

**AIR AMERICA: BEECH / VOLPAR TURBO BEECH 18:**  
**by Dr. Joe F. Leeker**



Air America C-45s at rainy Saigon airport in the mid-sixties  
(with kind permission from Ward S. Reimer)

**I) The types of missions flown by Air America's Beech 18s, Beech Ten-Twos, and Volpar Turbo Beech aircraft:**

In the sixties and the early seventies, Air America was probably one of the world's largest operators of Twin Beeches. There were three different types of aircraft used. The first aircraft bought were Beech C-45Gs, two of which (N7950C and N7951C) were introduced in Laos in 1960 where they were used to transport MAAG and CIA personnel and supplies to small airstrips. Both aircraft left Laos in 1963/64 and moved to South Vietnam where Air America started to build up a huge fleet of more than 30 Beech 18s since 1963. While those original Beech C-45s and most of the aircraft acquired later had a maximum take-off weight of 8,750 lb., including a useful load of 2,150 lb., which allowed them to fly 900 s. m. at 175 mph., some 12 of the C-45s were converted to "Ten-Two" in 1963 and 1964. Although the engine remained the same, a P & W R-985 with 450 b.h.p., the new aircraft had a maximum take-off weight of 10,200 lb. (hence its name "Ten-Two"), including a useful load of 3,350 lb., which allowed it a range of 915 s. m. This increased performance was achieved by a power plant modification, a stabilizer incidence increase, new gear doors, and aerodynamically improved wing tips. Finally, since 1966 a total of 14 Air America Beech C-45s was converted by Air Asia, Tainan, to Volpar Turbo Beech, whose two Garrett TPE-331-47 turbo-prop engines gave it a maximum take-off weight of 10,286 lb., including a useful load of 3,886 lb., a true air speed of 245 mph. and a range of 1,040 s. m. (*Air America Log*, vol. II, no. 5, 1968, p. 1). In their new role in South Vietnam, all three versions flew for USAID and for the US military, transporting people like CIA or *Phoenix* personnel and a variety of goods which ranged from typewriters to life animals or hand grenades. George Taylor recalls that he "did at different times fly American military personnel around to different stops in Vietnam on the C-45" (e-mail dated 18 May 2005, kindly sent to the author by George Taylor). It seems, however, that the Volpars were mainly used for passengers, including courier services for the US Embassy,

while the older C-45s and Ten-Twos were used for cargo. Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in that country were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 12-15 and 81/2). Other Beech 18s were operated outside South Vietnam in the mid-sixties, in part adopting special color schemes: N343T was operated by *Scheduled Air Services Ryukyus* out of Naha, Okinawa, between 1964 and 1967; this aircraft had airline style titles. N5454V was operated by ARPA's Combat Development and Test Center in Thailand as a sprayer aircraft for "aerial application of herbicides" (Minutes ExCom-AAM of 11 June 63, in: UTD/CIA/B3F4); this aircraft was "disguised" as a private agricultural plane. And N5269V was also operated in Thailand under the provisions of the contract with the Royal Thai Border Patrol Police and used for communications and parachute training; this aircraft had a red belly. In late 1966, two Volpars were transferred to Udorn and equipped for high sensitive photo reconnaissance, and these two aircraft (N9542Z and N9671C) were used on reconnaissance missions from Udorn until March 74. In March 1967, a number of Volpars were transferred to Savannakhet in Southern Laos and used on an Aerial Survey Project, which collected and relayed signals received from road watcher teams hidden close to the Ho Chi Minh Trail; those night missions could last more than 12 hours. When this project was terminated by the end of 1968, the Volpars returned to South Vietnam, but later, another Volpar (N3728G) was equipped for special photo missions, while all regular Volpars were equipped to carry 10 passengers and had even air conditioning, although they could also be used for air drops (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). During the late sixties, most C-45s and Ten-Twos were inactivated, so that only the Volpars remained active until the end, four of which (N9838Z, N7695C, N9157Z, and N91295) even flew for *ICCS Air Services* in 1973.

## II) Statistics according to official Air America documents:

Total number of C-45/Volpars used:

- 1) **1960:** a **total** of 2 Beech 18s were operated in Laos in July 60 (Minutes BoD-AAM of 19 July 60; in: UTD/CIA/B3F1)
- 2) **1962:** a **total** of 2 Beech 18s was operated (Minutes ExCom-AACL of 23 January 62, in: UTD/CIA/B7F1)
- 3) **1963:** - the purchase of 2 Beech 18s was approved in April 63 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4), but **3 more** C-45s were **bought** in **April 63** (Minutes ExCom-AAM of 14 May 63, in: UTD/CIA/B3F4: N137L, N9112R and N9521Z)
  - the purchase of **2 more** Ten-Twos was **approved** in **June 63** (Minutes ExCom-AAM of 11 June 63, p. 3, in: UTD/CIA/B3F4)
  - the purchase of **2 more** Beech 18s was **approved** in **July 63** (Minutes ExCom-AAM of 9 July 63, p. 2, in: UTD/CIA/B3F4)

**> a total of 7 Beech 18s was acquired in 1963**

**Conversions to 10-2 ("Ten-Two"):**

  - **2 conversions** were **approved** in **March 63** (Minutes ExCom-AACL of 12 March 63, in: UTD/CIA/B7F2)
  - **3 more conversions** were **approved** in **May 63** (Minutes ExCom-AACL of 14 May 63, in: UTD/CIA/B7F2)

- **2 more conversions** were **approved in September 63**: this refers to 2 Beech C-45s approved in July 63 and newly bought in USA (Minutes ExCom-AAAC/AAAM of 20 September 63, in: UTD/CIA/B7F2); one of them was a “Ten-Two” sprayer operated for ARPA out of Bangkok; it departed the US in Nov. 63 and was ready at Bangkok in Dec. 63 (Minutes ExCom-AAAC/AAAM of 29 October 63 and 3 December 63, in: UTD/CIA/B7F2)

> **a total of 7 Beech C-45s was converted to Ten-Two in 1963**

4) **1964**: - the purchase of **3 Beech 18s** for conversion to “Ten-Two” was **approved in August 64**, i.e. 2 for US Army SVN, 1 for USAID-Vietnam (Minutes ExCom-AAAC/AAAM of 11 August 64, in: UTD/CIA/B7F3)

- the purchase of **1 Beech 18** for conversion to “Ten-Two” was **approved** for USAID-Vietnam in **September 64** (Minutes ExCom-AAAC/AAAM of 15 September 64, in: UTD/CIA/B7F3)

- the purchase of 3 more C-45s was **approved in November 64** (Minutes ExCom-AAAC/AAAM of 20 November 64, in: UTD/CIA/B7F3), **2 Beech C-45s** were **acquired in November 64** (Minutes ExCom-AAAC/AAAM of 1 December 64, in: UTD/CIA/B7F3)

- the third C-45 which had been approved in November 64 was acquired in November / December 64 (Minutes ExCom-AAAC/AAAM of 5 January 65, in: UTD/CIA/B7F4); one of these three C-45s was converted to Ten-Two

> **a total of 7 Beech C-45s was acquired in 1964, including 5 conversions to Ten-Two**

> the **total** of Beech 18s at the end of 1964 was “15” (Minutes ExCom-AAAC/AAAM of 20 November 64, in: UTD/CIA/B7F3)

5) **1965**: - the purchase of **1 Beech Volpar** prototype was **approved in January 65** (Minutes ExCom-AAAC/AAAM of 12 January 65, in: UTD/CIA/B7F4), but the aircraft was not delivered in 1965 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1)

- the purchase of **8 Beech 18s** was **approved in April 65** (Minutes ExCom-AAAC/AAAM of 6 April 65, in: UTD/CIA/B7F4)

- the purchase of **4 Beech C-45s** was **approved in July 65** (Minutes ExCom-AAAC/AAAM of 6 July 65, in: UTD/CIA/B7F4)

- the purchase of **4 more Beech C-45s** was **approved in August 65** (Minutes ExCom-AAAC/AAAM of 29 September 65, in: UTD/CIA/B7F4)

> **a total** of 30 (Minutes ExCom-AAAC/AAAM of 27 July 65, in: UTD/CIA/B7F4)

- the addition of **2 C-45s** to the AID-430-1092 contract was **approved in October 65** as soon as they were available (Minutes ExCom-AAAC/AAAM of 13 October 65, in: UTD/CIA/B7F4); apparently two additional Beech C-45s (N9592Z and N3728G) were bought in October 65.

> **a total of 18 Beech C-45s was acquired in 1965**

6) **1966**: - **6 conversions to Volpar**, **approved on 23 March 66** (Minutes ExCom-AAAC/AAAM of 23 March 66, in: UTD/CIA/B8F1); the first conversion (N7695C) was completed on 15 June 66, the second (N6154U) on 25 June 66 (Minutes ExCom-AAAC/AAAM of 25 May 66, in: UTD/CIA/B8F1)

- **6 more conversions** recommended on **31 August 66** (Minutes ExCom-AAAC/AAM of 31 August 66, in: UTD/CIA/B8F1)  
> **a total of 12 Volpar conversions in 1966**  
Inventory of 1 Feb. 66, in: UTD/Herd/B2: 31
- 7) **1967:** - the **purchase of 2 Ten-Two** was approved in April 67 for **mid-67** (Minutes ExCom-AAAC/AAM of 11 April 67, in: UTD/CIA/B8F2); 1 departed Wichita, KS, on 24 May 67, and 1 was acquired in June 67 (Minutes ExCom-AAAC/AAM of 23 May 67, in: UTD/CIA/B8F2)  
> **total in March 67:** 12 Volpars, 10 Ten-Twos, 11 C-45s (Minutes ExCom-AAAC / AAM of 14 March 67, in: UTD/CIA/B8F2)  
> **total in late (?) 67:** 34 Beech 18s [= 9 C-45s, 12 Ten-Twos, 13 Volpars] according to *Air America Log*, vol. V, no. 2, 1971, p. 2
- 8) **1968:** > **total in 68:** 32 C-45/Volpars [= 14 Volpars, 11 Ten-Twos, 7 C-45s; see *Air America Log*, vol. II, no. 5, 1968, p. 1) >
- 9) **1969:** > **total in 69:** 31 C-45/Volpars [= 14 Volpars, 10 Ten-Twos, 7 C-45s; F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B]
- 10) **1971:** > **total in 71:** 16 C-45/Volpars in service [= 14 Volpars, 2 Ten-Twos; F.O.C. of 1 July 71, in: UTD/Hickler/B8F7B] >
- 11) **1972:** > **total in 72:** 7 C-45s + 8 Ten-Twos [6 inactivated] + 14 Volpars (Inventories of 31 March 72 > 30 November 72, in: UTD/CIA/B1F10)
- 12) **1973:** > **total in 73:** 16 C-45/Volpars in service [= 14 Volpars, 2 Ten-Twos], 13 aircraft stored at Tainan or Saigon [6 Ten-Twos, 7 C-45s] (F.O.C. of 1 November 73, in: UTD/Hickler/B8FC) >
- 13) **1974:** > **total in 74:** 16 C-45/Volpars in service [= 14 Volpars, 2 Ten-Twos], 13 aircraft stored at Tainan or Saigon [6 Ten-Twos, 7 C-45s] (F.O.C. of 1 November 73, in: UTD/Hickler/B8FC)

