

AIR AMERICA: PILATUS / FAIRCHILD PC-6 TURBO PORTERS by Dr. Joe F. Leeker

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ICCS Air Services PC-6C N285L over South Vietnam in 1973
(*Air America Log*, vol. VII, no. 8, 1973, p. 5)

The types of missions flown by Air America's Turbo Porters:

Beginning in the mid-sixties, the Pilatus Turbo Porters became more and more a successor to the Helio Courier as a STOL aircraft. While the Helio could carry only 5 passengers, the Porter could carry 9 of them, although the normal configuration was a mixture of up to 7 passengers plus cargo. And like the Helio, in case of an accident in Laos the Porter could be attached to the sides of a Sikorsky UH-34D and flown back to base. From the beginning, Air America acquired only the turbo-prop version, and the first aircraft delivered from Switzerland were PC-6A/H-2 models, which had a Turbomeca Astazou II engine and a non-standard US registration with a hyphen fitted in between the N and the first number. But those Astazou engines failed a lot of times in the rough climate of Laos, as Jim Pearson recalls: "Actually, a few of the first turbo prop powered Porters purchased from the Stans, Switzerland factory were powered with the French Astazou engine. It seemed to be fine in flight, but was prone to unpreventable and unpredictable hot starts resulting in the complete destruction of the engines".¹ So Air America looked for another engine: "After a period of research, Air America decided to acquire a PC-6 aircraft manufactured under license to Fairchild Aircraft equipped with a Garrett Air Research TPE 331 turbo prop engine of 575 horsepower. The aircraft held a fuel capacity of 125 US gallons of Jet- A fuel giving it a endurance of between three and four hours. Alternate fuel of Av Gas could be also used thus giving the pilot an additional chance of getting back to home base".² "This aircraft proved to be very satisfactory for STOL operations and began a very successful career as a STOL aircraft. Empty the aircraft could land in three aircraft lengths. Approximately 100 feet at near sea level. Take off required slightly more. This was great up country as Air America pilots worked the plane at elevations up to nearly 5000 feet above Sea Level".³ So all of Air America's Porters were converted to PC-6C/H-2 standard at Tainan by Air Asia in 1966, obtaining a Garrett TPE-331-25DF turbo-prop engine. When the aircraft got the new engine,

¹ E-mail dated 10 July 2005, kindly sent to the author by Jim Pearson.

² E-mail dated 16 July 2005, kindly sent to the author by Jim Pearson.

³ E-mail dated 10 July 2005, kindly sent to the author by Jim Pearson.

the hyphen in the US registration was removed. At that time the need for additional Porters was so high that Air America even acquired some wrecks from Continental Air Services and had them rebuilt by Air Asia at Tainan. Beginning in 1967 a number of Garrett-powered PC-6C/H-2s were acquired from the Fairchild-Hiller Corporation, who built them in license for Pilatus. All Air America Porters had high-flotation wheels and a B-2C auto-pilot, and many had dual brakes, fold-up seats, and a door in the floor, which could be opened by the pilot by a handle and thru which the cargo could be dropped.⁴ However in the beginning, that handle created some difficulties, as Jim Pearson recalls: “Hand cranking the flaps up and down was not a daunting task under normal circumstances; 8 cranks down for take off, 11 cranks down for landing and then when making an air drop from the plane one had to somewhere accumulate the third arm and hand. As the pilot sits in the left hand control seat it is natural to handle the flight control stick with the left hand and the power lever with the right hand. So far so good. Then in an airdrop the necessity for having a three handed pilot would make for more finesse in the operation. Left hand on the control stick, right hand on the power lever and ??? How can you pull the drop door release handle which is installed on the left side of the pilots control seat? We resorted to left hand on the control stick and right hand on the power levers until short final to a drop then stick clamped between both legs, right hand on power levers and left hand on the drop door release. Works! Now, cranking up and down the flaps as mentioned, no undoubting task except for the fact that during up country STOL operations we made upwards of 50 or more take offs and landings during the course of one days operations. Sometimes I just gave the handle a couple of turns if the strip was long enough, and then I learned, as pilots will, that when dropping flaps, if you would push lightly forward on the control stick, the wing loading would be relieved and the flaps would go down very easily”.⁵ As the tail wheel was the most sensitive part of the aircraft, when it landed on rough terrain – there were Porters that came home with a bamboo stick at the place of the tail wheel –, some Porters had a deflector bar in front of the tail wheel that was nicknamed the “Air America cowcatcher”.

From the beginning, Air America used its Porters in three theaters of South East Asia: Several were assigned to an Air Force contract for use out of Saigon as liaison aircraft. Several were used to support the CIA’s Hmong program in Laos, and two went to contracts in Thailand, especially to support the Royal Thai Border Police. In 1967 one PC-6C was positioned at Chiang Mai in Northern Thailand, and several Porters were assigned to USAID contracts for use out of Saigon and Vientiane.

In Laos Porters could be used for a variety of tasks including liaison, transportation of CIA case officers, ARMA people or indigenous troops, transportation of all sorts of supplies ranging from weapons to medicine, reconnaissance and FAC duties, and quite often even for evacuation from small mountaintop airstrips. Jim Pearson recalls: “Once pressed into service it was discovered that this aircraft was a good choice for the basic jobs Air America intended to use it for. Its basic schedule consisted of departing its home base, Vientiane, Laos, Udorn Thailand and Saigon, Viet Nam for an upcountry operating base. Once at its up country operating base such as Long Tieng, Ban Houei Sai, and Pakse the plane and pilot remained for upwards of a week at a time.

The Porter had a multi faceted job to perform. Out of its home base it would be loaded out with USAID or CIA personnel going to the upcountry destination, carrying urgently required materials. On one occasion I was loaded with Japanese passengers going to an upcountry location in pursuit of the Japanese Governments interests. Upon reaching the upcountry destination the plane and pilot would off load his courier load and then begin his daily assignment of: ‘Site 98 as assigned’ or ‘L-11 as assigned’. This means that on arrival at

⁴ Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14.

⁵ E-mail dated 10 July 2005, kindly sent to the author by Jim Pearson.

your initial destination you will carry out the orders of the customer at that location. This begins your day.

The Porter was utilized by Air America's customer to do re-supply missions either by landing the load on a short mountain strip or if the strip was only a helicopter pad to air drop the loads. Air drops were either free fall or parachute drops. The type of chutes utilized for customer cargo were the muslin French Crosses, muslin cargo chutes or chutes of nylon material. Nylon material was quick opening while it took somewhat longer for the muslin chutes to deploy. One chute developed by the customer for dropping ammunition and supplies into Friendly positions under heavy enemy fire were called Impact chutes. The pilot would approach the DZ into the wind at approximately 8,000 feet above the ground and when the left main gear tire was exactly over the DZ the load was released. After release the chute partially deployed and a heavy weight dropped down fifty feet below the bundle. When this weight hit the ground an explosive bolt released the skirt of the chute allowing it to fully deploy thus stopping the load just a few feet above the ground. I was amazed to see chutes hit on top of positions which were on top of ridge lines or peaks. Some times the load would be in the position and the chute would be draped over the side of the mountain.

Most of the Porter upcountry assignments were in support of the right wing forces and of mercenary operations, although we did do some work for USAID customers. Flights in support of USAID objectives were dropping rice and medical supplies for refugees by free fall and landing some loads if strips were available. There were numerous Officials and citizens of these villages moving into and out of the main Hmong city of Long Tieng and every time you landed there were groups of people trying to get a ride back to Long Tieng. A pilot had to really keep on his toes, as some of the strips were of an elevation above sea level that severely restricted the aircraft's capability of lifting too heavy of a load. As the strips were so short you would roll to the end with full reverse and brakes to stop while others were so steep you had to go to full power after landing just to get to the end of the strip. Off load was a matter of seconds and then the mob would try to get on the plane. You estimate that only six could go and there would be 13 or more on the plane. Language was a definite problem, so I would pick the biggest guy or soldier ('Ta Han') I could see and say to him: 'Kup! Hoke', holding up six fingers and pointing to the mob of people on board. 'Krunng bin bai bodai, dai lao.' You could see the light come on. What I think I said was 'only six people'. The aircraft will not go and all will die. I used the term 'Ta Han' meaning soldier because I did not know the Lao or Hmong word for people. Even with the reduced number of people on board we would mostly just run off the end of the runway and off into space while gathering flying speed on the way down. In nearly all the instances of shuttling into and out of these strips working for USAID you were on the ground just a matter of seconds mostly less than one minute. From this it becomes quite apparent that you cannot search people or inspect cargo, in fact you do not even get out of the seat or shut down the engine all day except for refueling at Long Tieng or Houei Sai where ever the plane is assigned that day. In 1970 it was not uncommon for a Porter pilot to log over 50 take offs and landings in one day.

One small deviation of work assignment was the occasional radio call you would get: 'Porter over Site 113, this is Padre. Going to Long Tieng?' Roger Padre be right in. There was a Catholic Priest that worked up country with the Hmong and Refugees named Father Bouchard and where ever or when ever possible the guys assisted him in his travels. Our customers never complained about the deviations on his behalf.

While in support of the para-military operations the Porter was tasked to drop food, medical supplies and ammunition to positions and also to move military personnel around the country make reconnaissance flights. Laos has very few roads and the rivers were un-

navigable making aircraft an absolute necessity in the conduct of the warfare.”⁶ “Therefore everything including bags of rocks and lumber had to be flown in by air. The aircraft’s ability to make airdrops caused it to be constantly in use respelling small villages either by air dropping or if it had a small strip we would land the loads. As the war escalated the aircraft was used more and more to relocate Laotian troops to small strips surrounding the Plaines des Jars in Central Laos. [...] Every day an Air America Porter pilot would receive an assignment from the customer on arrival at the Alternate. Some days you would make air drops all day long. As is usually the case, when a human being constantly repeats a process he becomes more and more adept at the operation. We got so attuned with the aircraft and the chutes opening vagaries that we could drop a chute right into a fox hole with the occupants. Naturally this would be disastrous for the fox hole occupant, so they took cover when we dropped. Some DZs were so small i.e. on the top of a ridge line or a small peak: you had to put the load smack on or the poor guys might not have ammunition or water, as a miss would result in the parachute descending down the side of a very high ridge and become unrecoverable. Heaven forbid if it was cigarettes or beer that went over the side.”⁷

“Due to the contractual relationship between the Customer and the Laotian Government, we had to supply the troops with fresh food daily and repatriate to their homes any soldiers killed in actions or for other reasons”.⁸ Indeed, “the most depressing duties of supporting of the Hmong soldiers was the matter of honor. The contract stipulated that should a soldier be killed local custom dictated that his remains must be returned to his family. On reporting into 20 Alternate in the mornings, I hated to hear: ‘taxi over to the side of the runway and pick up a dead Ta Han and fly him to such and such strip.’ As long as they were freshly deceased and in body bags it is not so bad, but as most were killed as a result of the enemy assaulting and taking over a friendly position, the friendly troops were not too kindly dealt with and were not buried. Thus a couple of weeks or months after, when we could get choppers in, the remains were wrapped in muslin cargo chutes and sling loaded back to 20 Alternate. One morning I got the word and taxied over only to be greeted with a body wrapped in a muslin chute and flies. He was [...] thrown in the plane rather heavily [...]. Then four Ta Hans got in and closed the door. I nearly threw up right then as the odor of death overwhelmed me. Gritting my teeth as hard as I could I taxied out and took off. On arrival at the site close the deceased’s home he was unceremoniously thrown off the side of the runway [...]. Then I was loaded with rice for an airdrop on a position up in the mountains.

One of the assignments one could receive on arrival at 20 Alternate was, pick up a interpreter and recon a certain area. A few days every week planes were sent aloft over various parts of Laos to recon ground teams supply needs. These needs would be recorded and air drops set up on the following days. These were troops that were sent in with Helicopters to watch enemy movements and were always on the go. These flights took a long time and it was necessary to conserve fuel and constantly keep aware of where you were, or though you might be. Flying in circles on top of overcasts managed to cause one pilot to make a dead stick landing due to running out of fuel and spending some time in the facilities provided by the North Vietnamese. He fortunately was repatriated some time later. Some recon flights were to observe air strikes as they were put in on enemy concentrations. One day I was making shuttle flights from 20 Alternate to Site 50 Phu Cum, Laos. The strip was north south and about a 15 to 20 degree slope upwards into a mountain side. After making about four runs in with three other Porters, I was contacted at 20 Alternate by a customer and said: ‘You are going to take us to Phu Long Mot for a reconnaissance mission.’ No problem, especially after I found out where Phu Long Mot was. One of the two passengers was a

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Laotian General who wanted to watch the T-28s put and air strike on invading enemy troops. I guess this was Ok, but no one told me that an air strike was going in, only that they wanted me to get down low so they could see well. I got irritated at them as they seemed to imply that I would not go down as low as they might want. So I went in the tree tops when it happened. The entire area exploded under us and I could see trees, dirt and rocks flying up in the air off my right wing tip. Above the aircraft! After making a couple of passes the General tapped me on the shoulder and said 'be careful.' Now they tell me.

Later in 1972 the Porter was really called upon to support operations around Long Tieng as the North Vietnamese were making great efforts to destroy the base. They had already destroyed Site 20 Sam Tong, a big USAID base, and were moving in to destroy Long Tieng. Long Tieng has sustained numerous attacks by incoming rockets and Hmong troops had fallen back to the ridge tops surrounding the base. Skyline ridge was under siege by now and all aircraft were shuttling in excess of 50 trips per day. Land, load, take off, drop, and back on the ground two to three minutes at a time. The enemy ground fire was coming up the forward North slope of Skyline at us, as we dropped on the top of the ridge line. So we developed protective maneuvers to avoid as much hostile fire as possible. If we flew down the ridge line as usual, we were exposed to the enemy fire on the north slope, so we would pick a rock or tree that was close to our DZ and descend below the ridge line on the south side. Then fly into the object which was near our DZ and then pull up steeply and release our load. This caused the bundle dropped to be above the deploying chute until it opened fully causing the bundle to swing below the chute just as it lands on the position. On release the plane just dives away on the south side. I was very effective and proved to be accurate and safe for the plane and pilot, thus proving again the versatility of the Pilatus Porter in its support role with Air America.

When the enemy hostile fire knocked out the radio transmission station located on top of Skyline ridge the Porter was called up to be an aerial relay platform to keep Lima 08 informed as to the whereabouts of all aircraft. It was an Air America policy that all aircraft send an 'operations normal' report every thirty minutes all day. The Porter was also called upon to engage in Psy Ops. We flew over enemy controlled portions of Laos and dropped leaflets that encouraged the soldiers to come on home and stop fighting. Also whenever we had a plane shot down or otherwise lost, we usually over flew the area dropping leaflets offering a reward for the recovery of the crew.

This article could go on and on, as there was no limit to the uses the Porter engaged in for Air America from leaflets, Psy Ops, re-supply and support for military and mercenary operations, refugee, rescue from enemy persecution and relocation as well as dropping life supporting supplies to them, relocating enemy prisoners or transporting them to interrogation sites, repatriating deceased soldiers, dropping food and ammunition to the military, reconnaissance flights, gathering weather and military information for the customer. I cannot corroborate it but it is believed that the Porter was used for FAC operations guiding US war planes to strategic targets on the ground in the local region. One aircraft was equipped to spray weed killer (2-4-5T) on Hmong poppy fields in an effort to convert the Hmong into growing crops like corn".⁹

In South Vietnam Porters were also used on CIA missions like reconnaissance, aerial photography and contact with the Montagnard population, who formed a great number of the PRUs (Province Reconnaissance Units) and were a vital part of the intelligence system built to observe the Ho Chi Minh Trail and other movements of the Viet Cong. And Air America aircraft also distributed weapons such as hand grenades to those PRUs. Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in South

⁹ E-mail dated 16 July 2005, kindly sent to the author by Jim Pearson.

Vietnam were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority. A Saigon-based Air America Porter was also used to place HRT-2 beacons at several locations in Cambodia in the early seventies in order to facilitate air traffic in that country.¹⁰ Finally, in 1973 several Porters even saw service with *ICCS Air Services*, the outfit created to fly around personnel of the *International Commission of Control and Supervision*. Till the very end, many Porters remained active, although a number of them were put in storage in 1974. When the end of Air America's operations in South Vietnam became evident in 1975, an initial group of aircraft was crated and shipped out of Saigon, but a second group of Porters, which had already been crated and prepared for departure did not make it and had to be abandoned at Saigon when the city was taken over by the Communists.

