRCRAFT	
<p>Section 4810(f) of the Federal Aviation Act of 1958 provides that a certificate of registration shall be non-transferable evidence of nationality for international purposes, but not in any proceeding under the laws of the United States. Registration shall not be evidence of ownership of aircraft in any proceeding in which such ownership for a particular person is, or may be, in issue.</p> <p>This certificate immediately expires when: (a) the aircraft is registered under the laws of any foreign country; or (b) the registration of the aircraft is canceled at the written request of the registered owner; or (c) the aircraft is totally destroyed or scrapped; or (d) the ownership of the aircraft is transferred; or (e) the registered owner dies; or (f) the registered owner of the aircraft loses United States citizenship. Upon expiration for any of the foregoing reasons, please indicate disposition of the aircraft on this form and return this certificate immediately to the FAA, Oklahoma City, Oklahoma, 73101.</p>		PERMANENTLY RETIRED FROM SERVICE	
		TOTALLY DESTROYED OR SCRAPPED	
		OWNER HAS LOST U.S. CITIZENSHIP	
		REGISTERED OWNER HAS DIED	
		HAS BEEN (IS BEING) REGISTERED UNDER THE LAWS OF (Specify)	
		OWNERSHIP WAS TRANSFERRED ON: February 15, 1967	
		To: Pan Aero Investment Corp.	
		Post Office Box 2311	
		(Address)	
		Reno, Nevada	
		TITLE Secretary	
		SIGNATURE <i>[Signature]</i>	

Copy for use SAIP (Via MGR Press) - 2/20/67

Air America DC-6A N90784 C of R (12 June 61) and backside: Sale to Pan Aero Investment (in: UTD/Bisson/B5, microfilm reel no. 4)

Douglas DC-6A N90784 45374 31 May 61 World Airways N90784; previously with American

Service history: already flown by Southern Air Transport-pilot Tom Jenny from Taipei to Clark on 21 January 61 and on test flights out of Tachikawa on 24 January 61; at least between 26 February 61 and 10 March 61, SAT-pilot Tom Jenny flew

N90784 on the Tachikawa-Kadena-Clark run several times, sometimes including Taipei as a stop (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); at this time, the aircraft was probably leased from World Airways to SAT; officially acquired by Air America only on 31 May 61 (List of accumulated costs as of 31 December 67, in: UTD/CIA/B40/F8); C of R on 12 June 61 (in: UTD/Bisson/B5, reel 4); immediately leased to Southern Air Transport, Miami; the Lease agreement of 28 July 61 (in: UTD/Fink/B2F15) states 1 June 61 as date of the first rental payment; current as such in September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1), and July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1) operated for MATS and based at Tachikawa, Japan; leased to Southern AT to 1965 (Minutes ExCom-AAAL/AAM of 31 March 64, in: UTD/CIA/B7F3); operated out of Tachikawa by Southern Air Transport on contracts AF49(604)-699 (for MAC) and AF49(604)-4379 (for LSG) in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) and May 66 (Aircraft status as of 5 May 66, in: UTD/Hickler/B1F2); not listed in the FAA's *US Civil Aircraft Register* of 1 July 66, p. 1351; nevertheless flown for Southern Air Transport by Joe Hazen on 19, 21, and 22 November 1966: on 22 Nov. 66, the flight was from Kadena to Saigon to Takhli and back to Kadena – a total block time of 19 hours and 29 minutes (e-mail dated 13 August 2004 kindly sent to the author by Joe Hazen).

Fate: sold to Pan Aero Investment Corp., Reno, NV, on 15 February 67 (Promissory note no. 29 dated 15 March 72, in: UTD/CIA/B9F4; "Analysis of donated capital" by the Pacific Corporation as of 30 September 69, in: UTD/Herd/B2; backside of Co R, in: UTD/Bisson/B5, reel 4); sold to Intermountain Aviation, Marana, AZ, as N61267 in April 67; this was in exchange for the 2 former Intermountain OnMarks N46598 (msn 27694) and N67623 (msn 28977) that Air America acquired in April 67 (Memorandum no. C287P dated 28 March 67, sent by Air America's Managing Director George Doole to the Company's President Hugh Grundy, in: UTD/Bisson/B5 microfilm reel no.4); sold to Rich International Airways in October 73; leased to Cayman Airways on 12 March 79; returned to Rich Intl. Airways in December 81; sold to Aerial Transit Co, Miami, FL, in October 87; rereg'd as N89BL in December 87; Certificate of Registration issued on 7 August 1989; current with them in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).