### III) The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
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C-45G N7950C, probably taken in Laos in the early sixties  
(UTD/Landry/B1F4)

#### A) Beech C-45s acquired in 1960:

Beech C-45G (10-2)	N7950C	AF-352	9 June 60	bought from Vance Breese; previously USAF 51-11795
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**Service history:** registered to Air America on 29 August 60 (Status as of 5 April 74, in: UTD/CIA/B56F3), but probably owned by Air Asia; was struck by a cable dangling from a jet passing overhead, when N7950C landed at Tainan, Taiwan, on 20 July 60 (Aircraft accidents 1960, in: UTD/CIA/B49F2); repaired; first C-45 acquired by Air America; officially bought by Air America only on 31 January 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8), probably owned by Air Asia before; had an in-flight collision with an unknown object over Laos on 20 May 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; current from June 62 to September 63; converted to Ten-Two before September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to contract AID-493-8 for use out of Bangkok before 24 January 64 (AAM aircraft availability of 1 February 64, in the

possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); Ten-Two assigned to contract DA92-321-PBC-1861 and based at Saigon for CSG, positioned Bangkok-Saigon on 24 January 64, was to be a 90 days call, but was released on 31 March 64; unassigned, but still based at Saigon in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); assigned to contract AF62(531)-1757 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); on 28 March 65, the pilot lost control of N7950C, when landing at Saigon (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 15 June 65, the pilot of N7950C lost control upon landing at Hue Phu Bia (V-06), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 28 July 65, the pilot of N7950C lost control upon landing at Tay Ninh (V-151), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 2 September 65, N7950C flew Saigon (V-1)-Vung Tau (V-5)-Can Tho (V-17)-Vinh Long (V-20)-Moc Hoa (V-51)-Mytho New-Saigon (Log book of Frank Bonansinga, checked by the author at Frank's home on 10 March 2004); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); 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); assigned to contract AID/VN-41 for use out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use at Saigon at least between 21 December 65 and 7 March 66; the right propeller struck the handle of a small fire bottle, while taxiing at Saigon on 12 November 68 (Accident report, in: UTD/Hickler/B24F7); repaired; photos are preserved in: UTD/Landry/B1F4, and in: UTD/Hickler/B28; current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); used at Chiang Mai on contract AID-493-66 until 30 June 71, but used for spares from Bangkok since 30 June 71; on 10 January 73, a flight of N7950C out of Bangkok was cancelled (XOXO of 10 Jan. 73, in: UTD/Hickler/B8F7); still used as a spare aircraft out of Bangkok 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/



C-45 N7950C at Bangkok in Sept. / Oct. 73, displaying full Air America colors  
(with kind permission from Ward S. Reimer)

Hickler/B8F7C); assigned to contract C-0002, Order 12, for use out of Bangkok 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still so on 31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); based at Tainan in late 74 (Undated aircraft list, in: UTD/CIA/B49F1) and in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** departure from Tainan to the Continental US was scheduled for 27 March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); stored in flyable condition in the custody of Air Asia CoLtd, Tainan, in 1975; at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); donated to the United States Marine Corps Museum, Marine Corps Base, Quantico, VA, on 14 October 75 (Letter by Clyde S. Carter dated 14 October 75, in: UTD/CIA/B17F4; Summary of aircraft sales, in: UTD/CIA/B40F6); deregistration was requested on 3 November 75 (Letter by Clyde S. Carter dated 3 November 75, in: UTD/CIA/B17F3); the aircraft is exhibited as "51-11795" (Ogden, *Aircraft museums and collections of the world*, vol. VI, p. 90); sale reported, Quantico, VA, on 31 October 82 and 31 December 82; on loan to the Dover Air Force Base Museum, Dover, DE, still as "51-11795", current in mid-1995 (Ogden, *Aircraft museums and collections of the world*, vol. VIII, p. 10); the registration N7950C was current in 1995, so it is probably still the official registration of the aircraft; still registered as "sale reported", Quantico Marine Base, Quantico, VA, in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Beech C-45G (10-2) N7951C AF-37 June 60? USAF 51-11480

**Service history:** second C-45 acquired by Air America; mentioned in a Memorandum dated 1 September 60 (in: UTD/Fink/B2F14) as purchased together with N7950C; officially bought by Air America only on 30 June 61 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8), probably owned by Air Asia before; current from June 62 to September 63; converted to Ten-Two before September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to contract AID-439-342 and based at Vientiane in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); assigned to contract AID-430-675 with USOM/Vietnam in July 64 and based at Saigon (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); when a fully armed RLAf T-28 exploded on the ramp of Vientiane airport on 24 January 65, several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby; in his report to the President of Air America, Dave Hickler notes that "51C" was one of the aircraft

that were damaged by flying metal (Report "Blow up", that is document no. GML-65-036H sent by Dave Hickler to Air America's President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005); again assigned to contract AID-439-342 for use out of Vientiane in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); on 20 January 66, the tail wheel of N7915C separated upon landing at an unknown location in Laos (Aircraft accidents 1966, in: UTD/CIA/B49F2); repaired; still assigned to contract AID-439-342 for use out of Vientiane in April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1); the landing gear collapsed upon landing at Bangkok (T-09) on 23 April 66, resulting in substantial damage to the aircraft, but in no personal injuries (XOXO of 23 April 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); photos of the accident are preserved in: UTD/Hickler/B32 and in the John Anthony collection preserved at TTU; Minutes ExCom-AAACL/AAM of 27 April 66, in: UTD/CIA/B8F1); repaired at \$ 17,300 by 11 May 66 (Minutes ExCom-AAACL/AAM of 11 May 66, in: UTD/CIA/B8F1); officially still assigned to contract AID-439-342 for use out of Vientiane in May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 26 May 66, both wing flaps of N7951C were damaged, when the aircraft landed on rocks which were on the runway at Ban Houei Sai (L-25) in Laos; repaired (XOXO of 26 May 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); still in use out of Vientiane in October 66 (Flight Crew Manning of Oct.66, in: UTD/Leary/I B3F4); photos were published in: *Air America Log*, vol. II, no. 5, 1968, p. 1 and (same picture) vol. V, no. 2, 1971, p. 2; a photo is preserved in: UTD/Hickler/B28. Assigned to contract AID/VN-23 on 10 November 67, when it was replaced on the AID-439-342 contract at Vientiane by N9157Z (Aircraft status as of 1 May 68, in: UTD/Herd/B2).

**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; 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 AID/VN-23 contract (XOXOs of 20 to 21 December 67; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2); photos of the wreck are preserved in: UTD/Hickler/B28.

#### **B) Beech C-45s acquired in 1963:**

Beech C-45G (10-2) N137L      AF-114      April 63      USAF 51-11557

**Service history:** 3rd C-45 acquired by Air America; converted to Ten-Two before September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); arrived at Tainan for modification in early May 63 (Minutes ExCom-AAACL of 23 April 63, in: UTD/CIA/B7F2); officially bought by Air America on 31 January 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract DA92-321-PBC-1861 and based at Saigon for CSG in February 64 and in April 64, still in July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004;



Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); had a taxi accident at Saigon (V-01) on 7 May 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); had a near miss with China Air C-46 CA-1 at Saigon on 20 April 66, when flown by Messrs. Hartel (PIC) and Bonansinga (co-pilot) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); skidded off the end of the wet runway at Tay Ninh City (V-151) on 13 July 66, damaging the landing gear, the prop, and the engine; returned to service on 1 August 66 (XOXO of 13 July 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 13 July 66, in: UTD/CIA/B8F1); on 14 July 67, the left wing of N137L was damaged by shrapnel, while the aircraft was parked at Danang (V-03); repaired (XOXO of 14 July 67, in: UTD/Hickler/B26F16); 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); in use at Saigon at least between 8 July 63 (UTD/Kirkpatrick, slide A 5416) and 5 February 69.

**Fate:** incurred substantial damage, when both the main landing gears retracted on landing rollout at Tra Vinh (V-52), South Vietnam, on 22 February 69; on 25 February 69, while the aircraft was being prepared for recovery to Saigon, it was destroyed by hostile action (XOXO of 22 Feb. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Dreifus/B1F9; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 11 March 69, in: UTD/CIA/B8F3; Memorial; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10).

Beech C-45G            N9112R            AF-248            April 63            USAF 51-11691

**Service history:** the purchase of this aircraft was mentioned in Minutes ExCom-AAM of 14 May 63, p. 4, in: UTD/CIA/B3F4; it arrived at Tainan for modification in early May 63 (Minutes ExCom-AAACL of 23 April 63, in: UTD/CIA/B7F2).

**Fate:** possibly abandoned and used for spares only (?); not current on 1 February 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); not on the 1 July 66 USCAR; not mentioned in the List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8.