Statistics according to official Air America documents:

- 1) **1965:** - 2 PC-6 hulls which sustained major damage in an aircraft accident and had been partially stripped of usable components were offered for purchase in May 65 (Minutes ExCom-AACL/AAM of 11 May 65, in: UTD/CIA/B7F4), that is c/ns 554 and 576
 - 1 PC-6 was approved in July 65 to be rebuilt at a cost of \$93,600 (Minutes ExCom-AACL/AAM of 6 July 65, in: UTD/CIA/B7F4), that is c/n 554 later to become N152L
- 2) **1966:** Inventory of 1 Feb. 66, in: UTD/Herd/B2: 10 plus 13 planned
- 3) **1967:** 1 spare fuselage was bought in April 67 (Minutes ExCom-AACL/AAM of 25 April 67, in: UTD/CIA/B8F2)
- 4) **1972:** the ExCom approved the purchase of 3 more Porters in 72, that is N367F, N5302F, and N5304F (Minutes ExCom-AACL/AAM of 13 June 72, in: UTD/CIA/B9F7)
- 5) **1972:** Inventories of 31 March 72 > 30 November 72 (in: UTD/CIA/B1F10): 23 > 23

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Pilatus PC-6A/H-2	N185X	566	4 Nov. 64	HB-FBM of Pilatus AG, Stans; ordered via Air Asia, Tainan

Service history: del. ex Stans on 4 November 64; ferried by Rick Byrne; arrived at Bangkok in 12 November 64 (Interview with Richard W. Byrne conducted by Prof. William Leary at Carmichael, CA on 4 August 87, written summary at UTD/Leary/B43F2); flown at Bangkok on 5 and 6 December 64 by Joe Hazen, Air America's Chief Pilot of the STOL program (e-mail dated 9 September 2003 sent by Joe Hazen to Erik Carlson who kindly forwarded it to the author); based at Bangkok in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); assigned to contract AID-493-49 for use out of Bangkok in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 27 January 66, the tail section of N185X was damaged, while the aircraft taxied at

¹⁰ Harnage, *A thousand faces*, pp. 1-9, 24-31, 33, 81/2, and 103/4.

May 66, N184L suffered an engine freeze at Hue (V-70); the engine was exchanged (XOXO of 29 May 66, in: UTD/Hickler/B26F16); a photo taken at Danang (V-03) in October 66 by Tom Hansen can be found in: Love, *Wings of Air America*, p. 55, when the aircraft was still Astazou-powered; on 7 November 66, N184L made a crash-landing at Nha Trang (V-07), damaging the tail wheel and the left elevator; rebuilt at a cost of a further \$13,820, making a total of \$80,420; returned to service on 15 November 66 (XOXO of 7 Nov. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 22 November 66, in: UTD/CIA/B8F1); converted from PC-6A/H-2 to PC-6C/H-2 by Air Asia, Tainan, probably in late 66 (Status as of 28 March 74, in: UTD/CIA/B56F3); on 1 June 67, N184L suffered an in-flight engine malfunction, but the pilot (P507) landed the aircraft safely at Song Be City (V-243), South Vietnam (XOXO of 1 June 67, in: UTD/Hickler/B26F16); assigned to contract AF49(604)-4395 for use out of Saigon as a call aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 22 May 68, the engine of N184L flamed out, while the aircraft was on a local training flight out of Di An (V-278), with PIC W. K. Wehrell and trainee D. M. Hoskins on board; a successful forced landing was made at V-278; repaired later (XOXO of 22 May 68, in: UTD/Hickler/B25F13); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69; but based unassigned at Saigon 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 24 November 69, a USAF officer walked into the way of N184L at Bien Hoa (V-02), South Vietnam, when the aircraft started its take-off run; the officer was struck by the right main landing gear and dragged 23 feet; he was then brought to hospital; there was no damage to the people on board of the aircraft or to the aircraft itself (XOXO of 24 Nov. 69, in: UTD/Hickler/B25F9); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); in use out of Vientiane at least between 22 April 72 and 30 June 72 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 29 January 73, N184L received battle damage while parked at the southeast end of the strip at Bouam Long (LS-32); the same day, PIC W. K. Wehrell ferried the aircraft to Vientiane for repair (XOXO of 29 Jan. 73, in: UTD/Hickler/B25F12; Accident note to the USAF, dated 30 Jan. 73, in: UTD/CIA/B32F1); at Pha Khao (LS-14), Laos, in 1973 (photo published in: *Air America Log*, vol. VII, no.3, 1973, p. 2); on 25 February 73, N184L received battle damage over Laos; repaired (Accident note to the USAF, dated 26 Feb. 73, in: UTD/CIA/B32F1); on 5 March 73, the tail gear and the left tail cone of N184L was damaged at Vientiane (L-08), Laos; repaired (Accident note to the USAF, dated 5 March 73, in: UTD/CIA/B32F1); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73, Saigon reassignment pending (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used as a spare aircraft at Saigon 1 November-31 December 73, 1-28 February 74, and 1 April-31 May 74 (F.O.Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

Fate: boxed and shipped out of Saigon minus engine on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold to Omni Aircraft Sales, Washington, DC, on 19 June 75 (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 50,000 (Air America, owned aircraft as of 30 September 75, in:

UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates 27 August 75; registration cancelled in September 77; ordered by the Sudan Air Force, but not taken up; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AGR, registered 13 March 77; del. thru Berne, Switzerland, on 21 June 77; CofA expired in 1977; registration cancelled on 25 August 86; registered to Newcal Aviation Inc, Little Ferry, NJ, as N184L in October 89; registration not taken up until 95; del. to MIACO, Malta-Luqa, in 89 as ST-AGR for overhaul; still on overhaul July 91, still as ST-AGR; in crates at Malta-Luqa in March 94; departed April 94 for shipment to New Jersey; repainted N184L in 1994; seen in a hangar at Cape May, NJ, on 5 March 95 without wings; sold to Pen Turbo Aviation Inc, Rio Grande, NJ, on 5 April 95; registered on 5 April 95; the registration was cancelled in July 98, probably had not been taken up; the fuselage was seen without registration in a hangar at Gap, France, on 26 September 98, being rebuilt; the registration F-GUAS was reserved; registered to Parachutisme 74, Annemasse, as F-GUAS on 11 January 99.



Air America PC-6A N285L at Sam Thong (LS-20) in 1965, taken by David Lampard (photo no. 1-WL1-28-8-PB98)



Astazou-powered PC-6A N285L at Udorn in the mid-sixties (UTD/Hickler/B28)



Garrett-powered PC-6C N285L at Saigon on 7 Sept. 70 (UTD/Misc.Mat./B4F4)

Pilatus PC-6C/H-2	N285L	565	2 Feb. 65	HB-FBN of Pilatus AG, Stans; converted to PC-6C/H-2; was to be with C. Itoh, Tokyo, but not taken up
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Service history: bought by Air Asia from Pilatus, Stans, on 2 February 65; sold by Air Asia to Air America on 3 March 65; registered to Air America as N285L on 29 March 65 (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America on 31 March 65 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); flown by Richard B. Crafts out of Udorn on 11 April 65 (Log book of Richard B. Crafts in: UTD/Leary/B44F6); flown out of Vientiane by Joe Hazen on 23 and 27 April 65 (e-mail dated 20 February 2005, kindly sent to the author by Joe Hazen); the tail wheel was torn off at Ban Pha Thong (LS-169), Laos, on 8 May 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2; Log book of A. Rich, in: UTD/Rich/B1); repaired; made a hard landing at coordinates RC5845 in Laos on 21 June 65, damaging the tail (XOXO of 21 June 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2); on 8 August 65, N285L received ground fire while letting down for a landing at LS-121; the pilot, Berl King, was wounded, but managed to land the aircraft at Luang Prabang (XOXO of 8 August 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2; DD/S, Monthly Report for August/September 1965, p. 2, online ([1818029/196508](#)); crashed at an unknown airstrip in Laos on 31 August 65; Pat Doran and a kicker were killed (Log book of A. Rich, in: UTD/Rich/B1); repaired; photos taken at Udorn are preserved in UTD/Hickler/B28 + B29; assigned to contract 59-069 for use out of Udorn in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); assigned to contract AID-439-713 for use out of Udorn in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); had a hard landing at Nam Lieu (LS-118A) in Laos on 1 May 66, damaging the gear, the fuselage, the prop, the engine and the wing; repaired at a cost of \$ 11,300 and returned to service on 30 May 66 (XOXO of 1 May 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 11 May 66 and 15 June 66, in: UTD/CIA/B8F1); called thru 27 June 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); modified by Air Asia from PC-6A/H-2 (Astazou) to PC-6C/H-2 (AiResearch Garrett), probably in 1966 (Status as of 28 March 74, in: UTD/CIA/B56F3); at Saigon on 12 February 67; on 14 May 67, the rear door of N285L opened during take-off from Tan Son Nhut (V-01), and one piece of baggage fell to the ground (XOXO of 14 May 67, in: UTD/Hickler/B26F16); on 14 July 67, N285L received shrapnel damage, while parked at Danang (V-03); repaired (XOXO of 14 July 67, in: UTD/Hickler/B27F1); left the runway coming to rest in a ditch after a no-flap landing at Tra Bong (V-112), South Vietnam, on 28 July 67, damaging the main landing gear, the wing, flap, aileron, propeller and engine; repaired at a cost of \$15,360 and returned to service on 13 August 67 (XOXO of 28 July 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 8 August 67 and 22 August 67, in: UTD/CIA/B8F2); on 6 October 67, a vehicle rolled into N285L, which was parked at Chau Duc (V-193), damaging the elevators; repaired (XOXO of 6 Oct. 67, in: UTD/Hickler/B27F1); on 1 December 67, N285L was damaged at Danang (V-03), when a truck backed into the aircraft (XOXO of 1 Dec. 67, in: UTD/Hickler/B25F8); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); a photo taken

at Saigon on 7 September 70 is preserved in: UTD/Misc.Mat./B4F4; received minor damage while parked at Can Tho (V-17) on 31 March 71; repaired (XOXO of 31 March 71, in: UTD/Hickler/B25F11); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); used as a spare aircraft out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); on 20 July 73, a Special Airworthiness Certificate was issued in the "Restricted Category" for spraying (Status as of 28 March 74, in: UTD/CIA/B56F3); in service with *ICCS Air Services* in South Vietnam in 1973 (photo published in: *Air America Log*, vol. VII, no.8, 1973, p. 5); still assigned to contract ICCS-73-008 (*ICCS Air Services*) for use out of Saigon 1 November-31 December 73; no longer with *ICCS Air Services*, but in temporary storage at Saigon 1-28 February 74 and 1 April-31 May 74 (F.O.Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

Fate: boxed and shipped out of Saigon on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold 19 June 75 to Omni Aircraft Sales, Washington, DC (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 75,000 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates, on 27 August 75; ordered by the Sudan Air Force, but not taken up; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AHE in 1977 and registered on 30 October 77; sold to Air Taxis, Khartoum; still at Khartoum in December in 1980 in poor condition and used for spares (*Air-Britain Digest*, July-August 80, p. 93); the CofA expired in 1980; the registration was cancelled on 25 August 86; registered as N285L to Newcal Aviation Inc, Little Ferry, NJ, on 15 August 89; at Malta without marks in 1990; flew Stornoway-Reykjavik on 11 July 91 to Newcal Aviation Inc, Little Ferry, NJ; written off in Quebec; ferried back to Newcal Aviation Inc, Malta-Luqa, as N285L; the wreck was seen in their hangar in February 94; still registered to Newcal Aviation, Little Ferry, NJ, in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Pilatus PC-6C/H-2	N9444	521	30 March 65	HB-FBD of Pilatus AG, Stans, converted to PC-6C/H-2; previously with Transair, Colombier; ordered via Fairchild Hiller
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Service history: acquired from Fairchild Hiller by Air America for Fly-away out of Stans on 30 March 65 (Status as of 28 March 74, in: UTD/CIA/B56F3); delivered ex Stans on 2 April 65; officially acquired by Air America on 30 April 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); based at Udon in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); flown by Richard B. Crafts out of Udon on 20 April 65 (Log book of Richard B. Crafts in: UTD/Leary/B44F6); used in Laos;

received battle damage near Luang Prabang (L-54) on 28 May 65, but landed safely (UTD/Walker/B25F2); made a low nose landing at LS-15 on 19 September 65, damaging the prop (XOXO of 19 September 65, in: UTD/Walker/B24F1; Aircraft accidents 1965, in: UTD/CIA/B49F2); assigned to contract 59-069 for use out of Udorn in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); made a hard landing at an unknown airstrip in Laos on 13 November 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); made a hard landing at Phou Vieng (LS-06), Laos on 21 November 65, which made the landing gear collapse; back in service on 15 December 65 (XOXO of 21 November 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2; Minutes ExCom-AAAC/AAM of 24 November 65, in: UTD/CIA/B7F4; DD/S, Monthly Report for October/November 1965, p. 2, online at 1818029/196510); on 10 February 66, a woman ran into the still rotating propeller at Long Tieng (LS-20A) in Laos (XOXO of 10 Feb. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); under-shot the runway at Nam Bu (LS-125) in Laos in 26 February 66, damaging the tail wheel and rudder (XOXO of 26 Feb. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); on 28 March 66, a woman ran into the still rotating propeller at Nam Lieu (LS-118A) in Laos (XOXO of 28 March 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); assigned to contract AID-439-713 in April and May 66, called thru 27 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); taxied into a lumber pile at Long Tieng (LS-20A) in Laos on 27 April 66, damaging the prop, the engine and the landing gear; repaired at \$ 15,000 and returned to service on 14 May 66 (XOXO of 27 April 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AAAC/AAM of 11 May 66, in: UTD/CIA/B8F1); on 26 July 66, PC-6 N9444 crashed near a rice paddy at coordinates QB 8602 between Luang Prabang and Vientiane, due to an engine failure; both main landing gears collapsed and the prop and the belly skin were damaged, but the pilot, Dave Allen, and his cargo were picked up unhurt by Ch. O. Davis and taken to Luang Prabang; the aircraft was later repaired at a cost of \$ 19,100 (XOXO of 26 July 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 27 July 66 and 24 August 66, in: UTD/CIA/B8F1; Davis, *Across the Mekong*, pp. 143-45, says that this accident happened on 30 July 66); converted from PC-6A/H-2 (Astazou) to PC-6C/H-2 (AiResearch Garrett) by Air Asia, Tainan, on 18 October 66; repaired at a cost of \$14,000 in May 67 (Minutes ExCom-AAAC/AAM of 23 May 67, in: UTD/CIA/B8F2); on 29 March 67, N9444 suffered an in-flight engine flame out at coordinates XS 5790905, while en route between Long Xuyen (V-169) and Saigon (V-01); the aircraft made an emergency landing on a road, neither the pilot (P482) nor the six passengers were injured (XOXO of 29 March 67, in: UTD/Hickler/B26F16); a passenger walked into the still rotating propeller after landing at Khe Sanh (V-44), South Vietnam, on 7 July 67; the passenger was killed, the engine and the prop were damaged; returned to service on 15 July 67 (XOXO of 7 July 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AAAC/AAM of 11 July 67, in: UTD/CIA/B8F2); the left main landing gear dropped in a hole during landing roll at V-157, South Vietnam, on 28 November 67, damaging the left landing gear and wing, the prop and the engine; repaired at a cost of \$31,500 and returned to service on 20 December 67 (XOXO of 28 Nov. 67, in: UTD/Hickler/B25F8; Minutes ExCom-AAAC/AAM of 28 November 67 and 12 December 67, in: UTD/CIA/B8F2); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in:

UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); struck a US Army truck, when taxiing at Bien Hoa (V-02), South Vietnam, on 2 January 70 (XOXO of 2 Jan. 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Hickler/B24F2); repaired and returned to service on 3 January 70 (Minutes Ex Com-AAACL/AAM of 6 January 70, in: UTD/CIA/B8F4); on 15 May 70, N9444 was damaged in a mortar attack while parked at Can Tho (V-17) airport; repaired (XOXO of 15 May 70, in: UTD/Hickler/B25F10); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); went off the runway during landing at Go Cong (V-203), South Vietnam, to avoid trucks on 4 December 71, damaging the propeller; repaired (XOXO of 4 Dec. 71: UTD/Hickler/B25F11; Minutes ExCom-AAACL/AAM of 11 January 72, in: UTD/CIA/B9F7); assigned to contract ICCS-73-008 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon 1 November-31 December 73 (F.O.Circular of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID-SAC-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still assigned to contract AID-SAC-1029 for use out of Saigon 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); a photo preserved in UTD/Hickler/B33 shows that it was airlifted by a CH-47C, date unknown.