Air America DC-6A/B N90771 at Tachikawa in 1968/9
(*Air America Log*, vol. III, no. 2, 1969, p. 1)

Douglas DC-6A/B N90771 44056 30 April 62 Alaska Airlines N90771;
previously with American

Service history: acquired on 30 April 62 (List of accumulated costs as of 31 December 67, in: UTD/CIA/B40F8); converted to DC-6A/B in March 62; additional items for this aircraft amounting to \$ 15,100 were requested in June 62 (Minutes ExCom AACL of 12 June 62, in: UTD/CIA/B7F1); leased to Southern Air Transport, Miami, on 27 April 62; current as such in September 63 (Aircraft list of June 62, corrected to Sept.1963, in: UTD/Kirkpatrick/B1F1) and July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1) for MATS, based at Tachikawa, Japan; leased to Southern AT to 1965 (Minutes ExCom-AACL/AAM of 31 March 64, in: UTD/CIA/B7F3); operated out of Tachikawa by Southern Air Transport on contracts AF49(604)-699 (for MAC) and AF49(604)-4379 (for LSG) in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) and May 66 (Aircraft status as of 5 May 66, in: UTD/Hickler/B1F2); not listed in the *US Civil Aircraft Register* of 1 July 66, p. 1351; assigned to Air America's contract AF62562-67-C-0604 (*Booklift*) on 1 July 67 (McKenzie, "Tomorrow's newspaper - tonight", in: *Air America Log*, vol. I, no.1, Nov. 67, p. 8); Joe Hazen notes: "On/about 1 July 1967, N90771 and N90781 came to Air America from SAT. I flew the last flight of N90771 for SAT on 30 June from Taipei to Tachikawa and then flew it for Air America on 4 July from Tachikawa to Yokota (about ten miles) to Itazuke AFB and back to Tachikawa. The last time I flew N90771 was on 17 June 1968 from Tachikawa to Misawa AFB and back to Tachikawa." (e-mail dated 31 July 2004, kindly sent to the author by Joe Hazen); not listed in the *US Civil Aircraft Register* of 1 January 68, p. 1505; still used by Air America under the *Booklift* contract in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2), out of Tachikawa; a cracked wing flap link support was discovered in September 68 and a replacement link was installed (Tachikawa monthly report for September 68, in: UTD/Lewis/B1F10); a photo was published in: *Air America Log*, vol. III, no.2, 1969; still listed as owned on 30 November 68 (Accumulated costs as of 30 Nov. 68, in: UTD/CIA/B40F8).

MEMORANDUM

TO: VAO [unclear] OSLC (Via Pres.)

FROM: MGDR

SUBJECT: Termination of DC6-A/B - N90771 Lease and Lease Agreement Relative to DC6-A/B - N90782

DATE: 24 April 1969

REF. NO.: D249P

JH W

Attached hereto for your files is a copy of the termination of the lease agreement between Air America and Southern Air Transport under which Air America leases to Southern DC6-A/B - N90771.

Also attached for your files is a copy of the lease agreement executed April 10, 1969, under which Air America leases to Southern DC-6A/B - N90782. The terms of the leasing of N90782 are essentially the same as those that obtained in the case of the leasing of N90771.

George A. Doole, Jr.


Recopied by OSLC For: T/C; DI; VPT&S;
30 April 1969 VPTS; SA/P; VPPG;
File 2.3.20.B
2.3.20.C

(Lease cancellation, in: UTD/Bisson/B4)

Fate: lease of Air America DC-6A N90771 to Southern AT terminated in April 69 (Memo of 24 April 69, in: UTD/Bisson/B5, reel 4); not current in July 69 or later (Flight Operations Circular of 15 June 69, in: UTD/Hickler/B8F7B); so probably sold to Southern Air Transport in May 1969, possibly as an exchange for N90782; regd. to Southern Air Transport in the FAA's *US Civil Aircraft Register* of 1 July 69, p. 1675; sold to ALM, Aruba, as PJ-DSA in July 72; sold to TAMPA Colombia, Bogotá, as HK-1276 in 1973; sold to Aeronorte Colombia, Bogotá, in April 82; renamed Lineas Aéreas Sudamericanas, Bogotá, in 1986; leased to Aerosol Colombia, Bogotá, in January 91; returned to Lineas Aéreas Sudamericanas in January 92; sold to Agrocasa as HK-1276W in February 92; damaged beyond repair during an emergency landing at Mitu, Colombia, on 21 May 94.