Ten-Two N9521Z at Saigon on 8 July 63  
(UTD/Kirkpatrick, slide A 5417)

Beech C-45G (10-2) N9521Z AF-99 April 63 USAF 51-11542

**Service history:** 4th C-45 acquired by Air America; converted to Ten-Two before September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); arrived at Tainan for modification in early May 63 (Minutes ExCom-AAAL of 23 April 63, in: UTD/CIA/B7F2); officially bought by Air America on 31 January 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); Ten-Two assigned to USOM/Vietnam contract 61-002 at based at Saigon in February 64 and in April 64, still in July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); in use at Saigon at least between 8 July 63 (UTD/Kirkpatrick, slide A 5417) and 18 October 67; another photo is preserved in: UTD/Kirkpatrick/B29; on 16 February 65, the tail wheel of N9521Z collapsed at Phuoc Vinh (V-50), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 17 October 65, N9521Z was shot in the tail at Bac Lieu (V-58), when flown by Frank Bonansinga from Saigon to Soc Trang (V-16) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66, basic (Aircraft status as of 8 April

66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); had a gear up landing at Kien Giang (V-167), South Vietnam, on 24 November 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); back in service on 30 November 65 (Minutes ExCom-AAAL/AAM of 24 November 65, in: UTD/CIA/B7F4); made a very long flight on 5 June 66 when Frank Bonansinga flew it Saigon (V-01)-Nha Trang (V-07)-Tuy Hoa North (V-19)-Cheo Reo (V-27)-Nha Trang (V-07)-Phan Rang (V-28)-Dalat/Cam-Ly (V-08)-Dak To2 (V-34)-Kontum (V-15)-Cheo Reo (V-27)-Nha Trang (V-07)-Phan Thiet (V-11)-Nha Trang (V-07)-Saigon (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); needed an engine change at Cam Ranh Bay (V-192) on 6 June 66 (XOXO of 6 June 66, in: UTD/Hickler/B26F16); on 14 January 67, a passenger was injured when he disembarked from N9521Z at Nha Trang (V-07) and glided on the PSP (XOXO of 3 Feb. 67, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon 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 in June 69, but dead lined in August 69 after the accident (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

**Fate:** collided with US Army Mohawk 61-2712 and US Army U-6A 53-7937 during the landing roll at Vung Tau (V-05), South Vietnam, on 26 July 69, causing serious injuries to the pilot, and to 3 American and 1 Vietnamese passenger; 3 American passengers and one person on the ground received minor injuries; the aircraft received extensive damage and was considered as not repairable and destroyed (XOXO of 26 July 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Dreifus/B1F9; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; Minutes ExCom-AAAL/AAM of 8 July 69, in: UTD/CIA/B8F3; a photo of this accident was published in: Love, *Wings of Air America*, p. 101).



Ten-Two N5269V at Bangkok, probably in 1967  
(UTD/Hickler/B33)

Beech C-45G (10-2) N5269V      AF-57      25 May 63      bought from First Insurance Finance Co  
N5259V; previously  
USAF 51-11500

**Service history:** 5th C-45 acquired by Air America; registered to Air America on 12 June 63 (Status as of 5 April 74, in: UTD/CIA/B56F4); 5th C-45 acquired by Air America; converted to Ten-Two before September 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially bought by Air America on 31 January 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); Ten-Two assigned to the Royal Thai Border Patrol Police contract no. 62-38 and based at Bangkok in February 64, April 64, still in July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); a photo, on which the aircraft displays a red and blue color scheme and which probably taken at Bangkok in the early 60ies is preserved in: UTD/Kirkpatrick/B33; a photo taken in 1967 is preserved in: UTD/Hickler/B29; assigned to contract AID-493-66 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, basic (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); in use out of Saigon at least between 10 February 67 and 30 May 67; assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon on 9 January 68, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 9 September 68, PC-6 N748N taxied into N5269V at Danang airport (V-03); repaired (XOXO of 9 Sept. 68, in: UTD/Hickler/B26F17); assigned to contract AID/VN-41 for use out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 6 October 69, it overran the runway at Can Tho (V-17), South Vietnam, due to an ineffective braking action on the wet runway; while taxiing back, the aircraft wheel sank in mud at the bottom of a shallow drainage ditch and the right propeller struck a loose piece of perforated steel planking which was in the drainage ditch resulting in minor propeller blade damage; nevertheless, the aircraft was back to service the same day (XOXO of 6 Oct. 69, in: UTD/Hickler/B25F9; Minutes ExCom-AAACL/AAM of 14 October 69, in: UTD/CIA/B8F3); put into inactive storage at Tainan on 12 December 69; aircraft surveyed and the asset written off the books on 27 February 71 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C.s of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan on 10 December 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 19 December 74 (Letter by Clyde S. Carter dated 19 December 74, in: UTD/CIA/B17F3); the registration was cancelled on 23 December 74 as scrapped.

Beech C-45H (10-2) N6622C      AF-506      23 Sept. 63      bought from Civil Air  
Patrol, Wyoming Wing;  
previously USAF 52-  
10576

**Service history:** 6th C-45 acquired by Air America; registered to Air America on 25 October 63 (Status as of 5 April 74, in: UTD/CIA/B56F4); officially bought by Air America on 31 March 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); Ten-Two assigned to contract AF62(531)-1757 on 14 December 63 and based at Saigon February 64 and in April 64, still in July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); on 28 January 65, N6622C suffered from an in-flight loss of the propeller blade tip near Udorn, Thailand (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 17 May 65, N6622C taxied into an obstruction at Ban Me Thuot (V-86) (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; assigned to contract AF49(604)-4395 in November 65 and based at Saigon (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 26 July 66, N6622C made an emergency landing at Dalat / Lien Khuong (V-09) due to low fuel (XOXO of 26 July 66, in: UTD/Hickler/B26F16); 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); on 20 July 68, N6622C nosed up upon landing at Nha Trang (V-07); repaired (XOXO of 20 July 68, in: UTD/Hickler/B25F14); assigned to contract AF 0005 for use out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Saigon at least between 15 December 65 and 12 July 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); put into inactive storage at Saigon on 1 February 70; aircraft surveyed and written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Saigon on 1 May 74 (F.O.C.s of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** originally sold for scrap to a South Vietnamese company on 5 October 74; the cancellation "as scrapped" was requested on 7 October 74 (Letter by Clyde S. Carter dated 7 October 74, in: UTD/CIA/B17F3); unable to get government approval prior to evacuation; so the aircraft was actually abandoned on 29 April 75 (Summary of sales, in: UTD/CIA/B40F6).



Ten Two N9573Z Kien Giang (V-167) on 16 January 67, lifted up by a US Army Chinook  
(with kind permission from Ward S. Reimer)

Beech C-45G (10-2) N9573Z      AF-97      27 Sept. 63      bought from Syl Raedeke;  
previously      USAF      51-  
11540

**Service history:** 7th C-45 acquired by Air America; registered to Air America on 8 October 63 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); inducted Tainan on 21 October 63 for conversion to Ten-Two; estimated time of return on 3 February 64; (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); assigned to USOM/Thailand contract AID-493-8 and based at Bangkok until released on 28 February 64; unassigned in April 64, but still based at Bangkok (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); a passenger released the cabin door in-flight near Cam Ranh (V-54), South Vietnam, on 9 April 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); assigned to contract AID-439-342 for use out of Vientiane in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); was hit three times at coordinates UG 1783 in Laos on 7 August 64, when piloted by Capt. Costello; repaired (Log book of A. Rich, in: UTD/Rich/B1); used out of Vientiane on a USAID contract at least since 1 October 64 (Availability list, in: UTD/Hickler/B8F8); had a taxi

accident at Vientiane (L-08), Laos, on 7 December 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; the landing gear retracted after touchdown upon landing at Vientiane on 22 December 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; on 22 June 65, N9573Z touched a runway marker upon landing at Dalat (V-08), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 29 October 65, the pilot of N9573Z did not avoid obstructions when landing at Ban Me Thuot (V-87), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66, basic (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); in use at Saigon as C-45G (10-2) at least between 5 March 66 and 30 October 67; on 16 January 67, the pilot lost control at Kien Giang (V-167) on take-off, and the aircraft ran off the runway into a rice paddy, causing minor damage; lifted up by a US Army Chinook (a photo taken by Ward Reimer was published in: Love, *Wings of Air America*, p. 95); repaired by 19 January 67 and flown back to Saigon; returned to service on 2 February 67 (XOXO of 16 January 67, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 24 January 67, in: UTD/CIA/B8F2); the right main landing gear collapsed after landing at Tay Ninh West (V-256), South Vietnam, on 21 September 67; probably the photos preserved in UTD/Hickler/B32 refer to this accident (XOXO of 21 Sept. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3); repaired and returned to service on 28 September 67 (Minutes ExCom-AAAC/AAM of 3 October 67, in: UTD/CIA/B8F2); on 26 February 68, N9573Z was damaged while parked at Tan Son Nhut (V-01), when a rocket round hit the airport; repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 27 January 69, a truck damaged the wing of N9573Z taxiing at Nha Trang (V-07); repaired (XOXO of 27 Jan. 69, in: UTD/Hickler/B26F18); at Saigon on 15 June 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract AID/VN-41 for use out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 12 December 69; aircraft was surveyed and the asset written off the books on 27 February 71 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C.s of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan on 10 December 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 19 December 74 (Letter by Clyde S. Carter dated 19 December 74, in: UTD/CIA/B17F3); the registration was cancelled on 5 May 75 as scrapped.



Ten-Two N5454V sprayer, probably taken at Bangkok, Thailand in the mid-sixties  
(UTD/Kirkpatrick/B29)

Beech C-45G (10-2) N5454V AF-106 Sept. 63 USAF 51-11549

**Service history:** 8th C-45 acquired by Air America, newly bought in the USA (Minutes ExCom-AAACL/AAM of 20 September 63, in: UTD/CIA/B7F2), initially probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 64 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); converted to Ten-Two in November/December 63; it departed the US in November 63 and was ready at Bangkok in December 63 (Minutes ExCom-AAACL/AAM of 29 October 63 and 3 December 63, in: UTD/CIA/B7F2); it was a Ten-Two sprayer operated for ARPA out of Bangkok; a photo showing N5454V in normal Beech 18 colors with spraying gear, believed taken at Bangkok in mid-sixties, is preserved in: UTD/Kirkpatrick/B29; a photo showing N5454V all silver is preserved in: UTD/Hickler/B32; assigned to contract AF62(531)-1757 and based at Hua Hin on 18 December 63, still in February, April, and July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); assigned to contract AF62(531)-1845 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, basic (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); lost a landing gear when landing at Gia Nghia (V-202), South Vietnam, on 31 June 66; repaired; an Air America microbus struck the left engine of N5454V, which was parked on the north ramp of Don Muang airport, Bangkok, on 18



July 67; both main landing gears were displaced laterally by the impact; returned to service on 30 July 67 (XOXO of 18 July 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F1; Minutes ExCom-AAAC/AAM of 25 July 67, in: UTD/CIA/B8F2); repaired; at Saigon on 19 December 67; assigned to CSG contract F62531-68-C-0007 as a basic aircraft for use out of Bangkok in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 11 May 68, the tail wheel of N5454V collapsed when landing at Bangkok (T-09); repaired (XOXO of 11 May 68, in: UTD/Hickler/B25F13); repaired; in use at Bangkok at least from 23 July 67 to 29 October 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); based at Bangkok as a spare aircraft 16-30 June 69, but ferried from Bangkok to Saigon on 14 August 69 to be assigned to contract AID/VN-41 for use out of Saigon in the second half of August 69 as a replacement for N9521Z (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 18 November 69; still there on 1 May 74 (F.O.C.s of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan on 10 December 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 19 December 74 (Letter by Clyde S. Carter dated 19 December 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 December 74 as scrapped.