Fate: boxed and shipped out of Saigon on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold to Omni Aircraft Sales, Washington, DC, on 19 June 75 (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 75,000 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates on 27 August 75; at Geneva on 9 April 77; ordered by the Sudan Air Force, but not taken up; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AGX in 1977, registered on 2 July 77; sold to Air Taxis, Khartoum; still at Khartoum in December 80 in poor condition and used for spares (*Air-Britain Digest*, July-August 80, p. 93); registered on 17 August 89 to Newcal Aviation Inc, Little Ferry, NJ, as N9444; del. to MIACO, Malta-Luqa, for overhaul in 1989; still on overhaul in July 91; in crates at Malta-Luqa in March 94; departed April 94 for shipment to New Jersey; seen in a hangar at Cape May, NJ, on 5 March 95 without wings; sold to Pen Turbo Aviation Inc, Rio Grande, NJ, on 5 April 95; registered on 11 April 95; sold to William E. Benns III, Parkersburg, WV, on 13 January 97; registered on 14 February 97; sold to Aero Tech Inc., Clovis, NM, on 1 September 2000; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>); to registration pending, Clovis NM on 23 November 2004; to Aircraft Guaranty Title & Trust LLC Trustee, Houston TX, on 28.3.06; to N9444 Inc. Trustee, Wilmington, DE, on 5 January 2007

Pilatus PC-6C/H-2 N9445 570 23 April 65 N9445 of Fairchild Stratos Corp., Hagerstown,

MD; previously "90" of Swedish Army; ordered via Air Asia, Tainan

Service history: had a taxi accident at Chau Phu, South Vietnam, on 19 May 65 due to gusty winds and a narrow runway (XOXO of 19 May 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2); officially acquired by Air America on 30 May 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); after landing at Phu My on 20 July 65, the engine overheated and had to be exchanged; airlifted to V-13 on 21 July (XOXO of 20 July 65, in: UTD/Walker/B25F2); based at Saigon between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); assigned to contract AF49(604)-4395 for use out of Saigon in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); assigned to contract AID-439-713 in April and May 66, called thru 30 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); photos are preserved in UTD/Hickler/B28 + B33; assigned to contract AID-493-332 on 3 October 66 for use out of Bangkok, still in May 68, as a basic aircraft (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); unassigned aircraft based at Vientiane 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); assigned to contract AID-439-713 on 1 August 69 (Flight Operations Monthly Report for August 69, formerly in: UTD/Leary/Ser.I/B4F1, now UTD/Leary/B33F4?); in use out of Vientiane at least between 17 September 69 and 7 December 71 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); on 8 March 71, the tail cone of N9445 was damaged at Xieng Lom (LS-274), when the aircraft struck a rut in turning; repaired (XOXO of 8 March 71, in: UTD/Hickler/B25F11); on 27 March 71, N9445 was damaged by rockets, while parked at Long Tieng (LS-20A); repaired (XOXO of 27 March 71, in: UTD/Hickler/B25F11); still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); a vehicle backed into the running engine, while N9445 was parked at Long Tieng (LS-20A) on 20 August 71 (XOXO of 20 August 71, in: UTD/Hickler/B25F11; Accident report, in: UTD/Anthony/F4); repaired.

Fate: destroyed by rockets at Ban Tha Si (LS-61), Laos, on 20 January 72, after landing; no injuries; the pilot, James W. Russell, was still in the cockpit, when a mortar barrage hit the airfield; he evaded the enemy into the jungle together with 5 Laotian passengers, where they were later picked up by an AAM helicopter (XOXO of 20 Jan. 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/Anthony/F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 20 January 72; see also Robbins, *Air America*, pp. 201/2). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: "Objective located by Air America H-34, H-88. Location 18 49 N, 103 47 E. Pilot rescued by Air America Bell 205 XW-PFG by hoist and taken to L-08. 5 additional personnel recovered by Air America H-34, H-15 and taken to L-35. " (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson).

Pilatus PC-6A	N12450	514	22 July 65	HB-FAE of Pilatus AG, Stans, converted to PC-6A; ordered via Fairchild Hiller Corp
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Service history: acquired from Fairchild Hiller by Air America for Fly-away out of Stans on 22 July 65 (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America on 31 July 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); delivered ex Stans on 4 August 65; based at Saigon on 27 October 65 (Planned Aircraft Assignments, Memo of 3 27 October 65, all in: UTD/Walker/B12F3); assigned to contract AF49(604)-4395 for use out of Saigon in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); assigned to contract AID-439-713 in April and May 66, called thru 30 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); tested at Udorn by Richard B. Crafts on 26 April 66 (Log book of Richard B. Crafts, in: UTD/Leary /I B6F2); on 6 June 66, N12450 suffered an engine failure after landing at Gia Nghia (V-202); repaired (XOXO of 6 June 66, in: UTD/Hickler/B26F16); in use at Saigon on 7 July 66; converted from PC-6A/H-2 (Astazou) to PC-6C/H-2 (AiResearch Garrett) by Air Asia, Tainan, probably in late 66; on 17 March 67, a local female walked into the propeller of N12450 at Cung Son (V-46) and was immediately killed; two blades of the propeller were bent back (XOXO of 17 March 67, in: UTD/Hickler/B26F16); on 9 November 67, N12450, piloted by Capt. Earl Richmond, suffered in-flight engine problems and made a successful emergency landing at Dong Tre (V-199) (XOXO of 9 Nov. 67, in: UTD/Hickler/B25F8); on 27 January 68, a Security Police vehicle struck the tip end of the right elevator of N12450 during taxi maneuvers at Tan Son Nhut airport (V-01); repaired (XOXO of 27 Jan. 68, in: UTD/Hickler/B26F17); assigned to contract AF49(604)-4395 for use out of Saigon in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); probably in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract AID/VN-100 out of Saigon 1 November-31 December 73; in temporary storage at Saigon 1-28 February 74, 1 April-31 May 74 (F.O.Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

Fate: crating was started on 20 March 75 and finished on 26 March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); boxed and shipped out of Saigon on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold to Omni Aircraft Sales, Washington, DC, on 19 June 75 (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 75,000 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates, on 27 August 75; ordered by the Sudan AF, but not taken up; registration cancelled in September 77; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AHD in 1977, delivered thru Berne, Switzerland, on 21 June 77; registered on 30 October 77; sold to Air Taxis, Khartoum; still at Khartoum in December 80 in poor condition and used for spares

(*Air-Britain Digest*, July-August 80, p. 93).



Astazou-powered PC-6A N12235 at Luang Prabang in June 66, taken Dr. J. Pote
(with kind permission from Dr. Jonathan Pote)

Pilatus PC-6A/H-2	N12235	556	Oct. 65	XW-PBL of Continental Air Services that had crashed; previously HB-FBL Pilatus AG, Stans
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Service history: bought as a wreck by Air Asia in October 65 and rebuilt at a cost of \$ 66,600 (Minutes ExCom-AAAL/AAM of 13 October 65, in: UTD/CIA/B7F4); officially acquired by Air America on 28 February 66 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); test flown at Tainan by Richard B. Crafts on 31 January 66; in service out of Udorn on 15 February 66 (Log book of Richard B. Crafts, in: UTD/Leary /I B6F2); assigned to contract AID-439-713 for use out of Udorn in April and until 7 May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 4 June 66, the engine of N12235 failed after touch down at Sam Thong (LS-20); repaired (XOXO of 4 June 66, in: UTD/Hickler/B26F16); a photo taken at Nha Trang AFB (V-07) in October 66 by Terry Love can be seen in: Love, *Wings of Air America*, p. 54, when still Astazou-powered.

Fate: destroyed by sabotage (thermite type grenades were thrown into the parked aircraft) and by subsequent fire, while parked at Can Tho (V-17), South Vietnam, during the night of 20/21 December 67; there were no fatalities; only the empennage, the tail wheel and the left prop could be salvaged and were returned to Saigon (V-01); the aircraft had been assigned to the VN-23 contract (XOXOs of 20 to 21 December 67, in: UTD/Hickler/B25F8; List “Company operated aircraft lost or destroyed”, in: UTD/CIA/B1F10; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2).

Pilatus PC-6C/H-2	N748N	539	9 Nov. 65	HB-FBK of Pilatus AG, Stans; acquired from Foshing Airlines, Taipei
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Service history: on 23 July 65, Air Asia signed a contract with Foshing Airlines to buy PC-6A/H-2 HB-FBK, which was still at Stans; a contract of 12 October 65 between Air Asia and Foshing states that an Air America pilot will ferry the aircraft out of Stans to Bangkok; on 18 October 65, Air Asia transferred all its rights under the purchase contract to Air America; on 29 October 65, it was delivered ex Stans (?);

on 9 November 65, the aircraft was officially sold by Foshing Airlines to Air America; on 2 December 65, it was registered to Air America as N748N (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); estimated arrival at Saigon had been 4 November 65; therefore it was assigned to contract AF49(604)-4395 for use out of Saigon in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); struck a hidden chuck hole upon landing at Sao Ning (T-613), Thailand, on 27 January 1966 (XOXO of 27 Jan. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; DD/S, Monthly Report for January 1966, p. 1, online at 1818029/196608); assigned to contract AID-493-66 for use out of Bangkok in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 3 June 66, the engine of N748N flamed out, and the aircraft made a forced landing on a highway 10 miles east of Pitt's Camp (T-603); repaired (XOXO of 3 June 66, in: UTD/Hickler/B26F16); broke off the left landing gear while landing at Ban Si (T-312), Thailand, on 20 September 66; the wheel sank into a mud hole on the landing roll, damaging the prop, the nacelle, the engine and the front fuselage (XOXO of 20 Sept. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 28 September 66, in: UTD/CIA/B8F1; a photo of the ill-fated PC-6 is preserved in: UTD/Hickler/B24/F3); repaired; converted from PC-6A/H-2 to PC-6C/H-2 by Air Asia, Tainan, probably in late 66 (Status as of 28 March 74, in: UTD/CIA/B56F3); on 13 November 66, the tail wheel of N748N collapsed upon landing at Ban Me Thuot (V-86); repaired (XOXO of 13 Nov. 66, in: UTD/Hickler/B26F16); on 20 December 66, an Air America bus ran into the aileron of N748N, while the aircraft was parked at Saigon (V-01); repaired (XOXO of 20 Dec. 66, in: UTD/Hickler/B26F16); nosed up during landing at Ban Me Thuot (V-86) on 10 March 67, damaging the prop and the engine; repaired at a cost of \$ 16,230 (XOXO of 10 March 67, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 14 March 67 and 27 June 67, in: UTD/CIA/B8F2); the propeller contacted the runway surface, while the aircraft attempted to take off from Song Be (V-243), South Vietnam, on 5 August 67, damaging the engine and the propeller (XOXO of 5 Aug. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3); repaired and returned to service on 6 August 67 (Minutes ExCom-AAAC/AAM of 22 August 67, in: UTD/CIA/B8F2); assigned to contract AF49(604)-4395 for use out of Saigon on 24 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 9 September 68, N748N was taxied by maintenance personnel into Beech Ten Two N5269V, which was parked at Danang (V-03), damaging the ailerons of N748N; repaired (XOXO of 9 Sept. 68, in: UTD/Hickler/B26F17); ditched into the sea some 200 to 300 yards offshore in the vicinity of Cam Ranh beach (V-192), South Vietnam, on 4 January 69 after engine failure at 11,000 feet over Nha Trang; extensively damaged by impact and immersion in salt water, recovered by a USAF H-43 Huskie and repaired at a cost of \$55,000 (XOXO of 4 Jan. 69, in: UTD/Hickler/B26F18); Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AAAC/AAM of 7 January 69 and 14 January 69, in: UTD/ CIA/B8F3); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69; but based unassigned at Saigon 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); received minor damage while parked at Can Tho (V-17) on 31 March 71; repaired (XOXO of 31 March 71, in: UTD/Hickler/B25F11); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31

July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract AID/VN-100 for use out of Saigon 1 November-31 December 73 (F.O.Circular of 1 November 73 and 1 December 73, in: UTD/Hickler/ B8F7C); assigned to contract AID-SAC-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still assigned to contract AID-SAC-1029 for use out of Saigon 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: had been boxed and was ready for shipment, waiting at Tan Son Nhut airport, Saigon, but was abandoned there on 29 April 75, amounting to a loss of \$ 110.067,10; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); reportedly last heard of on 15 July 88; but no longer registered on 31 October 82.

Pilatus PC-6C/H-2	N391R	519	Feb. 66 (?)	HB-FBV of Pilatus AG, Stans; converted to PC-6C/H-2; previously D-ENLK with DNL - Deutsche Nahluft, Hannover; acquired by Air America via Foshing Airlines, Taipei
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Service history: registered to Air America on 25 February 66 (Letter by Clyde S. Carter dated 4 January 73, in: UTD/CIA/B15F5); officially acquired by Air America on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-430-1092 for use out of Saigon in April and May 66, called thru 8 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 10 August 66, N391R suffered an engine fire upon landing at Vung Tau (V-05); repaired (XOXO of 10 Aug. 66, in: UTD/Hickler/B26F16); had an accident at Cao Lanh (V-53), SVN, on 3 June 67; see



PC-6C N391R accident at V-53 on 3 June 67
(photo with kind permission from Ward S. Reimer)

the photo by Ward S. Reimer (e-mail dated 23 July 2006, kindly sent to the author by Ward S. Reimer); repaired; damaged during a mortar attack in the night of 20/21 December 67, when the aircraft was parked at Can Tho (V-17); repaired (XOXOs of 20 to 22 December 67, in: UTD/Hickler/B25F8); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 24 June 66 and 10 December 68; appeared in the *Air America* documentary; the engine failed during low altitude go-around and the aircraft crash-landed 100 yards short of runway at Cao Lanh (V-53), South Vietnam, on 31 January 69, damaging both wings, the engine, the prop, the fuselage and the main landing gear; repaired and returned to service in March 69 (XOXO of 31 Jan. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AAAC/AAM of 11 February 69, in: UTD/CIA/B8F3); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); still registered in September 70; substantially damaged on the ground at Moung Chau (LS-113), Laos, about 125 miles north of Vientiane, on 24 April 71 (Leary; mentioned without details by Robbins, *Air America*, p. 201); repaired; in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); the right landing gear collapsed on landing roll out after the tail wheel hit a tree stump short of runway at Song Lai (LS-318), Laos, on 21 March 72, damaging the right main landing gear, the tail wheel, the right aileron, the right wing and the right elevator (XOXO of 21 March 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/Anthony/F4; photos are preserved in: UTD/Anthony/F6); repaired and returned to service on 31 March 72 (Minutes ExCom-AAAC/AAM of 14 April 72, in: UTD/CIA/B9F7).

Fate: crashed into high trees in the hills at Nyot Mo (LS-321), Laos, on 24 April 72, during bad weather, while en route from Ban Xon (LS-272) to Moung Chau (LS-113), killing the pilot, Lloyd K. Randell, and 4 of the 9 passengers (XOXO of 24 April 72, in: UTD/Hickler/B27F2; XOXO of 25 April 72, in: UTD/Luckett/B1F3; UTD/Leary/B1 for 24 April 72; Memorial file, in: UTD/LaShomb/B16F3; Board of Review report dated 19 May 72, in: UTD/CIA/B34F5; a photo taken on 25 April 72 is preserved in: UTD/Anthony/F6); deregistration was requested on 4 January 73 (Letter by Clyde S. Carter, in: UTD/CIA/B15F5). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: "This Porter intended route was LS-272 to LS-113 with 10 on board. Crash located by '12F' (non USAF) at 18 56N 103 05 E. 5 rescued and taken to LS-272. 3 in good condition, 2 slightly injured, 5 PAX killed." (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson).