Pan African Airlines DC-6A 5N-AFT in 1969
(with kind permission from Ward S. Reimer)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.	
NATIONALITY AND REGISTRATION MARKS N 1535		AIRCRAFT SERIAL NO. 44069			
MANUFACTURER'S DESIGNATION OF AIRCRAFT DOUGLAS DC-6A					
AIR AMERICA INC 815 CONNECTICUT AVENUE N W WASHINGTON D C 20006				This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.					
DATE OF ISSUE APR 28, 1969		Acting Administrator <i>D. D. Thomas</i>			
DURATION - See reverse side.					
AC Form 8050-3 (7-68) Formerly FAA Form 8050-3					

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N1535	2. MANUFACTURER AND MODEL Douglas DC6A/S	3. AIRCRAFT SERIAL NUMBER 44069	4. CATEGORY Transport				
5. AIRWORTHINESS AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. None							
6. TERMS AND CONDITIONS Unless sooner suspended, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, prescriptive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.							
DATE OF EXPIRY 11-27-69		FAA REPRESENTATIVE John O. Grieve		DESIGNATION NUMBER TYO 170			
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.							
FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 600-103-0-270 831							

Air America DC-6A N1535: C o R (28 April 69) and C o A (27 November 69)
(in: UTD/Bisson/B5, microfilm reel no.4)

Douglas DC-6A N1535 44069 April 69 5N-AFT of Pan African Airlines; previously N34953 with Flying Tigers, then JA6202 with JAL

Service history: Ward Reimer bought this aircraft at Malta Halfar airfield for Air America at \$ 350,000 from a person called "The ice cream man"; the aircraft was then flown to Tainan (e-mail dated 27 Aug. 03 kindly sent by Ward Reimer to Erik

Carlson, who forwarded it to the author); C of R on 28 April 69 (in: UTD/Bisson/B5, reel 4); at Tainan for maintenance, 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B); still at Tainan during the second half of August 1969, waiting for an assignment (Flight Operations Circular of 15 August 69, in: UTD/Hickler/B1F1); C of A on 27 November 69 (in: UTD/Bisson/B5, reel 4); still with Air America on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

Fate: sold to Saber Air, Singapore, as 9V-BCI on 20 December 70; sold to Fragtflug, Reykjavik, as TF-OAE in October 72; crashed 4 kms east of Nürnberg, Germany, on 6 May 74.



CAT DC-6B B-1006 at Hong Kong on 18 October 64
(UTD/Kirkpatrick, slide A 5620)

Douglas DC-6B	B-1006	45550	(Oct. 58)	CAT B-1006; leased from Air Asia to 68?
---------------	--------	-------	-----------	-----------------------------------------

Service history: acquired by CAT in “47/10”, that is in October 58 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); officially regd. on 25 September 58 (e-mail sent by the Director General, CAA, Republic of China, to Martin Best on 18 October 2012, kindly forwarded to the author by Martin Best); leased from Air Asia to CATCL, Taipei, 1962 to at least 1966 and used on international scheduled flights out of Taipei (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 5 May 66, in: UTD/Hickler/B1F2); hit ground obstruction at Naha, Okinawa, on 18 October 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; flew Hong Kong-Taipei on 15 December 65 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); available at Taipei as spare aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); leased to Royal Air Lao, Vientiane, as XW-PFZ in 68, still 16-30 June 69 (Flight Operations Circular of 15 June 69, in: UTD/Hickler/B8F7B); released by RAL on 6 August 69, ferried to Tainan about 19 August 69 for No.4C service and door modification, assignment pending (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); but instead put into inactive storage at Tainan on 19 August 69, and still there in April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14).