### C) Beech C-45s acquired in 1964:

Volpar Beech C-45G N7770B	AF-320	22 Aug. 64	bought from Durobilt Manufacturing Co N9832Z, previously USAF 51-11763
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**Service history:** 9th C-45 acquired by Air America; registered to Air America on 21 September 64 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America on 28 February 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); at Saigon as C-45G at 8 January 66; converted to Volpar by Air Asia, Tainan; used by Frank Bonansinga out of Tainan between 4 and 11 March 67, when he trained other Air America pilots for the High Altitude Project (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); on 21 March 67, Frank Bonansinga and Steve Stevens made a 7 hours night flight in N7770B out of Savannakhet (L-39) for the High Altitude Project; on 21 April and 25 April 67, Frank Bonansinga made other 6 hours 45 minutes night flights in N7770B out of Savannakhet (L-39) for the High Altitude Project (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); this Volpar was assigned to contract AID-439-713 for USAID/Laos and officially based at Vientiane on 15 December 67, then

officially based at Udorn on 15 March 68, still in May 68, and called thru 30 June 68; as the aircraft was used on the ASP or Aerial Survey Project, it was really stationed at Savannakhet (L-39) in Southern Laos (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 23 July 68, Frank Bonansinga ferried Volpar N7770B Vientiane (L-08)-Savannakhet (L-39); between 24 and 30 July 68, Frank Bonansinga flew night missions out of Savannakhet (L-39) in Volpars N9664C, N3728G, and N7770B (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AID/VN-41 for use out of Saigon in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); at Saigon on 23 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); the left wheel skidded forward during ground engine tests at Saigon (V-01) on 3 September 69, causing the collapse of the nose gear and substantial damage to the propellers and the engines (XOXO of 3 Sept. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); repaired at a cost of \$60,000 and returned to service on 19 October 69 (Minutes ExCom AAM/AACL of 9 September 69 and 14 October 69, in: UTD/CIA/B8F3); made a gear-up landing at Bac Lieu (V-58), South Vietnam, on 27 July 70, damaging both propellers, engines, wing-flaps and the fuselage (XOXO of 27 July 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F9; Minutes ExCom-AACL/AAM of 28 July 70, in: UTD/CIA/B8F4; a photo is preserved in: UTD/Misc.Mat./B4F4); repaired; on 28 March 71, N7770B was damaged during a rocket attack onto Danang airport (V-03); repaired (XOXO of 28 March 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); at Hong Kong in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12).

**Fate:** at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; ferried to Roswell NM between 19 and 29 August 75; stayed at Roswell awaiting sale between 29 August and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to CIBA-Pilatus Aerial Spraying, Stans, in November 76 and cancelled from the register on 8 November 76, but not taken up; at Van Nuys, CA, in February 77 and stored there still in January 79 minus engines; sold

as N777UP in 1980 (?), but probably not taken up; sold to Volpar Inc, Van Nuys, CA, in June 80; sold to Kalitta Flying Service, Lakeview, OR, as N7770B in April 83; registered to them in July 83; crashed at Jessup/Elkridge, MD, on 10 December 92, killing 1 person; written off; the registration was cancelled only in March 99.

Beech C-45G            N9574Z            AF-45            August 64            USAF 51-11488

**Service history:** 10th C-45 acquired by Air America, initially probably financed and owned by the Pacific Corp.; on 22 January 65, N9574Z suffered from an engine failure on take-off from Bao Loc (V-260), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; on 22 March 65, N9574Z nosed over at Quang Tra (V-79), South Vietnam, during engine run up, damaging the propeller (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; in September 65, N9574Z was performing under contract AID-430-1092, when it was destroyed (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1).

**Fate:** shot down (?) during landing at Bao Trai, South Vietnam, and destroyed on 27 September 65, when the aircraft flew into the ground, killing Captain John L. Oyer and First Officer Justin G. Mahony and one passenger. Official papers state that Capt. J. L. Oyer was killed as a result of the injuries sustained in the accident. The list "Aircraft accidents/incidents" for 1965 (in: UTD/CIA/B49F2) gives "unfriendly action resulting in aircraft flying into the ground" as cause of the crash (Minutes ExCom-AAACL/AAM of 29 September 65, in: UTD/CIA/B7F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; Memorial; Memorial file, in: UTD/LaShomb/B16F3; "Employee Accident Report" for John L. Oyer, in: UTD/CIA/B34F1); Frank Bonansinga, who flew in C-45 N9573Z that day, noted in his log book that he heard the radio call of the crew of N9574Z who said that they had been hit (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); Bàu Trai is an area west of Cu Chi (V-207), so this is the accident Robbins refers to talking about a C-45 which crashed on its final approach into Cuchi, when flying a senior embassy officer thought to be a CIA man as its sole passenger. In the plane, he says, there were lots of bullet holes from inside the plane. "Company secrecy over the incident was so tight that no one ever really knew what happened. AA personnel understood that the passenger had shot the crew and then died himself in the crash. There were conjectures among the men ranging from the charitable view that the customer's automatic weapon had accidentally gone off, killing the pilots, to wilder assertions that a psychotic CIA man had gone berserk" (*Air America*, pp. 162/3). The entry quoted from the Log book of Frank Bonansinga thus confirms the official version of hostile fire.



Special Project Volpar Beech N9671C  
at Vientiane (?) without  
Air America titles  
(UTD/Anthony/F9)

over Laos bearing titles  
(with kind permission from  
Frank Bonansinga)

Volpar Beech C-45G N9671C	AF-280	17 Sep. 64	bought from O. S. Hershman and E. G. Husband; previously USAF 51-11723
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**Service history:** 11th C-45 acquired by Air America; registered to Air America on 28 September 64 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 28 February 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); at Saigon as C-45G on 11 February 66; converted to Volpar by Air Asia; equipped for high sensitive photo reconnaissance; used on reconnaissance missions from Udorn between late 66 to March 74 (UTD/Bonansinga); used by Frank Bonansinga out of Tainan between 4 and 11 March 67, when he trained other Air America pilots for the High Altitude Project (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); when already a Volpar, it made a faulty landing during training on 5 March 67, probably at Tainan, causing distortion of the fuselage and the nose section and damaging both engine nacelles and the left prop; returned to service on 15 March 67 (Minutes ExCom-AAAC/AAM of 7 March 67, in: UTD/CIA/B8F2); on 22 March 67, Volpar N9671C made an emergency landing at Savannakhet (L-39), when the right engine stopped due to fuel starvation, damaging the wheels and the brakes; repaired (XOXO of 22 March 67, in: UTD/Hickler/B26F16); on 28 April 67, Frank Bonansinga flew Volpar N9671C on a 6 hours night mission for the High Altitude Project out of Savannakhet (L-39), and on 11 May 67, he ferried it from Udorn back to Savannakhet (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); this Volpar was assigned to

contract AID-439-713 for USAID/Laos and officially based at Vientiane on 15 December 67, then officially based at Udorn on 14 March 68, still in May 68, and called thru 30 June 68; as the aircraft was used on the ASP or Aerial Survey Project, it was really stationed at Savannakhet (L-39) in Southern Laos (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 25 November 68, VTB N9671C had a ground accident caused by maintenance personnel at Vientiane (L-08); repaired (XOXO of 25 Nov. 68, in: UTD/Hickler/B26F17); assigned to contract AID-439-713 for use out of Udorn in June 69, but based at Udorn unassigned in August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 19 November 69, Frank Bonansinga made 10 landings in Volpar N9671C, when he flew Udorn (T-08)-Ban Xieng Lom (LS-69A)-Luang Prabang (L-54)-Udorn (T-08)-Vientiane (L-08)-Pitt's Camp (T-603)-Phitsanulok (T-01)-Long Tieng (L-20A)-Luang Prabang (L-54)-Vientiane (L-08)-Udorn (T-08) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); the aircraft was parked at Long Tieng (LS-20A), Laos, on 9 December 69, when Royal Lao Air Force UH-34D "8805" rolled down an incline and struck Volpar N9671C, causing substantial damage to the left engine nacelle, prop, blade and landing gear (XOXO of 9 Dec. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); repaired and returned to service on 18 December 69 (Minutes Ex Com-AAAL/AAM of 6 January 70, in: UTD/CIA/B8F4); overshot the runway at Chiang Khong military airport (T-526) in Thailand on 31 December 69, damaging the left main landing gear, wing, prop and the tail; repaired and returned to service in January 70 (XOXO of 31 Dec. 69, in: UTD/Hickler/B25F10; Minutes ExCom-AAAL/AAM of 6 January 70, in: UTD/CIA/B8F4); used as a spare aircraft for daily calls out of Udorn 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); at Vientiane 1971-73 (a photo is preserved in: UTD/Anthony/F9); hit by a large caliber round while dropping leaflets at 13,000 to 14,000 feet near the Chinese Road, Laos, on 15 January 72 in effort to find Capt. Ritter and his crew missing in C-123K "293"; the co-pilot of N9671C, Capt. James H. Rhyne, was seriously injured, suffering from multiple wounds, while he was sitting in the back seat throwing out the reward leaflets; the PIC, Capt. R. A. Main, immediately flew him the 150 miles to Udorn. During that flight, MAFS R. J. Herald, who had minor injuries to his face, "applied a tourniquet to Jim's leg, I believe with his belt, which most probably saved his life" (e-mail by G.C. Odgers dated 22 Oct. 2003). Frank Bonansinga escorted them back to Udorn (e-mail dated 20 March 2004, kindly sent to the author by Frank Bonansinga). At Udorn the aircraft made an uneventful high speed landing, and Capt. Rhyne was immediately transported to the local USAF hospital and taken to surgery, but a part of his right leg below the knee had to be amputated; N9671C was later repaired (XOXOs of 15 and 16 Jan. 72, in: UTD/Hickler/B27F2; UTD/Leary/B1 for 15 January 72; Accident summary, in: UTD/Hickler/B24F2; additional information kindly supplied by G. C. Odgers in his e-mail dated 22 October 2003 to Dr. E. Carlson who forwarded it to the author); shot at over Laos on 19 January 72 and substantially damaged, but landed safely at Udorn (UTD/Bonansinga); between 14 and 28 March 72, when Long Tieng (LS-20A) was