Pilatus PC-6C/H-2	N392R	530	Feb. 66 (?)	Pilatus AG, Stans; converted to PC-6C/H-2; previously V-611 of the Schweizerische Flugwaffe; acquired via Foshing Airlines, Taipei
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Service history: officially acquired by Air America on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); converted to Garrett engine in 1966 at a cost of \$45,950 (Minutes Ex Com-AAAC/AAM of 27 April 66, in: UTD/CIA/B8F1); at Tainan for Garrett conversion, assignment pending, in April

and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); crash-landed at Phu Lang Kha (T-530), Thailand, on 1 August 66, as the strut broke during the landing, damaging the prop, the engine, the left wing and the left landing gear (XOXO of 1 Aug. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 3 August 66 in: UTD/CIA/B8F1; a photo of the ill-fated PC-6 is preserved in: UTD/Hickler/B24F4); recovered by Bell 204B N8539F on 3 August 66 and repaired at a cost of \$ 27,300 (Minutes ExCom-AACL/AAM of 27 November 66 in: UTD/CIA/B8F1); landed short at Yung Tuia (LS-217), Laos, on 4 February 67, causing substantial damage to the landing gear and the belly; repaired at a cost of \$25,100 and returned to service on 26 February 67 (XOXO of 4 Feb. 67, in: UTD/Hickler/B26F16; Minutes Ex Com-AACL/AAM of 14 February 67, in: UTD/CIA/B8F2); the elevator separated in flight on 9 April 67, causing further damage to the prop and to the engine during landing at Moung Moug (LS-93), Laos; returned to service on 14 April 67 (XOXO of 9 April 67, in: UTD/Hickler/B27F1; Minutes ExCom-AACL/AAM of 11 April 67, in: UTD/CIA/B8F2); made a faulty landing at Ban Na (LS-15), Laos, during a gusty thunderstorm on 25 June 67, damaging the main landing gear, the left wing and the engine shock; repaired at a cost of \$15,200 and returned to service on 31 July 67 (XOXO of 25 June 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 27 June 67 and 8 August 67, in: UTD/CIA/B8F2); one of 7 PC-6s which were transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the whole tail of N392R; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); assigned to contract AID-439-713 for use out of Vientiane in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); damaged by a thunderstorm at Vientiane airport on 25 May 68; repaired (XOXO of 25 May 68, in: UTD/Hickler/B25F13); on 4 July 68, a local mechanic at Ban Houei Sai (L-25), Laos, lost control of N392R during a ground operation, and the aircraft went off a 30 feet embarkment; repaired (XOXO of 4 July 68, in: UTD/Hickler/B25F14); on 20 March 69, N392R struck a weapons carrier parked close to the aircraft for loading, when it started, damaging the elevator (XOXO of 21 March 69, in: UTD/Hickler/B26F18); repaired; on 15 May 69, the tail wheel of N392R broke under unknown circumstances at Huei Thong (LS-196); repaired (XOXO of 15 May 69, in: UTD/Hickler/B26F18); in use out of Vientiane at least between 7 December 66 and 8 September 72 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); still assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 4 November 69, the propeller and the cockpit door of N392R were damaged at Tha Tam Bleung (LS-72), Laos; repaired (XOXO of 4 Nov. 69, in: UTD/Hickler/B25F9); on 6 March 70, N392R received battle damage at coordinates QB 2074 near Xieng Lom (LS-274); the pilot (PIC M. P. Daddio) remained uninjured ; the aircraft was repaired (XOXO of 6 March 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 8 March 71, the tail cone and tail wheel of N392R were damaged , when 3 bundles could not be dropped thru the bottom door because of their size and one bundle released struck the fuselage and the tail wheel; the aircraft returned to Vientiane (L-08), where it was repaired (XOXO of 8 March 71, in: UTD/Hickler/B25F11); hit a hog at New Na Luang (LS-252) and broke the tail gear in early 71; at Chiang Mai on 21 April 71 (photo preserved in UTD/Anthony/F9); still

assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); damaged by ground fire at coordinates QB 0790 near Xieng Lom (LS-274), Laos, on 20 March 72, injuring the pilot; repaired and returned to service on 24 March 72 (Minutes ExCom-AAACL/AAM of 14 April 72, in: UTD/CIA/B9F7); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73, reassignment to Saigon pending (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); was to be used out of Saigon under the provisions of contract AID/VN-100 from 1-30 November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

Fate: crashed due to propeller malfunction and destroyed by ground impact and fire at Lam Son (V-214), South Vietnam, on 30 October 73; the PIC - J. P. Zurla - was injured and taken to hospital (XOXOs of 30 Oct. 73 to 5 Feb. 73, in: UTD/Hickler/B25F12 and UTD/CIA/B50F5; F.O.Circular of 1 December 73, in: UTD/Hickler/B8F7C; photo preserved in UTD/Hickler/B24F5).

Pilatus PC-6C/H-2 N393R 598 Feb. 66 (?) bought new; acquired via
Foshing Airlines, Taipei

Service history: officially acquired by Air America on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AF49(604)-4395 for use out of Saigon in April and May 66, called thru 30 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); a policeman walked into the prop at Moc Hoa (V-51), South Vietnam, on 5 May 66; the policeman was killed, the prop tips were bent (XOXO of 5 May 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 11 May 66, in: UTD/CIA/B8F1); on 24 May 66, an airport vehicle ran into N393R, while the aircraft was parked at Quang Ngai (V-23), South Vietnam (XOXO of 24 May 66, in: UTD/Hickler/B26F16); on 2 September 66, N393R missed arriving at Hue (V-06), but was diverted to Ban Me Thuot (V-86) (XOXO of 2 Sept. 66, in: UTD/Hickler/B26F16); a photo taken at Saigon (V-01) in Sept. 66 by Terry Love can be seen in: Love, *Wings of Air America*, p. 56, when still Astazou-powered and registered "N-393R"; on 4 December 66, Air America employee Nguyen Thitam walked into the prop of N393R at Nha Trang (V-07) (XOXO of 4 Dec. 66, in: UTD/Hickler/B26F16); made an emergency landing at Ninh Hoa (V-103), South Vietnam, due to engine malfunction on 4 July 67, damaging the tail wheel; repaired and returned to service on 16 July 67 (XOXO of 4 July 67, in: UTD/Hickler/B27F1; Minutes ExCom-AAACL/AAM of 11 July 67, in: UTD/CIA/B8 F2); still assigned to contract AF49(604)-4395 for use out of Saigon in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69; but based unassigned at Saigon 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 15 May 70, N393R was damaged in a mortar attack while parked at Can Tho (V-17) airport; repaired (XOXO of 15 May 70, in: UTD/Hickler/B25F10); a photo taken at Can Tho AFB (V-17) in 71 by Tom Hansen is published in: Love, *Wings of Air America*, p. 57, when the aircraft was already Garrett-powered.

Fate: destroyed, when it collided with US Army AH-1G helicopter 67-15676 while on a short final approach at Can Tho (V-17), South Vietnam, on 17 March 71, killing the pilot, Captain Kenneth A. Houpp, and two others aboard both aircraft (XOXO of 17 March 71, in: UTD/Hickler/B25F11; Documents, in: UTD/CIA/B15F5 and

UTD/CIA/B17F4; Board of Review report, in: UTD/CIA/B34F4; XOXO of 25 April 72, in: UTD/Luckett/B1F3; Memorial; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; Accident summary, in: UTD/Hickler/B24F2).



PC-6A/H-2 N-394R at Saigon in the mid-sixties, still with an Astazou engine and a hyphen in the registration number (with kind permission from Ward S. Reimer)

Pilatus PC-6C/H-2 N394R 599 29 Dec. 65 bought new from Pilatus
Service history: bought from Pilatus, Stans, on 29 December 65 as N394R, a PC-6A/H-2 (Status as of 28 March 74, in: UTD/CIA/B56F3); delivered on 15 February 66; officially acquired by Air America on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8), previously probably financed by the Pacific Corp.; assigned to contract AID-430-1092 for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); made a forced landing near Nha Trang (V-07) in South Vietnam on 1 June 66 due to engine failure, causing extensive damage; returned to service on 31 July 66 (XOXO of 1 and 2 June 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 25 May 66, in: UTD/CIA/B8F1; possibly the accident photo of PC-6A N-394R contained in the Oren Harnage collection at TTU [no. VA029249] refers to this accident); converted from PC-6A/H-2 (Astazou) to PC-6C/H-2 (Garrett) on 19 August 66 (Status as of 28 March 74, in: UTD/CIA/B56F3); in use out of Saigon at least between 7 November 66 and 10 November 66 (Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); on 24 March 67, N394R suffered an in-flight flame out four miles east of Can Tho (V-17) and made a successful forced landing at V-17; the engine was changed (XOXO of 24 March 67, in: UTD/Hickler/B27F1); engine failed upon landing at Hoi An (V-206), South Vietnam, on 21 April 68; the aircraft incurred substantial damage, when it crashed short of the runway (XOXO of 21 April 68, in: UTD/Hickler/B25 F14; Accident report, in: UTD/Hickler/B24F2); repaired; assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in:

UTD/Herd/B2); a US military sergeant walked into the rotating propeller at Can Tho (V-17), South Vietnam, on 18 December 68 (XOXO of 18 Dec. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F2); engine and propeller repaired; assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 14 December 69, N394R received one hole in the left wing at coordinates BS 5737, but Capt. Ken A. Houp landed the aircraft successfully at Quang Ngai (V-23) (XOXO of 14 Dec. 69, in: UTD/Hickler/B25F9); on 11 January 70, N394R received battle damage at coordinates BS 6358 near Phulan Dong, South Vietnam; nobody was injured, and the aircraft was later repaired (XOXO of 11 Jan. 70, in: UTD/Hickler/B25F10); received minor damage while parked at Can Tho (V-17) on 31 March 71; repaired (XOXO of 31 March 71, in: UTD/Hickler/B25F11); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract AID/VN-100 for use out of Saigon 1 November-31 December 73 (F.O.Circular of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID-SAC-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still assigned to contract AID-SAC-1029 for use out of Saigon 1 April-9 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); used as a spare aircraft at least 10-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); accident photos (of 1 June 66 or 21 April 68 ?) are preserved in UTD/Hickler/B32.

Fate: boxed and shipped out of Saigon on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold to Omni Aircraft Sales, Washington, DC, on 19 June 75 (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 75,000 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates, on 27 August 75; at Geneva on 9 April 77; ordered by the Sudan Air Force, but not taken up; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AGW in 1977, registered on 2 July 77; written off on 12 September 78, when it was damaged in a storm at Khartoum; sold to Air Taxis, Khartoum; still at Khartoum in December 80 in poor condition and used for spares (*Air-Britain Digest*, July-August 80, p. 93); del. to MIACO, Malta-Luqa, in 1989; registered to Newcal Aviation Inc, Little Ferry, NJ, as N394R on 15 August 89; delivered to them in April 92; sold to the United Parachutes Corp., Pennsylvania, in August 92; sold to Tom Bishop, Decatur, TX, on 1 March 95; written off at Vigo Park, TX, in the vicinity of Amarillo on 28 August 2003; on its delivery flight to a new owner, the aircraft encountered turbulence at 12,500 feet and inadvertently went into a beta; the pilot bailed out of the aircraft; the registraton was still current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>), but cancelled on 19 May 2005.

Pilatus PC-6C/H-1 N152L 554 May 66 XW-PBQ of CASI; previously HB-FBH of

Pilatus AG and XW-PBQ
of Bird & Sons

Service history: offered to Air America for purchase as a wreck in May 65 (Minutes ExCom-AACL/AAM of 11 May 65, in: UTD/CIA/B7F4); bought at 5,000 \$ (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); approved in July 65 to be rebuilt at a cost of \$ 93,600 (Minutes ExCom-AACL/AAM of 6 July 65, in: UTD/CIA/B7F4); registered to Air America on 25 May 66 (Letter by Clyde S. Carter dated 25 April 72, in: UTD/CIA/B15F2); officially assigned to contract AID-439-713 for use out of Udorn in April and May 66, but still at Tainan at that time (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); sustained damage to its tail when the tail gear hit an out-size rock during take-off from Khun Khong (T-546) on a training flight on 10 August 66; there were no injuries; returned to service on 24 August 66 (XOXO of 10 Aug. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 24 August 66 in: UTD/CIA/B8F1); officially acquired by Air America on 31 August 66 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); rebuilt and converted to Garrett power at a cost of \$93,590 + \$11,395 = \$104,990 in Nov. 66 (Minutes ExCom-AACL/AAM of 22 November 66, in: UTD/CIA/B8F1); the promissory note no. 21 dated 15 November 67 (UTD/CIA/B9F4) mentions \$ 5,000.00 owed by Air America to the Pacific Corp. for this aircraft, probably for repair; in use at Saigon on 16 February 67 and 30 October 68 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract AF49(604)-4395 for use out of Saigon as a call aircraft on 19 September 67, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 12 December 67, N152L, piloted by Capt. T. S. Mauldin, made a successful forced landing on a highway 3 miles south of Dong Ba Thin (V-198) due to contaminated fuel (XOXO of 12 Dec. 67, in: UTD/Hickler/B25F8); a photo taken at Nha Trang in early 68 is preserved in: UTD/Misc.Mat./B4F4; experienced engine failure on a flight from Go-Cong (V-203) to Can Tho (V-17) and made a forced landing in a dirt packed rice paddy at XS 4338, near Ben-Tre, South Vietnam, on 22 March 68; no injuries, but the main gear of N152L collapsed; recovered by an Army CH-47 to Can Tho and repaired (XOXO of 22 March 68, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F7); a photo was published in: *Troupes d' Élite Aviation*, no.142, p. 181, and in: *Airliners*, summer 93, p. 18; on 20 August 68, N152L was blown by a wind gust against Volpar N9956Z, while parked at Tan Son Nhut, damaging the ailerons and the flaps; repaired (XOXO of 20 Aug. 68, in: UTD/Hickler/B25F14); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69; but based unassigned at Saigon 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); based at Saigon 16-30 June 69 (F.O.Circular, in: UTD/Hickler/B8F7B); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); at Long Tieng, Laos, in 1970; still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Vientiane at least between 21 November 70 and 7 January 72 (Log book of R. L. Wofford, in: UTD/Wofford [S.C. 6]; Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); worked near Tha Tam Bleung (LS-72), Laos, on 21 March 71 (Accident report, in: UTD/Anthony/F4); was hit by ground fire in Laos on 9 December 71, damaging the wing and the fuselage; repaired; took small arms hit in left wing at coordinates TG 925500 in Laos on 22 December 71, damaging the left flap and the outboard left wing; repaired (UTD/Leary/B1 for 22 December 71; Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); the tail wheel

contacted a fence during an aborted landing at Shing Scha (LS-339) in Laos on 2 February 72, damaging the tail cone and the rudder; repaired and returned to service on 6 February 72 (XOXO of 2 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAACL/AAM of 22 February 72, in: UTD/CIA/B9F7); C-7A "439" damaged Porter N152L by its prop wash, when "439" took off from Pha Khao (LS-14) on 11 March 72 (XOXO of 11 March 72, in: UTD/Hickler/B27F2; Report of the pilot of "439", in: UTD/CIA/B29F2); the lower chin cowlings sucked into the propeller during descent to Udorn (T-08) on 20 March 72, damaging the propeller, the lower chin cowlings and the engine inlet air scoop; repaired and returned to service (XOXO of 20 March 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAACL/AAM of 14 April 72, in: UTD/CIA/B9F7).

Fate: slipped and careered into a tree, while cruising low near Ban Xieng Lom (LS-69), Laos, on 8 April 72, while searching for a colleague who had crashed; he was taking pictures of an airplane that had gone down in a rice paddy, when his wing hit a tree; N152L was destroyed, the pilot, Leonard I. Wiehrdt, was killed, two Lao passengers received serious injuries (XOXO of 25 April 72, in: UTD/Luckett/B1F3; List "Air-craft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 8 April 72; Minutes ExCom-AAACL/AAM of 14 April 72, in: UTD/CIA/B9F7; Board of Review report dated 24 April 72, in: UTD/CIA/B34F5; see also Robbins, *Air America*, p. 32); deregistration was requested on 25 April 72 (Letter by Clyde S. Carter dated 25 April 72, in: UTD/CIA/B15F2).