Fate: intended to be sold to Southern Air Transport, Miami, on 2 May 73, to become N93459 (Letter by Clyde S. Carter dated 7 June 73, in: UTD/CIA/B15F5); converted to DC-6A/B Sept. 73; sold to Southern Air Transport for \$ 137,500 on 27 September

73, still unregistered (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Transcontinental Airlines in July 78; sold to Air Atlantique as G-SIXC on 20 March 87, operating for the subsidiary Atlantic Cargo, Coventry; current in 1996; took part in the 50th anniversary flypast at Heathrow on 2 June 96; photo in *Propliner*, no. 67, p. 42, displaying Atlantic Cargo titles.

On 28 January 70, Air Vietnam chartered one DC-6AB from Civil Air Transport Limited for transporting 2 jet engines, which had been overhauled, from Tainan to Saigon and for transporting 2 other jet engines, which required overhaul, from Saigon to Tainan for departure on or about 30 January 70 (Charter Agreement of 28-1-70, in: UTD/Bisson/B5 microfilm reel no.4). It is unknown which DC-6 flew that mission. Of course, it may have been B-1006, the only DC-6 owned by CATCL, but this was a passenger aircraft that had been already put into storage at Tainan on 19 August 69. So it is more likely that this mission was flown by DC-6A N1535, because this was a cargo aircraft that at that time was awaiting assignment at Tainan.

Contract No. 7FE-0-002/70

CHARTER AGREEMENT

AGREEMENT made this Twenty-eighth day of January, 19 70 by and between CIVIL AIR TRANSPORT COMPANY LIMITED, hereinafter referred to as "CATCL" of the one part, and Air Vietnam, Taipei, hereinafter referred to as the "Charterer", of the other part.

WITNESSETH:

WHEREAS, the Charterer has requested CATCL to provide aircraft for special charter and CATCL has agreed to such charter subject to the conditions hereinafter set forth and further subject to the conditions set forth in the "Conditions of Charter" on the reverse side hereof and any further conditions that may be provided in an "Addendum" hereto;

NOW, THEREFORE, for and in consideration of the stated premises and the mutual covenants herein contained, the parties hereto agree as follows:

- Name of Charterer: Air Vietnam
- Address of Charterer: 57A Chung Sze North Road Sec. II, Taipei
- Number and Type of Aircraft: One DC-6AB
- Load - a) Passengers and baggage (If none, indicate)
b) Cargo (If none, indicate): Two J47 Jet Engines (Overhauled)
Two J47 Jet Engines (Requiring overhaul)
Total permissible load (subject to space): 14,000 lbs.
- From: Tainan to: Kochang - Saigon - Kochang - Tainan
- Charter fee: US\$4,900.00
- Method and Time of Payment:
Full amount US\$4,900.00 and Air Transport Tax US\$200.00, totaling US\$5,100.00 (U.S. Dollars Five Thousand One Hundred Twenty and Cents Fifty only) is to be settled thru IATA Clearing House upon presentation of CAT's invoice
- Time and Date of Departure:
ETD on or about January 30, 1970, subject to clearance and availability of aircraft.
- ~~Insurance~~ Agreement is subject to charterer's assumption of all risks of loss of or damage to cargo.

IN WITNESS WHEREOF, the parties have caused these presents to be executed by their duly authorized representatives.

<p>CHARTERER:</p> <p>By: <u>[Signature]</u> NAME: <u>Ho Su Hui</u> TITLE: <u>District Manager</u> <u>Air Vietnam, Taipei</u></p> <p>WITNESS: By: <u>[Signature]</u> NAME: <u>S. Lau</u> TITLE: <u>Secretary</u></p>	<p>CIVIL AIR TRANSPORT COMPANY LIMITED</p> <p>By: <u>[Signature]</u> NAME: <u>Don C. H. Wong</u> TITLE: <u>District Manager</u> <u>Sales & Services Taipei</u></p> <p>WITNESS: By: <u>[Signature]</u> NAME: <u>E. S. Chan</u> TITLE: <u>Secretary</u></p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Charter Agreement between Air Vietnam and Civil Air Transport Co Ltd dated 28 January 70 (in: UTD/Bisson/B5 microfilm reel no.4)