under attack, Frank Bonansinga flew several all night Relay missions over Long Tieng in order to call help from Vientiane if necessary; these flights were mostly made in Volpar N9671C. As Frank recalls, on one occasion, a MIG-21 *Fishbed* “was reported approaching us while we were in the *Barrell Roll* (code name for the PDJ area) by the Air Force Radar Control and Command aircraft that was on station that night. The MIG did not get on our tail or we would have been dead. What happened is, I stayed on station relaying and avoid it by dropping down to five hundred feet above the mountain tops with our lights out and we never saw it and it never found us” (e-mail dated 20 March 2004, kindly sent to the author by Frank Bonansinga); on 10 August 72, N9671C suffered engine problems on the ground at Long Tieng (LS-20A), but was repaired the following day (XOXOs of 10 and 11 Aug. 72, in: UTD/Hickler/B27F2); in use at Udorn on 2 March 73 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga) and 31 March 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); maintained by Air America, Vientiane, at least in July and August 73 (Assigned, maintained aircraft as of 1 July 73 and 1 Aug. 73, in: UTD/CIA/B31F10); assigned to contract FO4606-71C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73, but based at Udorn (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); still 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); ferried by Air America pilot Capt. Thomasson from Udorn (T-08) to Bangkok (T-09) on 23 June 74 (Udorn flight scheduled of 23 June 74, in: UTD/Spencer/B1F2); based at Tainan in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); based at Tainan in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** departure from Tainan to the Continental US was scheduled for 29 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); sold to CIBA-Pilatus Aerial Spraying, Stans, on 30 April 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); registered as HB-GFU in 1975; was at Tainan between 15 June 75 and 15 July 75; officially sold that day (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); delivered thru Berne, Switzerland, on 18 September 75; but based at Jeddah, Saudi Arabia; seen at Dharan on 30 September 78; at Khartoum in December 80, marked “Netherlands Embassy” (*Air-Britain Digest*, August 81, p. 236); the registration was cancelled on 12 July 83; registered to Kalitta Flying Service, Ypsilanti, MI, as N331FD on 25 August 83, delivered in October 83; current in 1998; the registration was cancelled in January 99 as destroyed / scrapped.

Volpar Beech C-45G N9577Z      AF-179      13 Aug. 64      bought from Compass Aviation Inc; previously USAF 51-11622

**Service history:** 12th C-45 acquired by Air America; registered to Air America on 22 September 64 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and

owned by Air America; officially bought by Air America only on 31 March 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); typical C-45 missions flown in the summer of 1965 were Saigon (V-01)-Nha Trang (V-7)-Qui Nhon (13)-Tuy Hoa(V-113)-Nha Trang (V-7)-Dalat (V-8)-Nha Trang (V-7)-Saigon (V-01) on 18 July 65 and Saigon (V-01)- Nha Trang (V-7)-Qui Nhon (13)-Pleiku (V-4)-Banthru-Toittua-Nha Trang (V-7) on 20 July 65, both flown by Frank Bonansinga in N9577Z (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); at Saigon as a C-45G on 18 February 66; still in April and May 66, basic (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 24 October 66, the tail wheel of N9577Z collapsed upon landing at Danang (V-03); repaired the same day and ferried to Saigon (XOXO of 24 Oct. 66, in: UTD/Hickler/B26F16); converted to Volpar by Air Asia; used by Frank Bonansinga out of Tainan between 4 and 11 March 67, when he trained other Air America pilots for the High Altitude Project (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); on 13 March 67, Frank Bonansinga ferried Volpar N9977Z Tainan-Hong Kong-Vientiane-Udorn for the High Altitude Project; then on 16 March 67, Frank Bonansinga and Jim Rhyne ferried Volpar N9977Z from Udorn to Savannakhet (L-39); on 3 April 67, Frank Bonansinga ferried N9977Z again from Udorn to Savannakhet (L-39); on 26 April 67, Frank Bonansinga flew a 6 hours 45 minutes night mission for the High Altitude Project out of Savannakhet (L-39); on 7 May 67, Frank Bonansinga again ferried Volpar N9977Z from Udorn to Savannakhet (L-39); and on 24 May 67, Frank Bonansinga and his co-pilot Van Huesen flew a 12 hours 31 minutes night mission for the High Altitude Project out of Savannakhet (L-39) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); made a forced landing in a shallow lake at coordinates TE 6232, 3 miles north of Udorn, during a flight test on 18 June 67, causing extensive damage; repaired at a cost of \$33,350 by 26 July 67 (XOXO of 18 June 67, in: UTD/Hickler/B26F16; Minutes ExCom-AAAL/AAM of 27 June 67 and 11 July 67, in: UTD/CIA/B8F2); this Volpar was assigned to contract AID-439-713 for USAID/Laos and officially based at Vientiane on 13 December 67, then officially based at Udorn on 15 March 68, still in May 68, and called thru 30 June 68; as the aircraft was used on the ASP or Aerial Survey Project, it was really stationed at Savannakhet (L-39) in Southern Laos (Aircraft status as of 1 May 68, in: UTD/Herd/B2); struck and fatally injured a Thai national during a night take-off from Savannakhet (L-39), Laos, on 24 December 67 (XOXO of 23 Dec. 67 [GMT], in: UTD/Hickler/B25F8; Accident report, in: UTD/Hickler/B24F3); on 10 and 11 January 68, Frank Bonansinga ferried Volpar N9577Z Tainan-Hong Kong-Danang-Vientiane (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AID/VN-41 for use out of Saigon in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 28 March 71, N9577Z was damaged during a rocket

attack onto Danang airport (V-03); repaired (XOXO of 28 March 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1).

**Fate:** parked on the Air America ramp at Saigon in front of the passenger terminal on 29 April 75, and abandoned there during the evacuation, amounting to a loss of \$ 178,420,50 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4; List in UTD/CIA/B18F7; Survey report dated 21 July 75); the FAA was informed about the loss by Clyde S. Carter on 11 June 75, however it was requested that the registration should still be maintained; in his letter dated 2 August 77, Clyde S. Carter confirms that the aircraft was abandoned at Saigon on 29 April 75 (Letters by Clyde S. Carter dated 11 June 75, 2 August 77 and 5 April 78, in: UTD/CIA/B17F4 and B18F10); was no longer regd. on 31 October 82.



*ICCS Air Services Volpar Turbo Beech N9838Z over South Vietnam in 1973  
(Air America Log, vol. VII, no. 8, p. 5)*



Volpar Beech C-45G N9838Z      AF-186      26 Nov. 64      bought from I. C. and C. M. Bouchard; previously USAF 51-11629

**Service history:** 13th C-45 acquired by Air America; registered to Air America on 16 December 64 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 23 February 65, N9838Z collided with a dog on the runway of Ham Tan (V-68), South Vietnam (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); at Saigon as a C-45G on 22 December 65 and 14 May 66; a fuel truck collided with the aircraft at Phan Thiet (V-11) on 21 June 66, damaging the wing; returned to service the same day (XOXO of 21 June 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 29 June 66, in: UTD/CIA/B8F1); on 11 August 66, N9838Z experienced a loss of oil pressure upon landing at Bao Loc Plantation (V-37), so that an engine had to be exchanged (XOXO of 11 August 66, in: UTD/Hickler/B26F16); converted to Volpar by Air Asia in January 67; in use as such at Saigon at least between 9 May 67 and 12 March 74; the left main landing gear drag line broke at Go Cong (V-203), South Vietnam, on 11 May 67, so that the landing gear collapsed during landing, damaging the left flap, the left aft wing section, the left prop and the left engine; repaired and returned to service on 2 June 67 (XOXO of 11 May 67, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 23 May 67, in: UTD/CIA/B8F2); assigned to contract AF49(604)-4395 for use out of Saigon on 17 January 68, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); the left main landing gear collapsed shortly after touch down at Hon Quan (V-133) on 2 March 69, damaging the left engine and prop, the wing tip and aileron, both main landing gears, the flaps and the vertical tail surfaces; repaired at a cost of \$23,900 and returned to service on 2 March 69 (XOXO of 2 March 69, in: UTD/Hickler/B26F18; Minutes ExCom-AAACL/AAM of 11 March 69, in: UTD/CIA/B8F3); used as a spare aircraft for daily calls out of Saigon in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 15 December 69, the cabin door of N9838Z opened during take-off roll from Vinh Long (V-20) shortly before lift-off, but did not break the chain; the aircraft returned to Can Tho (V-17) and landed uneventfully (XOXO of 15 Dec. 69, in: UTD/Hickler/B25F9); sustained substantial damage to the right prop and the nose gear door, when the right propeller struck the runway while landing at Nha Trang (V-07), South Vietnam, on 21 December 69 (XOXO of 21 Dec. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); repaired and returned to service on 26 December 69 (Minutes ExCom-AAACL/AAM of 6 January 70, in: UTD/CIA/B8F4); in inactive storage at Tainan at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in:

UTD/Hickler/B8F7B); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services* under contract ICCS-73-008 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); still 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and at least 1 April-31 May 74 (F.O.C. of 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); a photo was published in: *Air America Log*, VII, no. 8, 1973, p. 5); in use out of Saigon on 31 December 73 (Saigon daily flight schedule of 31 Dec. 73, in: UTD/Dexter/F1); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); at Hong Kong in 1975.