The wreck of Air America PC-6C N153L carried by a UH-34D, possibly taken in Dec. 66 (UTD/Miller/B4F13)

Pilatus PC-6C/H-2	N153L	576	16 May 66	bought from the Pacific Corp., who bought it from Continental Air Services, Vientiane, XW-PCH, as a wreck; previously HB-FBY of Pilatus AG, Stans, then XW-PCH of Bird & Sons Inc, Vientiane
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Service history: offered to Air America for purchase as a wreck in May 65 (Minutes ExCom-AAACL/AAM of 11 May 65, in: UTD/CIA/B7F4); bought at \$ 5,000; rebuilt at a cost of \$ 85,476,26 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); bought from the Pacific Corp. on 16 May 66; registered to Air America as N153L on 25 May 66 (Status as of 28 March 74 as of UTD/CIA/B56F3); rebuilt and converted to Garrett power in 1966 at a cost of \$ 80,000 + \$ 12,858 =

\$92,858 (Minutes Ex Com-AAACL/AAM of 26 January 66 and 22 November 66, in: UTD/CIA/B8F1); still under rebuild and conversion to a Garrett-powered PC-6C in May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 31 August 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); struck bushes and a tree while attempting to take off into the sun from Lao Na (T-614), Thailand, on 9 December 66, causing extensive damage (XOXO of 10 Dec. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 20 December 66, in: UTD/CIA/B8F1; photos of the ill-fated PC-6 are preserved in: UTD/Hickler/B24F4); recovered by UH-34D H-40 (a photo is preserved in: UTD/Hickler/B28; a photo of the ill-fated N153L tied to an UH-34D is preserved in: UTD/Miller/B4F13) and repaired at a cost of \$71,750 (Minutes ExCom-AAACL/AAM of 10 January 67, in: UTD/CIA/B8F2); suffered from an in-flight engine malfunction and crashed into the trees about 45 miles North of Ubon, Thailand, on 11 April 67, while on a flight to Ban Chanuman (T-313); photos of the ill-fated PC-6 are preserved in: UTD/Hickler/B24F4 (XOXO of 11 April 67, in: UTD/Hickler/B27F1; Minutes ExCom-AAACL/AAM of 11 April 67, in: UTD/CIA/B8F2); repaired at a cost of \$ 56,620 + \$ 7,000 in May to October 67 (Minutes ExCom-AAACL/AAM of 23 May 67 and 14 November 67, in: UTD/CIA/B8F2); promissory note no.21 dated 15 November 67 (UTD/CIA/B9F4) mentions \$ 5,000.00 owed by Air America to the Pacific Corp. for this aircraft, probably for repair; a Thai Border Police sergeant walked into the rotating propeller of N153L at Ban Nong Khan (T-322), Thailand, on 28 January 68; he was instantly killed (XOXO of 28 Jan. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F3); assigned to contract AID-493-66 for use out of Bangkok, but actually operated out of Ubon (T-19) in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); a photo taken at Saigon on 18 May 70 is preserved in: UTD/Misc.Mat./B4F4; on 15 May 70, N153L was damaged in a mortar attack while parked at Can Tho (V-17) airport; repaired (XOXO of 15 May 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 5 October 70, N153L contacted a single strand of concertina wire while landing at Binh Hung (V-163), causing minor damage, which was repaired (XOXO of 5 Oct. 70, in: UTD/Hickler/B25F10); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); assigned to contract ICCS-73-008 (*ICCS Air Services*) at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract ICCS-73-008 (*ICCS Air Services*) for use out of Saigon 1 November-31 December 73; no longer with *ICCS Air Services*, but in temporary storage at Saigon, 1-28 February 74 and 1 April-31 May 74 (F.O.Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

Fate: abandoned at the ramp of Tan Son Nhut airport, Saigon, on 29 April 75, with engine and propeller installed, amounting to a loss of \$ 90,476,26; the cancellation of the registration was requested on 25 June 75; confirmation on 2 August 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 25 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; report dated 28 May 75, in: UTD/CIA/B18F7; List, in: UTD/CIA/B18F7; Survey report dated 21 July 75, in: UTD/CIA/B18F7). As this was

the only operational PC-6C Porter abandoned at Tan Son Nhut airport on 29 April 75, it is believed that this was also the mysterious Air America Beaver that had been noted stored in a revetment at Bien Hoa Air Base, Vietnam, in 1998 (*Air-Britain News*, August 99, p.1035).

Pilatus PC-6C/H-2 N192X 586 11 April 66 bought new from Fairchild Hiller

Service history: was to arrive at Bangkok for contract AID-493-66 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); but was delivered only on 2 March 66; bought from Fairchild Hiller on 11 April 66 (Status as of 28 March 74, in: UTD/CIA/B56F3); Garrett powered (Minutes ExCom-AAACL/AAM of 27 April 66, in: UTD/CIA/B8F1); Garrett conversion was made by Pilatus at Stans; departed Stans about 3 May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 31 May 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8), previously probably financed by the Pacific Corp.; the engine was damaged by small arms fire at an unknown location on 19 July 66; returned to service on 24 July 66 (Minutes ExCom-AAACL/AAM of 3 August 66 in: UTD/CIA/B8F1); on 10 October 66, N192X had engine problems at Dau Tieng (V-129); repaired (XOXO of 10 Oct. 66, in: UTD/Hickler/B26F16); had an accident at Cheo Reo (V-27), South Vietnam, on 9 January 67, but was repaired the same day (XOXO of 10 Jan. 67, in: UTD/Hickler/B26F16); on 19 January 67, a truck drove into N192X at Cheo Reo (V-27), where N192X was parked, damaging the right aileron; repaired (XOXO of 19 Jan. 67, in: UTD/Hickler/B26F16); on 10 February 67, the pilot of N192X lost throttle control on final approach to Binh Duc (V-183), South Vietnam, so that the aircraft made a forced landing with its engine shut down; repaired (XOXO of 10 Feb. 67, in: UTD/Hickler/B26F16); on 7 April 67, N192X suffered an in-flight engine malfunction, but made a safe landing at Kien Giang (V-167), South Vietnam; repaired (XOXO of 7 April 67, in: UTD/Hickler/B26F16); assigned to contract AF49(604)-4395 for use out of Saigon on 23 August 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 31 August 67, N192X made a forced landing at Phu Cat (V-213), South Vietnam, due to engine problems; repaired (XOXO of 31 Aug. 67, in: UTD/Hickler/B27F1); a local ran into the rotating propeller after landing at Cu Lao (V-93), South Vietnam, on 14 September 67 (XOXO of 14 Sept. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69; but based unassigned at Saigon 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used as a spare aircraft in Saigon 1 November-31 December 73 (F.O.Circular of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID-SAC-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still assigned to contract AID-SAC-1029 for use out of Saigon 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: had been disassembled and was awaiting crating at Tan Son Nhut airport,

Saigon, which was scheduled for 29 April 75, but was abandoned at the airport on 29 April 75 during the evacuation, amounting to a loss of \$ 95,704.70; the loss was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; Undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Pilatus PC-6C/H-2 N193X 587 2 May 66 bought new; ordered via
Air Asia, Tainan

Service history: was to arrive at Saigon for contract AF49(604)-4395 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); Garrett powered (Minutes ExCom-AACL/AAM of 27 April 66, in: UTD/CIA/B8F1); Garrett conversion was made by Pilatus at Stans; then supposed to depart Stans about 3 May 66, to be assigned to contract AID-493-713 for use out of Udorn (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 31 May 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-439-713 for use out of Udorn on 24 May 66, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 26 September 66, the tail wheel of N193X ran into a hole at the edge of the runway at Ban Chuk Chung (LS-138); repaired (XOXOs of 26 and 17 September 66, in: UTD/Hickler/B26F16); on 25 December 66, N193X made a forced landing due to engine failure at coordinates IF 7708, 22 miles northeast of Vientiane (L-08); repaired (XOXO of 25 Dec. 66, in: UTD/Hickler/B26F16); on 22 May 67, N193X received ground fire in the vicinity of Phou Pha Louom (LS-220), wounding the leg of the pilot (P215); nevertheless, the pilot managed to land the aircraft at Na Khang (LS-36), from where he was flown to hospital via Volpar Turbo Beach N9542Z (XOXO of 22 May 67, in: UTD/Hickler/B26F16); on 26 September 67, an indigenous walked into the propeller of N193X at Ban "Y" (LS-187), Laos (XOXO of 26 Sept. 67, in: UTD/Hickler/B27F1); one of 7 PC-6s which were officially transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); but used out of Vientiane at least between 2 February 67 and 24 July 68 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); on 13 January 68, certain attach brackets of N193X broke at Ban Nam Thouei (LS-118); repaired (XOXO of 13 Jan. 68, in: UTD/Hickler/B25F8); the propeller tips were damaged on 18 July 66, when the cockpit control locks were engaged on take-off; returned to service on 27 July 66 (Minutes ExCom-AACL/AAM of 27 July 66, in: UTD/CIA/B8F1); hit by small arms fire turning final for landing at Pou Pha Lovom (LS-228), Laos, on 22 May 67; the pilot, Capt. H. T. Griffin, was wounded (UTD/Leary/B1 for 22 May 67); a Lao soldier walked into the rotating propeller after landing at Ba "Y" (LS-187), Laos, on 26 September 67; the soldier was killed, the engine substantially damaged (Accident report, in: UTD/Hickler/B24F3); repaired.

Fate: went off the left side of the runway and came to rest after being substantially damaged at Old San Soak (LS-265), Laos, on 27 November 68, when it attempted a take-off under mortar fire; had to be abandoned (Accident report, in: UTD/Hickler/B24F7; Minutes ExCom-AACL/AAM of 14 January 69, in: UTD/CIA/B8F3); an early XOXO of 27 Nov. 68 (in: UTD/Hickler/B26F17) gives

October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates on 27 Aug. 75; probably intended for the Sudan Air Force, then for the National Agriculture Organization of Sudan, Khartoum, as ST-AGS, not taken up; still owned by Omni Aircraft Sales on 31 Oct. 82; sold to Transamazonica Colombia, Villavicencio, as HK-2994X in 1983; current 83-84; re-regd. as HK-2994 in 1985 (?); current in 1986.



PC-6C N195X somewhere in Laos, taken by Lee Gossett
(with kind permission from the photographer)



PC-6C N195X landing on a bamboo stick, probably at Vientiane in November 71
(UTD/Anthony/F9)

Pilatus PC-6C/H-2	N195X	593	20 May 66	bought new; ordered via Air Asia, Tainan
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Service history: was to arrive at Udorn in December 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); Garrett powered (Minutes ExCom-AAAC/AAM of 27 April 66, in: UTD/CIA/B8F1); the Garrett conversion was made by Pilatus at Stans; was supposed to depart Stans about 17 May 66, to be assigned as a spare aircraft (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 31 May 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); registered on 16 June 66 (Letter by Clyde S. Carter dated 14 April 72, in: UTD/CIA/B15F2); assigned to contract AID-439-713 for use out of Udorn on 12 June 66, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); one of 7 PC-6s which were officially transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); but in use out of Vientiane

between 25 December 66 and 13 November 71 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 25 January 67, the engine of N195X flamed out in-flight, and the aircraft made a forced landing at Phu Cum (LS-50A); repaired (XOXO of 25 Jan. 67, in: UTD/Hickler/B26F16); an indigenous person was struck and killed by the propeller at Huei Thong (LS-196), Laos, on 20 April 67, while the aircraft was parked, slightly damaging the engine and the propeller (XOXO of 20 April 67, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 25 April 67, in: UTD/CIA/B8F2); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the left whole tail of N195X; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26 F16); on 18 January 69, the bottom drop doors suddenly opened during take-off roll from Long Tieng (LS-30), discharging two 220 lbs. rice bags rigged for drop; they struck the tail wheel and damaged the tail cone of the aircraft; repaired (XOXO of 18 Jan. 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); at Vientiane on 26 November 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); landed short of runway at Bouam Long (LS-32) in Laos on 1 June 70, when unobserved horses appeared on the airstrip during approach; both main landing gears, the left wing, the propeller, and the engine were damaged; repaired and returned to service on 10 June 70 (XOXO of 1 June 70, in: UTD/Hickler/B25F10; Minutes ExCom-AAACL/AAM of 9 June 70, in: UTD/CIA/B8F4); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); at Udorn on 21 July 70 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); kicker Ly Pai fell out of the aircraft near Long Tieng (LS-20A) on 2 August 71 (Accident report, in: UTD/Anthony/F4); still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); the tail cone tore and tail wheel assembly collapsed, while attempting to take off from Phu He (LS-255), Laos, on 10 November 71 (XOXO of 10 Nov. 71: UTD/Hickler/B25F11; Accident report, in: UTD/Anthony/F4); recovered on a bamboo stick (a photo probably taken at Vientiane in November 71 is preserved in: UTD/Anthony/F9); repaired; a water buffalo hit the parked aircraft at Long Tieng (LS-20A) in Laos on 21 December 71, damaging the left elevator; repaired (XOXO of 21 Dec. 71: UTD/Hickler/B25F11; Minutes ExCom-AAACL/AAM of 11 January 72, in: UTD/CIA/B9F7); the tail wheel dropped into a hole during taxi run at an unknown airstrip in Laos on 17 February 72, damaging the tail cone; repaired and returned to service on 22 February 72 (Minutes ExCom-AAACL/AAM of 22 February 72, in: UTD/CIA/B9F7).

Fate: destroyed on take-off from Tin Bong (LS-90) on 5 April 72, when the right landing gear contacted a land mine; minor injuries were suffered by the PIC, while two of the passengers received more serious injuries; the aircraft rolled over the side of the landing area into a creek, where it burned (XOXO of 5 April 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/Anthony/F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; a more dramatic description of this accident is given by James Parker, *Covert ops*, pp. 116-19; a photo of the damaged Porter is contained in the photo section of that book between p. 104 and p. 105); deregistration was requested on 14 April 72 (Letter by Clyde S. Carter dated 14 April 72, in: UTD/CIA/B15F2).

Service history: was to arrive in South East Asia in January 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); Garrett powered (Minutes ExCom-AAACL/AAM of 27 April 66, in: UTD/CIA/B8F1); Garrett conversion was made by Pilatus at Stans; supposed to depart Stans about 17 June 66, to be assigned as a spare aircraft (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 30 June 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-439-713 for use out of Udorn on 16 July 66, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); one of 7 PC-6s which were officially transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); on 3 January 68, N196X was hit by ground fire at coordinates TH 6018 at an altitude of 6,500 feet, damaging the elevator control cable; repaired (XOXO of 3 Jan. 68, in: UTD/Hickler/B25F8); on 12 March 68, N196X taxied into a small paper box of medical supplies offloaded on the ramp at Luang Prabang (L-54) in Laos (XOXO of 12 March 68, in: UTD/Hickler/B26F16); on 31 March 68, N196X, piloted by P451, suffered an engine failure just prior to landing at San Louang (LS-41) and crash-landed, damaging the landing gear and the engine; the pilot remained uninjured; repaired (XOXO of 31 March 68, in: UTD/Hickler/B25F14); on 29 June 68, N196X made an emergency landing in a rice paddy near Vientiane (L-08) due to engine problems; repaired (XOXO of 29 June 68, in: UTD/Hickler/B25F14); on 9 July 68, an indigenous passenger fell out of N196X and died shortly after take-off from coordinates VF 5868 in up-country Laos, when the right sliding door bottom portion suddenly opened (XOXO of 9 July 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Hickler/B24F7); repaired; on 6 August 68, the left main landing gear of N196X failed and substantial damage was occurred upon touch-down at Ban Namxao (LS-240), Laos, but nobody was injured; the recovery was delayed by bad weather (XOXO of 6 August 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Hickler/B24F7; F.O.C. of 15 August 68, in: UTD/LaShomb/B14); used out of Vientiane at least between 27 November 66 and 7 June 69 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); photos of an unknown accident, where the right main landing gear, the prop and the engine were damaged, are preserved in: UTD/Hickler/B32 + B33; repaired; on 4 December 68, N196X, flown by PIC J. L. Parker and Training F/O J. J. Conde, undershot, when checking a new strip at coordinates TJ 4274, damaging the tail wheel; repaired (XOXO of 4 Dec. 68, in: UTD/Hickler/B26F17); on 12 January 69, N196X hit a small object while taxiing at Phia Chan (LS-155), damaging the tail wheel; repaired (XOXO of 12 Jan. 69, in: UTD/Hickler/B26F18); on 25 March 69, N196X suffered an engine flame out in-flight, but Capt. W. M. Utterback successfully restarted the engine, so that N196X could land without incident at Sam Thong (LS-20), Laos (XOXO of 25 March 69, in: UTD/Hickler/B26F18); but the following day, on 26 March 69, N196X, piloted by PIC J. M. Gudahl, incurred substantial damage (both main landing gears, wings and fuselage), while making a forced landing at Sam Thong (LS-20), Laos, after another engine failure (XOXO of 26 March 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; a photo of this accident can be found in the John Anthony collection at TTU); photos are preserved in: UTD/Hickler/B24F5 and UTD/Hickler/B32; repaired at a cost of \$55,000 and returned to service on 3 April 69 (Minutes ExCom-AAACL/AAM of 8 April 69, in: UTD/CIA/B8F3); still assigned to contract AID-439-713 for use out of Vientiane 16-

30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1).