**Fate:** at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); stayed at Roswell NM awaiting sale between 15 June 75 and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); the registration was cancelled on 8 November 76; sold to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGH in January 77, rereg. on 14 January 77; based at Jeddah, Saudi Arabia; seen at Van Nuys, CA, on 20 February 78 (*North American Aviation News*, 45, p. 13) and on 10 January 79; the registration was cancelled on 3 January 80; sold to Kalitta Flying Service, Lakeview, OR, as N346V in March 81; current in 1998; sold to Kitty Hawk Charters Inc., Morristown, TN, on 6 May 99; rereg. to them on 10 May 99; current in 2001; listed as "sale reported" in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).



*Scheduled Air Services Ryukyus Ten-Two N343T at Okinawa in the mid-sixties (UTD/Paradise)*

Beech C-45H (10-2) N343T      AF-836      Nov. 64      N9844Z, previously USAF  
52-10906

**Service history:** 14th C-45 acquired by Air America, initially probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); converted to Ten-Two; leased to *Scheduled Air Services Ryukyus* from February 65 to July 67 (a photo is preserved in: UTD/Paradise [Sm.Coll.3]; Minutes ExCom-AAAL/AAM of 2 February 65, in: UTD/CIA/B7F4); still assigned to SASR, Naha, in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1), and 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); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon on 12 July 67, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 23 October 67 and 23 September 68 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

**Fate:** during the landing roll at Saigon on 15 October 68, the right engine erupted into flames; there were no injuries, but the aircraft incurred substantial damage by burning and was transported to Tainan for possible repair (XOXO of 15 Oct. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); however, it was not repaired; stored (at Tainan?) during the 16-30 June 69 period; not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20) or at any time later (F.O.C.s of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C); finally given as destroyed or lost on 15 October 68 (List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Volpar Beech C-45G N9664C      AF-171      11 Dec. 64      bought from Aircraft Sales  
Corp.; previously USAF  
51-11614

**Service history:** 15th C-45 acquired by Air America; registered to Air America on 23 December 64 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 22 July 65, N9664C flew Saigon (V-01)-Vinh Long (V-20)-Can Tho (V-17)-Long Xuyen (V-169)-Rach Gia (V-56)-Camai-Bac Lieu (V-58)-Soc Trang (V-16)-Can Tho (V-17)-Saigon (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); unassigned and used at Saigon as a spare aircraft for daily calls in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); at Saigon as a C-45G on 26 January 66; used as a spare aircraft for daily calls at Vientiane in April 66; substituted for N7951C on 28 April 66, still based at Vientiane (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); converted to Volpar by Air Asia; ferried by Frank Bonansinga from Savannakhet (L-39) to Udorn (T-08) on 3 April 67 and again on 8 May 67 (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); this Volpar was assigned to contract AID-439-713 for USAID/Laos and officially based at

Vientiane on 15 December 67, then officially based at Udorn on 27 March 68, still in May 68, and called thru 30 June 68; as the aircraft was used on the ASP or Aerial Survey Project, it was really stationed at Savannakhet (L-39) in Southern Laos (Aircraft status as of 1 May 68, in: UTD/Herd/B2); both propellers were damaged during a first gear-up touch-down at Savannakhet (L-39), Laos, on 29 May 68, but subsequently, the aircraft landed successfully (XOXO of 29 May 68, in: UTD/Hickler/B25F13; Accident report, in: UTD/Hickler/B24F7); repaired; between 24 and 30 July 68, Frank Bonansinga flew night missions out of Savannakhet (L-39) in Volpars N9664C, N3728G, and N7770B (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract C-0069 for use out of Nha Trang (V-07) in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); seen in use at Bangkok on 1 March 70 (*Aviation Letter* 44, July 70, p.2); on 6 October 70, N9664C suffered an engine failure while on the ground at Vung Tau (V-05); repaired (XOXO of 6 Oct. 70, in: UTD/Hickler/B25F10); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Saigon at least 20 April 71-4 July 71 (Saigon daily flight schedules in UTD/Hickler/B8F1); between 20 January 70 and 2 February 73, Frank Bonansinga flew 92 classified "MM" missions out of Udorn, mostly in Volpar N9671C (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); at Udorn on 22 June 72 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); maintained by Air America, Vientiane, at least in January, March, July, and August 73 (Assigned, maintained aircraft as of 1 Jan. 73, 1 March 73, 1 July 73, and 1 Aug. 73, in: UTD/CIA/B32F1 and /B31F10); assigned to contract FO4606-71C-0002 for use out of Vientiane 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73, but based at Udorn (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); used as a spare aircraft out of Udorn 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); in temporary storage at Udorn 1-30 April 74, and used as a spare aircraft at Bangkok 1-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); based at Tainan in late 74 (Undated aircraft list, in: UTD/CIA/B49F1) and in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** the departure from Tainan to the Continental US was scheduled for 22 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); sold to CIBA-Pilatus Aerial Spraying, Stans, on 30 April 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 15 July 75; officially sold that day (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); registered as HB-GFT in 1975; delivered thru Berne, Switzerland, on 10 October 75; but based at Jeddah, Saudi Arabia; at Khartoum in December 80 (*Air-Britain Digest*, August 81, p. 236); belly landed at Khartoum, Sudan, on 25 July 81; repaired; at Nairobi on 31 December 88 with "UN-IITA Africa wide Biological Control Program of Cassava Pests" titles (*Air-Britain Digest*, Feb. 89, p. 138); at Nairobi-Wilson as resident on 23 January 91 (*Air-Britain News*, March 91, p. 158); the registration was cancelled on 3 September 91;

ferried Prestwick-Vagar on 24/25 August 91 (*Air-Britain News*, Dec. 91, p. 744); sold to American International Airways / Kalitta Flying Service, Lakeview, OR, as N531CK in September 91; regd. on 27 November 91; current in 1997; apparently used for spares only, as it was seen at Detroit-Willow Run on 1 August 96 as HB-GFT, still with CIBA-Geigy titles (*Aviation Letter*, no. 360, p. 12); sold to Kitty Hawk Charters Inc., Morristown, TN, rereg. on 15 June 99; current in March 2004 as N531CK (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

#### D) Beech C-45s acquired in 1965:

Beech C-45H            N9933Z            AF-490            April 65            USAF 52-10560

**Service history:** 16th C-45 acquired by Air America, initially probably financed and owned by the Pacific Corp.; was operated under contract AF49(604)-4242, when it was destroyed in July 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); not on the 1 July 66 to 1 July 69 USCARS.

**Fate:** crashed ½ mile north of Tan Son Nhut Airport after take-off from Saigon, South Vietnam, on 5 July 65, killing the pilot, Alexander Scandalis, and 2 Vietnamese passengers; the pilot had lost control, after the left engine had failed, probably because it had been hit by an unknown object (Minutes ExCom-AAAC/AAM of 13 July 65, in: UTD/CIA/B7F4; Board of Review report, in: UTD/CIA/B34F1; Log book of A. Rich, in: UTD/Rich/B1; Memorial file, in: UTD/LaShomb/B16F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; Aircraft accidents 1965, in: UTD/CIA/B49F2).

Beech C-45H            N9073Z            AF-502            29 April 65        bought from Wilco, Inc.;  
previously        USAF 52-  
10572

**Service history:** 17th C-45 acquired by Air America; registered to Air America on 12 May 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 August 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 31 August 65, N9073Z lost the left engine near Tra Vinh (V-52), however the pilot, Frank Bonansinga, landed the aircraft safely at Saigon (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); the tail gear collapsed upon landing at Saigon (V-01) on 4 May 66; returned to service on 11 May 66 (XOXO of 4 May 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 5 June 67, the tail gear doors of N9073Z were damaged, while landing at Bao Loc (V-260); repaired (XOXO of 5 May 67, in: UTD/Hickler/B26F16); in use at Saigon at least between 18 December 65 and 30 May 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); a photo taken at Danang (V-03) in April 68 by Robert Mikesh was published in: Love, *Wings of Air*

*America*, p. 29; assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 29 July 68, a Vietnamese woman walked from the back side of N9073Z along the right side of the fuselage, then underneath the right wing and into the left hand propeller, while the aircraft was ready to taxi from the ramp of Kien Giang (V-167), South Vietnam, to the runway; she was immediately killed (XOXO of 29 July 68, in: UTD/Hickler/B25F14); used as a spare aircraft for daily calls out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 12 October 69; aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation “as scrapped” was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.

Beech C-45G	N4933C	AF-301	4 May 65	bought from Flight International Inc; previously USAF 51-11744
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**Service history:** 18th C-45 acquired by Air America; registered to Air America on 13 May 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; officially bought by Air America on 31 July 65 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); but already on 25 July 65, N4933C flew Saigon (V-01)-Bai Trai-Tay Ninh (V-151)-V-133-Nhon Co (V-21)-Bao Loc Plantation (V-37) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); the left prop struck shell casing at Ham Tan (V-132), South Vietnam, on 4 May 66, while taxiing in the parking area, bending the prop tips; repaired (XOXO of 4 May 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 11 May 66, in: UTD/CIA/B8F1); in use at Saigon at least between 19 December 65 and 17 April 68; on 4 December 66, N4933C slightly touched N9577Z, while taxiing at Saigon (V-01) (XOXO of 4 Dec. 66, in: UTD/Hickler/B26F16); repaired; struck a power line during low reconnaissance flight at coordinates YT 4834, approximately 13 miles north of Xuan Loc (V-226), South Vietnam, on 23 February 67, damaging the nose, one engine and one prop; repaired at a cost of \$16,000 and returned to service on 5 March 67 (XOXO of 23 Feb. 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 7 March 67, in:

UTD/CIA/B8F2); on 26 February 68, N4933C was damaged while parked at Tan Son Nhut (V-01), when a rocket round hit the airport; repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); photos were published in: *Air America Log*, vol. II, no. 5, 1968, p. 1, and (same picture) vol. V, no. 2, 1971, p. 2; on 4 February 69, a 50 gallon fuel drum was either rolled or blown into the right propeller of N4933C, while it was on the ground at Long Xuyen (V-169) with engines running; repaired (XOXO of 4 Feb. 69, in: UTD/Hickler/B26F18; Minutes ExCom-AAAL/AAM of 11 February 69, in: UTD/CIA/B8F3); put into inactive storage at Tainan on 25 May 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation “as scrapped” was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.



C-45G N5254V: accidents at Ban Ta on 18 August 65 and at Nhon Co on 31 March 66  
(with kind permission from Ward S. Reimer) (UTD/McCauley/B1F5)

Beech C-45G	N5254V	AF-2	19 May 65	bought from Wilco Inc; previously USAF 51- 11445
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**Service history:** 19th C-45 acquired by Air America; registered to Air America on 11 June 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 August 65 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); rolled over and landed inverted at Ban Ta, South Vietnam, on 18 August 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); a photo of this accident taken by Ward Reimer was published in: Love, *Wings of Air America*, p. 95; at the time of the accident, N5254V was performing under contract AID-430-1092 (Aircraft status as of 1 Nov. 65, in:

UTD/Kirkpatrick/B1F1); was rebuilt at a cost of \$ 18,000 in January 66 (Minutes ExCom-AAACL/AAM of 26 January 66, in: UTD/CIA/B8F1); on 31 March 66, the gear of N5254V collapsed on the ground at Nhon Co (V-21), the engines were damaged by the sudden stoppage, and the propellers were bent; dismantled, flown to Saigon and repaired (XOXO of 31 March 66, in: UTD/Hickler/B26F16); was to be used as a spare aircraft at Saigon for daily calls in April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1); but undershot the runway upon landing at Nhon Co (V-21), South Vietnam, on 31 March 66, causing extensive damage (Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 6 April 66, in: UTD/CIA/B8F1; UTD/McCauley/B1F5, slide 21); still under repair 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); repaired at a cost of \$ 34,975 by 29 June 66 (Minutes ExCom-AAACL/AAM of 29 June 66, in: UTD/CIA/B8F1); assigned to contract AF49(604)-4395 for use out of Saigon in ? until 31 December 67, when N5254V was released from the contract and used as a spare aircraft at Saigon, still a spare aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 27 February 67 and 29 July 68; put into inactive storage at Tainan on 27 March 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C.s of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.

Volpar Beech C-45G N7695C	AF-357	25 May 65	bought from H. W. Glessner /Apache Airlines; previously USAF 51-11800
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**Service history:** 20th C-45 acquired by Air America; registered to Air America on 18 June 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America on 31 August 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); received battle damage near Tam Ky (V-40) on 8 March 66, damaging the fuel tank, but landed safely at Tam Ky (V-40); returned to service on 14 March 66 (XOXO of 8 March 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 23 March 66, in: UTD/CIA/B8F1); still assigned to contract AID-430-1092 in April 66; flew from Saigon to Tainan for conversion to Volpar on 17 April 66, with an estimated return on 20 May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); first conversion of an Air America C-45 to Volpar, to be completed by Air Asia, Tainan, on 15 June



66; but the aircraft arrived at Saigon after conversion only on 28 July 66 (UTD/Bonansinga [S.C.1]; Minutes ExCom-AAAC/AAM of 25 May 66, 15 June 66, and 3 August 66, in: UTD/CIA/B8F1); between 25 and 29 June 66, Frank Bonansinga flew flight training on the new Volpar, and on some of those flights, even Air America's President Hugh L. Grundy was on board as a passenger; on 29 June 66, Frank Bonansinga became the first line pilot to be checked out captain in an Air America Volpar; also checked out that day were Paul Broussard and "Lucky" Waller; from 18 August 66 onwards, Frank Bonansinga flew the new Volpar out of Saigon (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); N7695C had a taxi accident at Danang (V-03) on 2 May 67, when it touched C-47 "147"; slightly damaged and repaired (XOXO of 2 May 67, in: UTD/Hickler/B26F16); assigned to contract AF49(604)-4395 for use out of Saigon on 28 July 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AF49(604)-4395 for use out of Saigon in June 69, but based at Saigon unassigned in August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use as such at Saigon at least between 10 August 66 and 27 January 74; the right landing gear failed, when it landed at Ca Mau (V-10), South Vietnam, on 16 September 68; no injuries; the aircraft was later repaired (XOXO of 16 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Dreifus/B1F9); photos were published in: *Air America Log*, vol. II, no. 5, 1968, p. 1, and in: vol. V, no. 2, 1971, p. 2; photos are also preserved in: UTD/Hickler/B29; a photo taken at Nha Trang in 1968 is preserved in: UTD/Misc.Mat./B4F4; based at Nha Trang (V-07), South Vietnam (a photo was published in: *Air America Log*, vol. IV, no.1, 1970, p. 5); on 7 December 69, the PIC of N7695C, Capt. Earl A. Trager, had to be taken to hospital, while the aircraft was at the ground at Soc Trang (V-16) (XOXO of 7 Dec. 69, in: UTD/Hickler/B25F9); based at Saigon in temporary storage at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); assigned to contract ICCS-73-008 for use with *ICCS Air Services* out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); still 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (*ICCS Air Services*) (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7BC); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); at Hong Kong in 1975

**Fate:** at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 9 September 75; ferried to Roswell NM between 9 September 75 and October 75; was at Anchorage AK on 30 September 75; arrived at Roswell in October 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); the ferry flight was made by Transavia International, St. Louis (Transavia letter dated 13 August 75, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold

to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); the registration was cancelled on 8 November 76; sold to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGG in January 77, but based at Jeddah, Saudi Arabia; a photo was published in: *Air Britain Digest*, July/August 77, p. 94; the registration was cancelled on 12 September 78 after an unknown accident.

Volpar Beech C-45H N9542Z AF-674 13 May 65 bought from Cal-Nat Airways; previously USAF 52-10744

**Service history:** 21st C-45 acquired by Air America; registered to Air America on 10 June 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 July 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AF62(531)-1841 for use out of Bangkok in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); at Saigon as a C-45H on 17 December 65; the tail wheel broke upon landing at Kun Tum (V-15), South Vietnam, on 4 February 66 (XOXO of 4 Feb. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); repaired; returned to service on 10 February 66 (Minutes ExCom-AAACL/AAM of 9 February 66, in: UTD/CIA/B8F1); used as a spare aircraft at Saigon for daily calls 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); lost control in crosswinds at Thien Ngon (V-35), South Vietnam, on 30 April 66, damaging the props, the engines, the wing, and the fuselage (XOXO of 30 April 66, in: UTD/Hickler/B26F16; the list "Aircraft accidents 1966," in: UTD/CIA/B49F2, gives "Quang Tri" as location; Minutes ExCom-AAACL/AAM of 11 May 66, in: UTD/CIA/B8F1); ferried to Tainan for repairs (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); converted to Volpar by Air Asia; on 24 August 66, N9542Z landed on the south end of the strip at Ban La Tee (LS-190) and rolled out on a down hill slope, where the propeller struck the dirt; the aircraft returned to Udorn (T-08) and was repaired (XOXO of 24 August 66, in: UTD/Hickler/B26F16); in use as a Volpar at Saigon on 4 December 66 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); arrived at Udorn in the fall of 1966 and equipped for high sensitive photo reconnaissance in late 66; used on reconnaissance missions from Udorn between late 66 to March 74 (UTD/Bonansinga [S.C.1]); damaged upon landing at Savannakhet (L-39), Laos, on 17 August 67, damaging both propellers and engines (XOXO of 17 Aug. 67, in: UTD/Hickler/B27F1; Minutes ExCom-AAACL/AAM of 22 August 67, in: UTD/CIA/B8F2); repaired at a cost of \$12,390 (Minutes ExCom-AAACL/AAM of 12 September 67, in: UTD/CIA/B8F2); assigned to contract AID-439-713 for USAID/Laos, Vientiane, but based at Udorn on 15 August 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID-439-713 for use out of Udorn in June and August 69 (F.O.C. of 15 June 69, in:

UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 8 January 70, the right engine of N9542Z ran out of oil near Nam Bac (LS-203), but Frank Bonansinga made a successful emergency landing (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); on 2 February 70, the nose gear of N9542Z collapsed while taxiing at Udorn; repaired (XOXO of 2 Feb. 70, in: UTD/Hickler/B25F10); still assigned to contract AID-439-713 for use out of Udorn 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); the nose gear collapsed on a Udorn taxiway on 2 February 70 during a break test by a mechanic, resulting in severe damage to the nose structure, both propellers and both engines; repaired and returned to service on 21 February 70 (Minutes ExCom-AAAL/AAM of 10 February 70, in: UTD/CIA/B8F4); the right engine overtemped during shut down at Udorn (T-08) on 27 March 70 due to failure to turn off the start fuel switch, so that the engine was frozen; repaired and returned to service on 28 March 70 (XOXO of 27 March 70, in: UTD/Hickler/B25F10; Minutes ExCom-AAAL/AAM of 14 April 70, in: UTD/CIA/B8F4); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); made an emergency landing at Long Tieng (LS-20A), Laos, in 72 (UTD/Bonansinga); at Udorn on 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); photos are preserved in: UTD/Abadie/B1+B2; assigned to contract FO4606-71C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C), 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), and at least 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); on 31 July 73, N9542Z was hit by ground fire at coordinates UH 0926, 13 kms north of Pa Doung (LS-05), Laos, while flying a photo mission over the Plains of Jars; Captain Frank G. Thorsen was killed by a head injury, but copilot D. D. Thomas landed the aircraft, which was later repaired (XOXO of 31 July 73, in: UTD/Hickler/B25F12; UTD/Bonansinga; UTD/Leary/B1 for 31 July 73; Memorial file, in: UTD/LaShomb/B16F3); used from Udorn (T-08), Thailand, until 30 June 74, when it was ferried to Saigon (V-01), South Vietnam (Udorn schedule of 30 June 74, in: UTD/Abadie/B1F6); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1).

**Fate:** according to a contract dated 24 February 75, this aircraft and C-45 N3728G (AF-65) were exchanged for former Intermountain Aviation DHC-4 N6080 (c/n 2) (see Summary of aircraft sales, in: UTD/CIA/B40F6), but the deal probably did not materialize at that time; at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; ferried to Roswell NM between 19 and 28 August 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); the ferry flight was made by Transavia International, St. Louis (Transavia letter dated 13 August 75, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 16 January 76 (Proper-ties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was

requested on 16 January 76 (Letter by Clyde S. Carter dated 16 January 76, in: UTD/CIA/B18F9); seen at Van Nuys, CA, on 10 January 79, as N7373U; registered to Investair Leasing Corp., McLean, VA, as N7373U in December 82 (AMCAR 19, p. 6); the registration N9542Z did no longer exist on 31 October 82; the registration N7373U or N73730 was not current in 1998; the aircraft was not current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).