Fate: destroyed near Long Tieng (LS-20A), Laos, on 19 August 69, while flying under the provisions of contract no. AID-439-342, killing Captain Ralph S. Davis and 12 passengers; N196X had started at approximately 1655 hours local time. Five minutes later, during an en route climb, the aircraft was observed to perform an erratic maneuver for the nature of flight involved and crashed into the hillside. All aboard were fatally injured and the aircraft was destroyed by impact and fire. It was determined that the probable cause of this accident was the fatal wounding of the pilot by a bullet fired from a source outside the aircraft resulting in the loss of control. Reportedly shot down by a Meo soldier while on flight from Long Tieng to Sam Thong (LS-20), Laos, about 5 miles away, killing the pilot, an army major, another American and 10 Lao passengers (XOXO of 19 Aug. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Dreifus/B1F10; Board of Review report, in: UTD/CIA/B34F3; Minutes ExCom AAM/AACL of 26 August 69, in: UTD/CIA/B8F3; List "Deceased employees", in: UTD/Leary/B34F1; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; List "Total number of company employees killed in aircraft accidents", in: UTD/CIA/B1F10; Memorial; Memorial file, in: UTD/LaShomb/B16F3 gives: "reportedly shot down by Meo"; that is what Robbins, *Air America*, p. 125, says).

Pilatus PC-6C/H-2 N197X 597 27 June 66 bought new; ordered via
Air Asia, Tainan

Service history: was to arrive in South East Asia in January 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); Garrett powered (Minutes ExCom-AACL/AAM of 27 April 66, in: UTD/CIA/B8F1); the Garrett conversion was made by Pilatus at Stans; supposed to depart Stans about 17 May 66, to be assigned as a spare aircraft (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); registered to Air America on 25 June 66 (Letter by Clyde S. Carter, dated 27 January 72, in: UTD/CIA/B15F2); officially acquired by Air America on 30 June 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-439-713 for use out of Udorn on 16 July 66, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 3 November 66, N197X crash-landed at Na Khang (LS-36), damaging the propeller, the left wing, the right gear, and the left fuselage; the fuselage and other components were ferried to Tainan; repaired and returned to service on 25 December 66 (XOXO of 3 Nov. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 22 November 66, in: UTD/CIA/B8F1; a photo is preserved in: UTD/Wharton/B1F6); on 15 March 67, N197X undershot in a downdraft at San Tiau (LS-2), Laos, made a go-around, but could not avoid ground contact, resulting in a broken left main landing gear and other damage; the pilot (P285) did not land at LS-2, however, but continued to Vientiane (L-08), where he made a successful emergency landing, damaging only the left aileron (XOXO of 15 March 67, in: UTD/Hickler/B26F16); on 1 July 67, the tail wheel of N197X was damaged while taxiing at Tham Sorm (LS-74), Laos; repaired (XOXO of 1 July 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 11 July 67, in: UTD/CIA/B8F2); on 30 September 67, N197X, piloted by Capt. C. R. Osborne, received small arms fire at coordinates UG 3515 in Laos; the back of the PIC was injured, and the engine stopped immediately, when the aircraft was over the

drop zone at a height of 50-100 feet; in spite of his serious wounds, the pilot managed to make a forced landing near the site, causing substantial damage to the aircraft; Capt. Osborne was then flown to the US Army hospital at Korat, Thailand, and the aircraft was later recovered and repaired at a cost of \$26,000 (XOXOs of 30 Sept. to 3 Oct. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 3 October 67 and 24 October 67, in: UTD/CIA/B8F2); one of 7 PC-6s which were officially transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); on 28 January 68, N197X was damaged upon landing at Long Tieng (LS-20A); repaired (XOXO of 28 Jan. 68, in: UTD/Hickler/B26F17); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the left flap and the left wing of N197X; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); on 26 July 68, N197X made a forced landing at Thong Kheun (LS-191), Laos, due to engine problems; nobody was injured; repaired (XOXO of 26 July 68, in: UTD/Hickler/B25F14); damaged on landing at Tha Tam Bleung (LS-72) on 9 August 68; nobody was injured; the aircraft was recovered on 13 August 68 (XOXO of 9 Aug 68, in: UTD/Hickler/B25F14; F.O.C. of 15 August 68, in: UTD/LaShomb/B14); used out of Vientiane at least between 18 November 66 and 28 October 71 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]; Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); crash-landed at Long Tieng (LS-98), Laos, on 28 January 68, when it struck a pile of crushed rock; the left main gear collapsed causing subsequent damage to the propeller, left wing and sudden engine stoppage (Accident report, in: UTD/Hickler/B24F3); repaired at a cost of \$21,740 (Minutes ExCom-AACL/AAM of 11 February 69, in: UTD/CIA/B8F3); struck a cow that was running across the strip, upon taking off from Thong Kheun (LS-191), Laos, on 26 July 68; subsequently landed safely at Vientiane (Accident report, in: UTD/Hickler/B24F7); repaired; touched down 15 feet short of runway and struck a mound of dirt upon landing at Tha Tam Bleung (LS-72), Laos, on 9 August 68; the right landing gear collapsed (Accident report, in: UTD/Hickler/B24F7; photos preserved in: UTD/Hickler/B33, and in: UTD/Hickler/B24F5); repaired; on 1 February 69, N197X damaged its right aileron at Na Khang (LS-36), when the downwash from helicopter rotors and uneven taxiing surface caused the aircraft to rock to the right and its right wing to hit down upon a fence post while taxiing in close quarters (XOXO of 1 Feb. 69, in: UTD/Hickler/B26F18; Minutes ExCom-AACL/AAM of 11 February 69, in: UTD/CIA/B8F3); on 22 February 69, it had a landing accident at Ban Na (LS-15), Laos, damaging the tail wheel strut and the underside of the fuselage; repaired and returned to service on 3 March 69 (Minutes ExCom-AACL/AAM of 11 February 69, in: UTD/CIA/B8F3); on 12 May 69, a ground vehicle was driven into N197X at Xieng Dat (LS-26), Laos, causing substantial damage to the right main landing gear; repaired (XOXO of 12 May 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1 F1); on 6 March 70, N197X received battle damage at coordinates QB 2074 near Xieng Lom (LS-274); the pilot (double crew at customer direction: M. P. Daddio and W. Petersen) remained uninjured ; the aircraft was repaired (XOXO of 6 March 70, in: UTD/Hickler/B25F10); on 22 April 70, the airdrop doors of N197X opened on take-off roll at Pa Doung (LS-05), causing cargo to fall to the ground; nobody was injured, and PIC K. D. Nolan aborted the take-off; the aircraft was later repaired at Udorn (T-08) (XOXO of 23 April 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); the tail wheel dropped in a rut and sheared

while taxiing at Pha Khao (LS-14) in Laos on 23 October 70, causing substantial damage to the tail cone and tail gear; repaired and returned to service on 28 October 70 (XOXO of 23 Oct. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 27 October 70, in: UTD/CIA/B8F4); still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B).

Fate: taxied into a rubber fuel drum at Long Tieng (LS-20A), Laos, on 24 December 71; leaking fuel ignited and burnt down N197X and C-123K "613", which was unloading fuel; both aircraft were destroyed (XOXO of 24 Dec. 71: UTD/Hickler/B25F11; Tom Matthews, Diary, p. 23, formerly in: UTD/Leary/Ser.I, B8F13; List "Company operated aircraft lost or destroyed" in: UTD/CIA/B1F10; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; a photo is preserved in: UTD/Anthony/F6); a photo of the accident can also be found in Conboy, *War in Laos*, p. 48; deregistration of the aircraft was requested on 27 January 72 (Letter by Clyde S. Carter, dated 27 January 72, in: UTD/CIA/B15F2).

Pilatus PC-6C/H-2 N198X 600 5 May 66 N198X of Fairchild Hiller Corp., Rockville, MD

Service history: was to arrive in South East Asia in March 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); bought from Fairchild Hiller on 5 May 66 (Status as of 28 March 74, in: UTD/CIA/B56F3); Garrett conversion was made by Pilatus at Stans; supposed to depart Stans about 9 July 66, to be assigned as a spare aircraft (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); delivered on 19 August 66; Garrett powered (Minutes ExCom-AACL/AAM of 27 April 66, in: UTD/CIA/B8F1); officially acquired by Air America on 31 August 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 11 October 66, the tail wheel of N198X was damaged upon landing at Huai Fuang (T-549); repaired (XOXO of 11 Oct. 66, in: UTD/Hickler/B26F16); a photo is preserved in: UTD/Hickler/B33; the landing gear, the prop, the left wing and the fuselage bottom were damaged upon landing at Sam Meun (T-545) on 7 November 66; repaired at a cost of \$ 23,400 and returned to service on 29 November 66 (XOXO of 7 Nov. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 22 November 66, in: UTD/CIA/B8F1 and of 23 May 67, in: UTD/CIA/B8F2); on 11 December 66, N198X had a minor accident; repaired (XOXO of 12 Dec. 66, in: UTD/Hickler/B26F16); on 6 June 67, a USAF C-47 taxied into the rudder of N198X, which was parked at Ubol (T-19); repaired (XOXO of 6 June 67, in: UTD/Hickler/B26F16); during the landing rollout at Ban Khae Don (T-311), Thailand, a water buffalo calf ran into the right horizontal stabilizer of the aircraft and damaged it on 22 December 67 (XOXO of 22 Dec. 67, in: UTD/Hickler/B25F8; Accident report, in: UTD/Hickler/B24F3); repaired; assigned to contract AID-493-66 for use out of Bangkok, but actually operated out of Sakon Nakhon (T-38) in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); on 5 December 72, a small fire started on the engine of N198X, which was parked at Tan Son Nhut (V-01) during a rocket attack; the fire was

soon extinguished (XOXO of 5 Dec. 72, in: UTD/Hickler/B27F2); still assigned to contract AID/VN-100 at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1); still assigned to contract AID/VN-100 for use out of Saigon 1 November-31 December 73 (F.O.Circular of 1 November 73 and 1 December 73, in: UTD/Hickler/ B8F7C); assigned to contract AID-SAC-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still assigned to contract AID-SAC-1029 for use out of Saigon 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: boxed and shipped out of Saigon on 22 April 75 (Report dated 28 May 75, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); sold to Omni Aircraft Sales, Washington, DC, on 19 June 75 (Letter by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B56F2); although originally destined for New Orleans, LA, it was taken over in the port of Brooklyn, New York, in June 75; arrived at New York on 20 June 75 and officially sold there the same day at \$ 75,000 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered to Omni on 10 July 75 (Letters by Paul C. Velte dated 19 June 75 and by Clyde S. Carter dated 28 October 75, in: UTD/CIA/B17F4); returned to Pilatus, Stans, in crates, on 27 August 75; the registration was cancelled on 12 July 77; ordered by the Sudan Air Force, but not taken up; sold to the National Agriculture Organization of Sudan, Khartoum, as ST-AGY in July 77, registered on 31 August 77; written off at Pipe Line Boster Station, 100 miles SW of Port Sudan, on 28 September 77 ; the CofA expired in 1978; the registration was cancelled on 25 August 86.

Pilatus PC-6C/H-2	N199X	601	19 Aug. 66	N199X of Fairchild Hiller Corp., Rockville, MD; ordered via Air Asia, Tainan
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Service history: was to arrive in South East Asia in March 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); Garrett powered (Minutes ExCom-AAACL/AAM of 27 April 66, in: UTD/CIA/B8F1); the Garrett conversion was made by Pilatus at Stans; was supposed to depart Stans about 9 July 66, to be assigned as a spare aircraft (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially acquired by Air America on 31 August 66 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); a photo is preserved in: UTD/Hickler/B28; had an unknown accident in the mid-60ies and was airlifted by UH-34D H-45; repaired (photos can be found in: UTD/Hickler/B28, and Lundh, *Sikorsky H-34*, p. 127); on 5 January 68, a person of the Royal Thai Border Police walked into the propeller of N199X at Ban Mu Sae Wa (T-553), Thailand, and was seriously injured (XOXO of 5 Jan. 68, in: UTD/Hickler/B25F8); assigned to contract AID-493-66 for use out of Chiang Mai (T-11) in May 68 as a basic aircraft (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 12 July 68, an indigenous man walked into the still rotating propeller at San Kham Lea (T-550), Thailand, and was seriously injured (XOXO of 12 July 68, in: UTD/Hickler/B25F14); still assigned to that contract 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); a photo was published in: *Air America Log*, vol. IV, no. 7, 1970, p. 7. **Fate:** hit a tree, crashed into a forest and was destroyed by fire on Doi Suthep mountain, Chiang Mai Province, some 12 kms WNW of Chiang Mai (T-11), on 20

April 71, while laying telephone cables from the air under the provisions of contract AID-493-66; 3 people on board - PIC J. F. Smith and two passengers - were injured (XOXO of 20 April 71: UTD/Hickler/B25F11; Accident report, in: UTD/Anthony/F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; a photo is preserved in: UTD/Anthony/F6); deregistration was requested on 16 June 71 (Letter by Clyde S. Carter dated 16 June 71, in: UTD/CIA/B15F1).

Pilatus PC-6C/H-2	XW-PCB	567	67?	bought from Continental Air Services, Vientiane; previously HB-FBO of Pilatus AG, Stans, and XW-PCB of Bird & Sons
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Service history: assigned to contract AID-439-713 for use out of Udorn on 10 July 67, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); used out of Vientiane at least between 8 January 67 and 3 February 71 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [S.C. 6]); upon take-off from Khieu Manang (LS-192), Laos, on 14 September 67, the engine failed and the pilot (P316) made a successful landing in a rice paddy, damaging the engine, the prop, the flap, the aileron and the main landing gear; repaired at a cost of \$21,750 and returned to service on 16 October 67 (XOXO of 14 Sept. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 3 October 67, in: UTD/CIA/B8F2); made a successful emergency landing at Long Tieng (LS-20A), Laos, on 24 October 67, after losing the right rear door in-flight at coordinates TG 9909; the pilot was Capt. J. M. Grant (XOXO of 24 Oct. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24 F3); repaired; the prop was damaged by a landing RLAFC-47 at Nam Bac (LS-203), Laos, on 18 November 67, while parked off the runway; returned to service on 20 November 67 (XOXO of 18 Nov. 67, in: UTD/Hickler/B25F8; Minutes ExCom-AACL/AAM of 28 November 67, in: UTD/CIA/B8F2); on 21 December 67, XW-PCB received battle damage at coordinates QC 1315 in Laos, but nobody was injured (XOXO of 21 Dec. 67, in: UTD/Hickler/B25F8); crash-landed at coordinates UF 8792 near Moung Nham (LS-63), Laos, on 11 May 68 due to engine failure (XOXO of 11 May 68, in: UTD/Hickler/B25F13; Accident report, in: UTD/Hickler/B24F5; photos in UTD/Staricha [Sm.Coll.4]); repaired; on 10 July 68, the propeller of XW-PCB feathered upon engine shut down at coordinates TG 8214; repaired (XOXO of 10 July 68, in: UTD/Hickler/B25F14); on 29 August 68, the tail wheel of XW-PCB taxied into a pothole while taxiing at Khieu Manang (LS-192), Laos, damaging the fuselage and the tail; repaired (XOXO of 29 Aug. 68, in: UTD/Hickler/B25F14); on 18 January 69, the side door of XW-PCB, which was to be opened by a loader, was caught by another aircraft and struck the fuselage of XW-PCB with considerable force causing damage to the skin (XOXO of 21 Jan. 69, in: UTD/Hickler/B26F18); promissory note no.22 dated 2 January 69 (UTD/CIA/B9F4) mentions \$ 75,000.00 owed by Air America to the Pacific Corp. for this aircraft, so maybe it was bought at this time and had been financed by the Pacific Corp. before; on 11 July 69, the tail wheel of XW-PCB was damaged at Bouam Long (LS-32), Laos; repaired (XOXO of 11 July 69, in: UTD/Hickler/B25F9); still assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 19 March 70, XW-PCB, piloted by PIC K. D. Nolan, aborted

take-off from Phu Cum (LS-50) due to a mechanical failure; there was no damage to people or to the aircraft (XOXO of 19 March 70, in: UTD/Hickler/B25F10); a Lao went into the propeller at Nam Bu (LS-125) in Laos on 15 April 70; the Lao was killed, the prop blade was bent; repaired and returned to service on 16 April 70 (XOXO of 15 April 70, in: UTD/Hickler/B25F10; Minutes ExCom-AAAC/AAM of 28 April 70, in: UTD/CIA/B8F4); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 28 September 70, XW-PCB received ground fire at coordinates UH 0710, fatally injuring one Hmong passenger; PIC P. E. Thurston returned the aircraft to Phu Cum (LS-50), but the wounded passenger died on his way to the hospital at Long Tieng (LS-20A), where he was flown in a CASI Porter (XOXO of 28 Sept. 70, in: UTD/Hickler/B25F10); on 15 February 71, XW-PCB, flown by PIC M. P. Daddio, made a successful emergency landing on a road at coordinates UD 4599 near Nam Pong Dam S. (T-439), following an in-flight engine explosion; neither the pilot nor the 6 indigenous passengers were injured; the aircraft was repaired (XOXO of 15 Feb. 71, in: UTD/Hickler/B25F11).

Fate: crashed into the slopes south of Tha Tam Bleung (LS-72), Laos, on 21 March 71, killing pilot, Capt. Benjamin A. Franklin, and 2 indigenous kickers. The PC-6 evidently intercepted a steep slope at a 90° angle en route to a mountain DZ. As the slope steepened, the aircraft got slower and more nose-high, until it eventually stalled and fell off onto a wing (XOXO of 21 March 71, in: UTD/Hickler/B25F11; Accident summary, in: UTD/Hickler/B24F2; UTD/Leary/B1 for 21 March 71); the aircraft was totally destroyed by fire (Accident report, in: UTD/Anthony/F4; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2).



PC-6C N360F with an *Air America* cowcatcher, that is a deflector bar in front of the tail wheel; the photo was probably taken at Vientiane in the early seventies (UTD/Anthony/F9)

Fairchild PC-6C/H-2	N360F	2018	28 June 67	N360F of Fairchild Hiller Corp, Rockville, MD
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Service history: bought from Fairchild Hiller on 28 June 67; registered to Air America on 22 August 67 (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America on 31 July 67 (List “Accumulated costs as of 30 Nov. 68”, in: UTD/CIA/B40F8); assigned to contract AID-439-342 for use out of Vientiane on 4 September 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 25 February 68, N360F received ground fire overhead Ban Bo Mei (LS-194); nobody in the aircraft was injured, and the aircraft had only minor skin damage; repaired (XOXO of 25 Feb. 68, in: UTD/Hickler/B26F16); on 19 May 68, N360F received ground fire at coordinates QB 0288, but nobody was injured (XOXO of 19 May 68, in: UTD/Hickler/B25F13); on 30 May 68, the engine of N360F failed

after take-off from Vientiane (L-08), and the aircraft successfully landed on a taxiway of the airport (XOXO of 30 May 68, in: UTD/Hickler/B25F13); on 10 December 68, the drop doors of N360F suddenly opened after landing at Houei Ma (LS-107), Laos, damaging the tail wheel; repaired (XOXO of 10 Dec. 68, in: UTD/Hickler/B26F17); in use out of Vientiane at least 11 August 67 and 10 September 72 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); still assigned to contract AID-439-342 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 23 February 70, the left wing, the main landing gear, the left wing strut, rudder, horizontal stabilizer and elevator were torn off at Long Tieng (LS-20A) in Laos, when a RLAF C-47 taxied into N360F; repaired and returned to service on 8 March 70 (XOXO of 23 Feb. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 10 March 70, in: UTD/CIA/B8F4); pilot R. W. Petersen and an indigenous kicker were injured, when N360F crashed into the trees about one mile down a steep ridge line at 3500 feet elevation near Ta Fa (LS-216), Laos, on 26 October 70 due to engine failure; both wings and the nose section were separated from the fuselage (XOXO of 26 Oct. 70, in: UTD/Hickler/B25F10; UTD/Leary/B1 for 26 October 70; a photo of this accident can be found in the John Anthony collection at TTU); repaired and returned to service on 10 November 70 (Minutes ExCom-AACL/AAM of 27 October 70, in: UTD/CIA/B8F4); appeared in the *Air America* documentary; current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 1 June 71, N360F nosed up after landing at Phong Hong (LS-133), damaging the propeller (XOXO of 1 June 71: UTD/Hickler/B25F11); still assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); a photo is preserved in: UTD/Anthony/F6; two photos preserved in UTD/Anthony/F9, taken at Vientiane between 71 and 73, show this aircraft with and one without titles or flag; assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract F04606-71-C-0002 for use out of Udon 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); stored at Udon at least 1-28 February 74 and 1-30 April 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O.Circular of 1 April 74, in: UTD/Hickler/B8F7C); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); ferried by Air America pilot Capt. Wilkinson from Udon (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01) on 23 June 74 (Udon daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2).

Fate: was in process of crating at Tan Son Nhut airport, Saigon, and was abandoned there on 29 April 75, amounting to a loss of \$ 115,760.85; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; list of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR in 74 and 77; no longer registered on 31 October 82.

Fairchild PC-6C/H-2 N357F

2015

July 67

N357F of Fairchild Hiller Corp, Rockville

Service history: delivered thru Gatwick on 16 August 67; registered to Air America

on 19 August 67 (Letter by Clyde S. Carter dated 26 February 73, in: UTD/CIA/B15 F5); officially acquired by Air America on 31 July 67 (List "Accumulated costs as of 30 Nov. 68", in: UTD/CIA/B40F8); assigned to contract AID-439-342 for use out of Vientiane on 5 September 67, still in May 68, called thru 31 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); the engine caught fire on starting on 6 December 67; repaired and returned to service on 12 December 67 (Minutes ExCom-AAACL/AAM of 12 December 67, in: UTD/CIA/B8F2); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the oil cooler inlet of N357F; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); on 9 May 68, N357F, piloted by P164, suffered an engine failure at a cruising altitude of 6,000 feet and made an emergency landing at coordinates TG 8884, resulting in substantial damage to the aircraft, but there was nearly no damage to the people aboard, as only one passenger was slightly injured (XOXO of 9 May 68, in: UTD/Hickler/B25F13); on 26 March 69, N357F received ground fire at coordinates QD 0919, causing several holes in the fuselage and cables broken; repaired (XOXO of 26 March 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-342 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); in use out of Vientiane at least between 1 May 68 and 5 September 72 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); based at Vientiane 16-30 June 69 (F.O.Circular, in: UTD/Hickler/B8F7B); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); still assigned to contract AID-439-342 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); on 8 August 71, N357F was hit by ground fire near Ban Houei Sai (L-25), while maneuvering to get the aircraft into the drop zone; the aircraft was recovered to L-25 for an engine change (XOXO of 8 August 71: UTD/Hickler/B25F11).

Fate: extremely damaged at coordinates QD 079101, Laos, near Ban Vieng (LS-135) on 12 September 72, when the aircraft, which was at approx. 6100 feet in a left turn over a 588 feet drop zone, began to sink in poor weather and crashed into the rising jungle terrain; N357F was on a scheduled flight from Ban Houei Sai (L-25) to a drop zone under the provisions of Contract F04606-71-C-0002, carrying one passenger, who acted as Air Freight Dispatcher, and 930 pounds of bagged rice; the pilot, Captain Peter P. Hanley, was seriously injured; the aircraft sustained extreme damage and was recovered for repair several days later; but always as a result of this accident, in early 73, N357F was scrapped (XOXO of 12 Sept. 72, in: UTD/Hickler/B27F2; Damage report in XOXO of 19 Sept. 72, in: UTD/CIA/B29F2; Accident report with photos, in: UTD/CIA/B61F19; Minutes ExCom-AAACL/AAM of 12 September 72, in: UTD/CIA/B9F7; photos are preserved in: UTD/Anthony/F6 and UTD/Hickler/B24F5 + B29); deregistration was requested on 26 February 73 (Letter by Clyde S. Carter dated 26 February 73, in: UTD/CIA/B15F5).

Fairchild PC-6C/H-2 N359F 2017 26 July 67 N359F of Fairchild Hiller Corp, Rockville, MD

Service history: bought from Fairchild Hiller on 26 July 67; registered to Air America on 22 August 67 (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America on 31 July 67 (List "Accumulated costs as of 30 Nov. 68", in: UTD/CIA/B40F8); assigned to contract AID-439-713 for use out of Udorn on 7 September 67, still assigned to that contract in May 68, but at that time for use out of Vientiane, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2);

one of 7 PC-6s which were officially transferred from Udorn to Vientiane on 15 November 67 (UTD/Leary/B1 for 15 November 67); used out of Vientiane at least between 10 March 67 and 7 September 72 (Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]; Log book of L. H. Maxwell, in: UTD/Maxwell/B1F2); on 25 May 68, N359F suffered engine problems and made a forced landing at coordinates UG 7308 in Laos near Moung Mo; nobody was injured; repaired (XOXO of 25 May 68, in: UTD/Hickler/B25F13; a photo of this accident can be found in the John Anthony collection at TTU); the tail cone and the tail gear were damaged upon landing at Happy's Strip (LS-264), Laos, on 10 April 69; repaired and returned to service on 13 April 69; on 13 April 69, the landing gear contacted an up-slope on go-around at San Tiau (LS-02), Laos, damaging the fuselage skin and the landing gear; on a second approach, the landing was accomplished; repaired and returned to service on 22 April 69 (XOXOs of 10 April 69 and 14 April 69, in: UTD/Hickler/B26F18; Minutes ExCom-AACL/AAM of 22 April 69, in: UTD/CIA/B8F3); on 29 April 69, the bottom cargo doors of N359F suddenly opened during take-off from Pa Doung (LS-05), discharging 280 lbs. of cargo, which contacted the fuselage just as the aircraft was becoming airborne; an in-flight inspection by a CASI pilot revealed no apparent serious damage so that Capt. W. N. Utterback successfully landed N359F at Pa Doung (LS-05); later repaired at Vientiane (XOXO of 29 April 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); struck an 11 inch high area of dirt during the landing roll-out at Sam Sen (LS-112), Laos, on 17 September 69, damaging the left main landing gear, the left wingtip, prop and engine (Accident report, in: UTD/Hickler/B24F2); repaired at a cost of \$29,350 and returned to service in October 69 (Minutes ExCom-AACL/AAM of 23 September 69 and 14 October 69, in: UTD/CIA/B8F3); on 28 January 70, the right gear of N359F collapsed on landing at Phou So (LS-57), Laos, substantially damaging the right main landing gear, the propeller, and the engine; nobody on board - PIC L. I. Wiehrdt, Trainee Captain J. E. Markham, and six indigenous people - was injured and the aircraft was repaired (XOXO of 28 Jan. 70, in: UTD/Hickler/B25F10; a photo of this accident can be found in the John Anthony collection at TTU); on 22 March 70, a fuel barrel ran into the rotating propeller of N359F at Nam Lieu (LS-118A), damaging the propeller; repaired (XOXO of 23 March 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); sustained minor damage to the tail cone during landing roll on the rough landing strip at Ban Vieng (LS-135) in Laos on 19 November 70; repaired and returned to service on 22 November 70 (XOXO of 19 Nov. 70, in: UTD/Hickler/B25F10); Minutes ExCom-AACL/AAM of 24 November 70, in: UTD/CIA/B8F4); still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); hit by ground fire in Laos on 30 December 71, damaging the engine compartment; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); the engine failed on final approach to Phou San (LS-336) in Laos on 18 January 72, causing substantial damage to the main landing gear and to the wing; repaired and returned to service on 29 January 72 (XOXO of 18 Jan. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 25 January 72, in: UTD/CIA/B9F7); made a crash-landing after reported explosion on climb out at Ban Xieng Lom (LS-69) in Laos on 7 April 72, causing substantial damage to the landing gear and the fuselage; repaired and returned to service on 14 April 72 (XOXO of 7 April 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 14 April 72, in:

UTD/CIA/B9F7); on 22 April 72, N359F suffered a heavy rudder movement during take-off from Ban Xon (LS-272) (Report by PIC R. H. Gaines, in: UTD/CIA/B29F2); on 25 April 72, N359F suffered a rudder trim problem during take-off from Long Tieng (LS-20A) (Tele notice dated 25 April 72, in: UTD/CIA/B29F4); made a wheels up landing in a rice paddy, circumstances unknown (a photo is preserved in: UTD/Anthony/F6); believed repaired; assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract F04606-71-C-0002 for use out of Udorn 1 November-31 December 73; stored at Udorn at least 1-28 February 74 and 1-30 April 74 (F.O.Circulars of 1 November 73, 1 December 73, and 1 April 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); landed short of a minefield, circumstances unknown (a photo is preserved in: UTD/Anthony/F6); repaired; ferried by Air America pilot Capt. Noland from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01) on 23 June 74 (Udorn daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2).

Fate: had been boxed and was ready for shipment, waiting at Tan Son Nhut airport, Saigon, but was abandoned there on 29 April 75, amounting to a loss of \$ 119,002.46; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Fairchild PC-6C/H-2 N358F	2016	16 Nov. 67	N358F of Intermountain Aviation, Marana, AZ; previously N358F of Fairchild Hiller Corp, Rockville, MD
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Service history: bought from Intermountain Aviation on 16 November 67; registered to Air America on 4 March 68 (Status as of 28 March 74, in: UTD/CIA/B56F3); officially acquired by Air America only on 31 December 67 (List "Accumulated costs as of 30 Nov. 68", in: UTD/CIA/B40F8); assigned to contract AID/VN-23 for use out of Saigon as a call aircraft on 18 March 68, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use out of Saigon 16-30 June 69 (F.O.Circular, in: UTD/Hickler/B8F7B); struck the spinner of Helio XW-PBT, while landing at Sadeo (V-242), South Vietnam, on 25 September 68 (XOXO of 25 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; on 25 November 68, a USAID employee sitting in N358F received a bullet from outside at coordinates XS 1700; as the wound was minor and as the aircraft did not receive structural damage, the trip was continued to Can Tho (V-17), where the passenger was brought into a hospital (XOXO of 25 Nov. 68, in: UTD/Hickler/B26F17); was not assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); used out of Vientiane at least between 1 October 69 and 28 July 71 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); appeared in the *Air*

America documentary; hit by ground fire during the rescue operation of the ill-fated Bell 205 XW-PFF at Echo pad UG 0470, Plain of Jars, on 17 January 70 (Accident report, in: UTD/Hickler/B24F2; Minutes Ex Com-AAAC/AAM of 27 January 70, in: UTD/CIA/B8F4; see also Robbins, *Air America*, pp. 149-50); on 22 January 70, N358F received battle damage at coordinates QC 0906 near Ban Nong Tong (LS-209); one Lao passenger was seriously injured and later brought to hospital; the aircraft, which had received several holes, was repaired (XOXO of 22 Jan. 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); in use out of Udorn on 18 and 20 September 70 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID-493-66 for use out of Udorn 1-31 July 71 (F.O.Circular of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); damaged by a C-130 prop wash while taxiing at Korat (T-13) in Thailand on 9 August 72; the main tires blew out, and the tail wheel assembly separated from the aircraft, damaging the right wheel assembly and the right aileron; repaired and returned to service on 12 August 72 (XOXO of 9 Aug. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAAC/AAM of 22 August 72, in: UTD/CIA/B9F7); a photo of N358F, probably taken at Udorn in 1972/3, can be found in the A. Cates collection at TTU (no. VA024802); at Udorn 2 March 73 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga) and 18 April 73 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); maintained by Air America, Udorn, at least between 1 January 72 and 30 June 73 (Assigned, Maintained Aircraft, 1 January 72 to 1 June 73, in: UTD/Bisson/B5 microfilm reels 23/4); assigned to contract AID-493-66 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); a photo is preserved in: UTD/Landry/B1F2; based at Bangkok in August 73, but supported the Chiang Mai operations for some days (Report by R. E. Dawson dated August 73, in: UTD/CIA/B18F4); still assigned to contract AID-493-66 for use out of Bangkok 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); used as a spare aircraft at Bangkok 1-28 February 74 and 1 April-31 May 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O. Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: had been boxed and was ready for shipment, waiting at Tan Son Nhut airport, Saigon, but was abandoned there on 29 April 75, amounting to a loss of \$ 59,664,19; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Fairchild PC-6C/H-2 N355F	2013	18 Feb. 69	N355F of Intermountain Aviation, Marana, AZ; previously N355F with Fairchild Hiller Corp, Rockville, MD; visited Gatwick flown by "World Aviation Services" on 23 March 69, probably on delivery; a photo was
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published in: *Air-Britain Digest*, June 69, p. 170, when it was still in Intermountain colors

Service history: bought from Intermountain Aviation on 18 February 69; registered to Air America on 17 March 69 (Status as of 28 March 74, in: UTD/CIA/B56F3); on 11 July 69, the cockpit door of N355F came off, when the propeller reversed after landing at Tha Tam Bleung (LS-72), Laos, damaging the propeller; repaired (XOXO of 11 July 69, in: UTD/Hickler/B25F9); in use out of Vientiane at least between 2 September 69 and 28 August 72 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F; Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); assigned to contract AID-439-713 for use out of Vientiane 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); appeared in the *Air America* documentary; current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 26 July 71, N355F, flown by PIC Ray Randell, was hit by ground fire while making a drop; nobody in the aircraft was injured, but the aircraft made an emergency landing at Bouam Long (LS-32), causing substantial damage (XOXO of 26 July 71: UTD/Hickler/B25F11); a photo is preserved in UTD/Anthony/F9, showing N355F without titles or flag at Vientiane between 71 and 73; had an accident, circumstances unknown (a photo is preserved in: UTD/Hickler/B24F5); still assigned to contract AID-439-713 for use out of Vientiane 1-30 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); in temporary storage at Udorn 1 November-31 December 73, 1-28 February 74, and 1-30 April 74 (F.O.Circulars of 1 November 73, 1 December 73, and 1 April 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C).

Fate: had been boxed and was ready for shipment, waiting at Tan Son Nhut airport, Saigon, but was abandoned there on 29 April 75, amounting to a loss of \$ 79,738.14; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Pilatus PC-6C/H-2	N180K	550	March 69?	N180K of Fairchild Stratos Corp., Hagerstown, MD, as a PC-6A (see the photo published in: <i>Air-Britain Digest</i> , Winter 2000, p.9); converted to PC-6C/H-2; visited Gatwick on 23 March 69 in "World Aviation Services" titles,
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probably on delivery

Service history: not current with Air America in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

Fate: totally destroyed in a mid-air collision with USAF Cessna U-17A 65-10853 about 1 kilometer north of Moung Nham (LS-63), Laos, on 29 April 71, killing the pilot, Harry E. Mulholland, and 3 indigenous passengers (XOXO of 29 April 71: UTD/Hickler/B25F11; Accident synopsis, in: UTD/Anthony/F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2); deregistration was requested on 16 June 71 (Letter by Clyde S. Carter dated 16 June 71, in: UTD/CIA/B15F1).



PC-6C N3612R somewhere in northern Thailand in 1973
(*Air America Log*, vol. VII, no. 3, 1973, p. 5)

Fairchild PC-6C/H-2	N3612R	2033	11 June 71	N3612R of Fairchild Hiller Corp, Rockville, MD
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Service history: bought from Fairchild Industries on 11 June 71; registration was requested on 22 June 71 (Letter by Clyde S. Carter dated 22 June 71, in: UTD/CIA/B15F1); registered to Air America on 31 August 71 (Status as of 28 March 74, in: UTD/CIA/B56F3); arrived at Vientiane on delivery on 26 June 71; assigned to contract AID-493-66 for use out of Chiang Mai since 3 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); on 5 July 71, N3612R caught a power line upon landing at Muang Nan (T-509), causing cuts in the left wing; repaired (XOXO of 5 July 71: UTD/Hickler/B25F11); at Chiang Mai, Thailand, on 4 April 73, where it was based; a photo was published in: *Air America Log*, vol. VII, no. 3, 1973, p. 7; used out of Chiang Mai, Thailand, still assigned to contract AID-493-66 for use out of Chiang Mai 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used in anti-narcotic and reconnaissance operations in August 73; during taxi and turn-around before take-off from Ban Mae Raeng (T-551), Thailand, on 26 August 73, the tail wheel of N3612R dropped in a hole and broke; it was repaired on 27 August 73 at Udorn and returned to service on 28 August 73 (XOXO of 26 Aug. 73, in: UTD/Hickler/B25F12; Report by R. E. Dawson dated

August 73, in: UTD/CIA/B18F4); still assigned to contract AID-493-66 for use out of Chiang Mai, Thailand, 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract F04606-71-C-0002, Order 12, for use out of Chiang Mai at least 1-28 February 74 and 1 April-31 May 74 (F.O.Circular of 1 February 74, in: UTD/CIA/B51F21; F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); ferried from Bangkok to Saigon on 1 July 74, when the Bangkok base was phased out; the pilot was R. E. Dawson (Telex dated 1 July 74, in: UTD/CIA/B18F4; Bangkok daily flight schedule of 1 July 74, in: UTD/Hickler/B5F10).

Fate: sold to Evergreen Helicopters, McMinnville, OR, on 23 August 74 at a price of \$ 131,750 (Summary of aircraft sales, in: UTD/CIA/B40F6); deregistration was requested on 9 October 74 (Letter by H. A. Allain, in: UTD/CIA/B17F3); regd. to Evergreen Helicopters Inc., McMinnville, OR, on 18 October 1974; used as a spraying aircraft in Upper Volta (Minutes ExCom-AAAC/AAAM of 10 September 74, in: UTD/CIA/B10F1); still current on 31 October 82; cancelled as destroyed on 7 March 2000 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).



Air America PC-6C N365F in temporary storage at Udorn in October 73, displaying its
“cowcatcher”

(with kind permission from Ward S. Reimer)

Fairchild PC-6C/H-2	N365F	2022	11 June 71	probably N365F of Fairchild Hiller Corp, Rockville, MD
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Service history: bought from Fairchild Hiller on 11 June 71; registration was requested on 22 June 71; registered to Air America on 31 August 71 (Status as of 28 March 74, in: UTD/CIA/B56F3; Letter by Clyde S. Carter dated 22 June 71, in: UTD/CIA/B15F1); arrived at Vientiane on delivery on 26 June 71; assigned to contract AID-439-342 for use out of Vientiane on 1 July 71, to at least 31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Vientiane at least between 4 July 71 and 22 August 72 (F.O.Circular of 15 July 71, in: UTD/Hickler/B8F7B; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); made a forced landing at Ban Hong Sa (LS-62), Laos, on 13 November 71 after engine failure (Accident report, in: UTD/Anthony/F4); repaired; cargo jettisoned when the drop doors opened on take off from an unknown airstrip in Laos on 31

January 72, damaging the underside of the fuselage; repaired and returned to service on 3 February 72 (Minutes ExCom-AAACL/AAM of 22 February 72, in: UTD/CIA/B9F7); damaged on the ground at Nong Kha (LS-333), Laos, on 20 March 72, when the left landing gear collapsed after rolling into a large hole off the edge of the landing area; during the evening, the airframe blew upside down on the runway surface (XOXO of 20 March 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/Anthony/F4; photos in UTD/Anthony/F6); repaired and returned to service on 7 April 72 (Minutes ExCom-AAACL/AAM of 14 April 72, in: UTD/CIA/B9F7); a photo is preserved in UTD/Anthony/F9; at Udorn on 30 April 72 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 13 February 73, N365F received substantial damage to the underside of the fuselage, the tail gear, and the tail cone at an unknown airstrip in Laos; repaired (Accident note to the USAF, dated 15 Feb. 73, in: UTD/CIA/B32F1); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); in temporary storage at Udorn 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); stored at Udorn at least 1-28 February 74 and 1-30 April 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O.Circular of 1 April 74, in: UTD/Hickler/B8F7C); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C).

Fate: was in process of crating at Tan Son Nhut airport, Saigon, and was abandoned there on 29 April 75, amounting to a loss of \$ 119,436.32; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Fairchild PC-6C/H-2 N366F

2023

22 June 71

probably N366F of Fairchild Hiller Corp, Rockville, MD

Service history: bought from Fairchild Hiller on 11 June 71; registration was requested on 22 June 71 (Status as of 28 March 74, in: UTD/CIA/B56F3; Letter by Clyde S. Carter dated 22 June 71, in: UTD/CIA/B15F1); probably registered to Air America in July or August 71; arrived at Vientiane on delivery on 26 June 71; used at Vientiane 5-31 July 71 as a spare aircraft for daily calls (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); based at Vientiane; in use out of Vientiane at least between 3 September 71 and 9 September 72 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]; photos were published in: *Air America Log*, vol. V, no. 6, 1971, p. 6, and UTD/Maxwell/B2F1); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); on 22 June 73, the left main landing gear shock strut of N366F bent and broke upon landing at Ban Nam Luang (LS-313), damaging the left side of the fuselage; repaired (XOXO of 22 June 73, in: UTD/Hickler/B25F12); in temporary storage at Udorn 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); stored at Udorn at least 1-28 February 74 and 1-30 April 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O.Circular of 1 April 74, in:

UTD/Hickler/B8F7C); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C).

Fate: was disassembled awaiting crating at Tan Son Nhut airport, Saigon, scheduled for 29 April 75, but was abandoned there on 29 April 75 during the evacuation, amounting to a loss of \$ 122,403,62; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Fairchild PC-6C/H-2 N5302F 2048 22 June 72 N5302F of Fairchild Industries Inc., Hagerstown, MD

Service history: bought from Fairchild Industries on 22 June 72; application for Certificate of Registration on 26 June 72; registered to Air America on 7 July 72 (Letters by Clyde S. Carter dated 26 June 72 and 20 July 72, in: UTD/CIA/B15F2; Status as of 28 March 74, in: UTD/CIA/B56F3); ferried from Hagerstown, MD, to Vientiane by Southern AT L-100 in July 72 (Letter by Paul C. Velte dated 21 June 72, in: UTD/CIA/B15F2); used on flights for USAID and their sub units in late 1972, for example from Vientiane (L-08) to Phong Hong (LS-133) and back to Vientiane (L-08) for EDU-337 on 17 November 72 (Vientiane daily flight schedule of 17 November 1972, in: UTD/Severson/B1F7; explanation by Jim Pearson in his e-mail dated 3 December 2004, kindly sent to the author); assigned to contract F04606-71-C-0002 for use out of Vientiane at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); at Long Tieng in June 73 (a photo is preserved in: UTD/Jenkins); assigned to contract F04606-71-C-0002 for use out of Udorn 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); stored at Udorn at least 1-28 February 74 and 1-30 April 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O.Circular of 1 April 74, in: UTD/Hickler/B8F7C); used as spare aircraft at Bangkok 1-31 May 74 (F.O. Circular of 1 May 74, in: UTD/Hickler/B8F7C); ferried by Air America pilot Captain Soelberg from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01) on 23 June 74 (Udorn daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2).

Fate: sold to Evergreen Helicopters Inc, McMinnville, OR, on 24 February 75 (Summary of Aircraft Sales, in: UTD/CIA/B40F6); flew Oporto-Shannon-Reykjavik on 15-18 January 77; transferred to Evergreen International Airlines, Marana, AZ in 1978 (?); current in 1978-80, not current in 1981; at Anchorage-Merrill Field on 24 July 80 without titles; a photo was published in: *Air Britain Digest*, March-April 81, p. 45; at Fort Lauderdale on 5 May 81 (*North American Aviation News*, 82, p. 28); sold to Transamazonica Colombia, Villavicencio, as HK-2993X in 1983; re-registered as HK-2993 in 1985 (?); current in February 1986; the fuselage was noted at Bogotá in September 97 (*Air Britain News*, November 97, p. 1344); sold to Sunny S Aviation, Fort Lauderdale, FL, as N5302F in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>); canx 18 December 2012; sold as YV-192P, YV-1912.

Fairchild PC-6C/H-2 N5304F 2049 July 72 N5304F of Fairchild Industries Inc, Hagerstown, MD

Service history: not current on 15 July 71; ferried from Hagerstown, MD, to Vientiane by Southern AT L-100 in July 72 (Letter by Paul C. Velte dated 21 June 72, in: UTD/CIA/B15F2); registration requested on 26 June 72, obtained by 20 July 72 (Letters by Clyde S. Carter dated 26 June 72 and 20 July 72, in: UTD/CIA/B15F2); on 26 February 73, N5304F received minor damage to the right elevator, right horizontal stabilizer, and right aileron; repaired (Accident note to the USAF, dated 27 Feb. 73, in: UTD/CIA/B32F1); on 27 February 73, the tail gear of N5304F was damaged; repaired (Accident note to the USAF, dated 28 Feb. 73, in: UTD/CIA/B32F1); assigned to contract F04606-71-C-0002 for use out of Vientiane at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract F04606-71-C-0002 for use out of Udorn 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); a photo is preserved in: UTD/Hiffler (Sm. Coll.2).

Fate: ground-looped at Ban Boua Mu (LS-367), Laos, near Long Tieng, on 25 November 73; while N5304F, piloted by Captain P. M. Severson, was landing on runway 13 at LS-367 on short final, a gust of crosswind from the left forced the aircraft off the right side of the runway. The pilot added power in an attempt to recover, but the landing gear contacted a tree stump, shearing the gear. The aircraft then caught fire and was subsequently destroyed. The pilot and the passengers were uninjured, however, one indigenous woman was struck by the aircraft, transported to the hospital at Ban Xon (LS-272), but died some days later due to her injuries. Captain Severson returned to Udorn via CASI DHC-6 XW-PHP on 25 November 73 (XOXOs of 25 November to 11 December 73, in: UTD/Hickler/B25F12; Accident report, in: UTD/CIA/B62F5).

Fairchild PC-6C/H-2 N367F 2024 July 72 N367F of Fairchild Industries Inc, Hagerstown, MD

Service history: originally bought from Fairchild Hiller on 22 June 71; application for registration on 26 June 71; registered to Air America on 7 July 71 (Status as of 28 March 74, in: UTD/CIA/B56F3); probably, this deal fell through; not current on 1 July 71; ferried from Hagerstown, MD, to Vientiane by Southern AT L-100 in July 72 (Letter by Paul C. Velte dated 21 June 72, in: UTD/CIA/B15F2); registration requested on 26 June 72, obtained by 20 July 72 (Letters by Clyde S. Carter dated 26 June 72 and 20 July 72, in: UTD/CIA/B15F2); based at Vientiane; in use at least between 16 July 72 and 4 September 72 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); assigned to contract F04606-71-C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); a photo is preserved in: UTD/Anthony/F9, taken at Vientiane between 72 and 73 and showing N367F without titles or flag; assigned to contract F04606-71-C-0002 for use out of Udorn 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); stored at Udorn at least 1-28 February 74 and 1-30 April 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21; F.O.Circular of 1 April 74, in: UTD/Hickler/B8F7C); used as spare aircraft at Bangkok 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); still on 23 June 74 (Udorn daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2); ferried from Bangkok to Saigon on 1 July 74, when the Bangkok base was phased out; the pilot was Capt. G.

H. Wilkinson (Telex dated 1 July 74, in: UTD/CIA/B18F4; Bangkok daily flight schedule of 1 July 74, in: UTD/Hickler/B5F10).

Fate: had been disassembled and was awaiting crating at Tan Son Nhut airport, Saigon, scheduled for 29 April 75, but was abandoned there on 29 April 75 during the evacuation, amounting to a loss of \$ 121,032,41; this was reported to the FAA on 11 June 75, but it was requested that the registration should be maintained; confirmation on 2 June 77 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Letters by Clyde S. Carter dated 11 June 75 and 2 August 77, in: UTD/CIA/B17F4 + B18F10; Survey report dated 21 July 75, in: UTD/CIA/B18F7; List of abandoned properties, in: UTD/CIA/B18F7; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; Report dated 28 May 75, in: UTD/CIA/B18F7); still registered to Air America in the USCAR of 1977; no longer registered on 31 October 82.

Problems and errors:

- The Air America PC-6 given as lost at an unknown airstrip in Laos on 18 August 70 in the list "Company operated aircraft lost or destroyed" (in: UTD/CIA/B1F10) in reality was Helio XW-PGF (c/n 568), which lost control during take-off from Ban Nam Feng (LS-223), Laos, on 18 August 70 (XOXO of 18 August 70, in: UTD/Hickler/B25F10).
- an unknown Air America PC-6 was damaged in a short landing after the engine had failed; no injuries, probably in 71 or 72, place and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- an unknown Air America PC-6 crashed near Sayaboury (L-23), Laos, date unknown (a photo was published in: Yearbook 1984, in: UTD/Wharton/B1F3).