Volpar Turbo Beech (VTB) N3674G taken in the late sixties  
(UTD/Hickler/B33)

Volpar Beech C-45H N3674G	AF-689	25 May 65	bought from Apache Airlines / H. W. Glessner; previously USAF 52-10759
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**Service history:** 22nd C-45 acquired by Air America; registered to Air America on 17 June 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 July 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AF49(604)-4395 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); at Saigon 27 December 65 as C-45H; on 7 February 66, C-45H N3674G suffered an engine fire upon landing at Ban Me Thuot (V-86); repaired and returned to Saigon (V-01) the following day (XOXOs of 7 and 8 Feb. 66, in: UTD/Hickler/B26F16); converted to Volpar by Air Asia; assigned to contract AID-493-66 for use out of Bangkok on 1 September 67, still in May 68 (Aircraft status as of

1 May 68, in: UTD/Herd/B2); incurred engine trouble on the ground at Chiang Mai (T-11) on 29 November 67, when already a Volpar; repaired (Accident report, in: UTD/Hickler/B24F3); at Bangkok on 19 May 68 and on 30/31 August 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); photos taken at Udorn are preserved in: UTD/Hickler/B28 + B33; assigned to contract AF49(604)-4395 for use out of Saigon in June 69, but based at Saigon unassigned in August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 8 July 69, N3674G made a gear-up landing at Nha Trang (V-07), damaging both props and wing flaps, became airborne again and landed successfully; repaired at a cost of \$15,125 and returned to service on 15 July 69 (XOXO of 8 July 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Dreifus/B1F9; Minutes ExCom AAM/AACL of 8 July 69 and 22 July 69, in: UTD/CIA/B8F3); on 13 February 71, N3674G, piloted by PIC K. F. Herrington, landed at Danang (V-03) in a nose high attitude with both main gears partially retracted; nobody on board was injured, and the aircraft was repaired later (XOXO of 13 Feb. 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); in use at Saigon at least between 25 March 69 and 30 April 72 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; Saigon daily flight schedules, in: UTD/Hickler/B8F1); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); based at Saigon in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** departure from Saigon to the Continental US was scheduled for 13 May 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2), but probably escaped on 29 April 75; at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; was to be ferried to Roswell NM between 19 and 28 August 75 by Transavia International, St. Louis (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1; Transavia letter dated 13 August 75, in: UTD/CIA/B40F6); departed Midway Island for Adak Island, Aleutians, on 22 September 75, with final destination at Roswell, NM; crashed into the Pacific Ocean between Midway and Adak Island, AK, on 22 September 75; the only objects recovered were a life raft with two suitcases aboard belonging to the pilot 18 miles south of Atka Island on the afternoon of 27 September 75; the aircraft presumably sunk at sea; the deregistration was requested on 6 February 76 (Survey report dated 31 Oct. 75, in: UTD/CIA/B40F6; Air America, owned aircraft as of 30 September 75, note 4, in: UTD/CIA/B56F1; Letter by Clyde S. Carter, in: UTD/CIA/B18F9).

Volpar Beech C-45H N9157Z AF-884 May 65? USAF 52-10954

**Service history:** 23rd C-45 acquired by Air America; officially bought by Air America on 31 July 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66, called thru 31 July 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); damaged the wing when taxiing against a truck at Saigon (V-01) on 20 March 66 (XOXO of 20 March 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); repaired and returned to service on 29 March 66 (Minutes ExCom-AAAC/AAM of 23 March 66, in: UTD/CIA/B8F1); at Saigon as a C-45H on 9 May 66; converted to Volpar by Air Asia (a photo is preserved in: UTD/Luckett/B1F14); on 1 December 66, N9157Z took several hits in the vicinity of Quang Ngai (V-23); nobody was injured, and the aircraft was repaired later (XOXO of 1 Dec. 66, in: UTD/Hickler/B26F16); assigned to contract AID-439-342 for use out of Vientiane on 10 November 67, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the antenna of N9157Z; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); on 25 May 68, a thunderstorm damaged several aircraft parked at Vientiane (L-08) airport, among them also N9157Z; repaired (XOXO of 25 May 68, in: UTD/Hickler/B25F13); flew Udorn (T-08)-Takhli (T-05) on 15 December 68 and 16 February 69 (Log book of D. D. Wharton, in: UTD/Wharton/B1F2); in use as such at Muong Soui, Laos, in 1969; a photo was published in: *Airliners*, summer 93, p. 17; still assigned to contract AID-439-342 for use out of Vientiane in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); flew Vientiane-Udorn on 11 November 69 (Log book of D. D. Wharton, in: UTD/Wharton/B1F2); still assigned to contract AID-439-342 for use out of Vientiane in January 70 and January 71 (Vientiane Flight crew manning, Jan. 70 and Jan. 71, in: UTD/CIA/B29F4); at an unknown date in June 70, the left turbine of VTB N9157Z exploded in-flight 15 miles south southwest of Vientiane, while the aircraft, piloted by Capt. R. C. Van Hellen, was on its way from Korat (T-13) to Vientiane (L-08); the aircraft landed safely at Vientiane and was later repaired (XOXO of ? June 70, in: UTD/Hickler/B25F10); seen at Bangkok on 12 September 70 (*Aviation Letter* 47, Oct. 70, p.2); a photo was published in: *Air America Log*, vol. V, no. 6, 1971, p. 6; still assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); at Udorn on 24 September 71; maintained by Air America, Vientiane, at least in January and March 73 (Assigned, maintained aircraft as of 1 Jan. 73 and 1 March 73, in: UTD/CIA/B32F1); on 14 February 73, the nose gear of N9157Z collapsed during maintenance work at Vientiane (L-08), Laos; repaired (XOXO of 14 Feb. 73, in: UTD/Hickler/B25F12; Accident note to the USAF, dated 14 Feb. 73, in: UTD/CIA/B32F1); assigned to contract ICCS-73-

008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); on 20 September 73, N9157Z, flown by PIC Capt. K. F. Herrington and Capt. C. J. Bartlett, suffered oil pressure problems on climb out after departing Phan Rang (V-28), and the aircraft made a successful forced landing at Phan Rang; during the landing roll out, the aircraft started a left uncontrollable turn off the runway; both engines were feathered and the aircraft proceeded for a short distance coming to rest clear of runway approximately 160 degrees from runway heading; nobody on board was injured, and the damage to the landing gear, propellers, and stabilizers was repaired later (XOXO of 20 Sept. 73, in: UTD/Hickler/B25F12); at Hong Kong on 21 October 73; in use out of Saigon on 26 December 73 and on 31 December 73 (Saigon daily flight schedules of 26 and 31 Dec. 73, in: UTD/Dexter/F1); at Saigon during the period of 13-17 March 74; assigned to contract AID/VN-100 for use out of Saigon 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); based at Saigon as a spare aircraft for daily calls 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1).

**Fate:** escaped to Bangkok, where it was in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; ferried to Roswell NM between 19 August 75 and 4 September 75; stayed at Roswell awaiting sale between 4 and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); the ferry flight was made by Transavia International, St. Louis (Transavia letter dated 13 August 75, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington DC, at \$ 80,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to CIBA-Pilatus Aerial Spraying, Stans, as HB-GFX in 1976, but based at Jeddah, Saudi Arabia; seen at Tucson Intl. Airport on 9 October 80, for service in Colombia; the registration was cancelled on 11 November 80; sold to Kalitta Flying Service, Lakeview, OR, as N4209V in September 84; regd in January 85; current with them in 1998; sold to Kitty Hawk Charters Inc., Morristown, TN, on 6 May 99; rereg. on 10 May 99; sold to Jim Hankins Air Service, Jackson, MS, on 29 October 01; regd. on 29 January 02; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Volpar Beech C-45G N9518Z	AF-350	26 July 65	bought from Aero American Corp.;
			previously USAF 51-11793

**Service history:** 24th C-45 acquired by Air America; registered to Air America on 7 August 65 (Status as of 5 April 74, in: UTD/CIA/B56F3); officially bought by Air America on 31 December 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); used as a spare aircraft for daily calls at Saigon in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); used as a spare aircraft at Udorn for daily calls of the AID-439-713 customer 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); at Saigon as a C-45G on 2 February 66; undershot the runway while landing at Hon Quan (V-133), South Vietnam, on 12 September 67, when it was still a C-45; the right main landing gear collapsed on 12 September 67 and the aircraft was extensively damaged (XOXO of 12 Sept. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 12 September 67, in: UTD/CIA/B8F2); repaired at a cost of \$13,170 and returned to service on 8 December 67 (Minutes ExCom-AACL/AAM of 3 October 67 and 10 October 67, in: UTD/CIA/B8F2); converted to Volpar by Air Asia, Tainan; assigned to contract AID/VN-23 for use out of Saigon on 14 December 67, still 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 in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 14 February 71, N9518Z was damaged by mortar fire, while 4 VIP passengers boarded the aircraft at the airport of Dalat (V-08); the passengers retreated to the customer's house and departed later; N9518Z was repaired (XOXO of 14 Feb. 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); in use as such at Saigon at least between 19 January 68 and 15 March 74; on 8 February 72, N9518Z was damaged at Danang (V-03), when the airfield was struck by a rocket attack; repaired (XOXO of 8 Feb. 72, in: UTD/Hickler/B27F2); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); substantially damaged by rocket fire, while on the ground at Danang (V-03), South Vietnam, on 9 February 72; repaired and returned to service on 25 February 72 (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); damaged in a rocket attack resulting from hostile acts directed at Danang Air Base, South Vietnam, on 18 July 74; repaired (XOXO of 18 July 74, in: UTD/Hickler/B10F12; Minutes ExCom-AACL/AAM of 23 July 74, in: UTD/CIA/B10F1); based at Tainan in late 74 (Undated aircraft list, in: UTD/CIA/B49F1) and in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** the departure from Tainan to the Continental US was scheduled for 15 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan



between 15 June 75 and 26 July 75; ferried to Roswell NM between 26 July 75 and 8 August 75; stayed at Roswell awaiting sale between 8 August and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Trans Mountain Air, Logmont, CO, as N16TM in 1977; sold to Express Airways in 1978; flew Stansted-Stornoway on 20 January 78; sold to Kalitta Flying Service, Lakeview, OR, in October 89; current in 1998; sold to Kitty Hawk Charters Inc., Morristown, TN, rereg. on 15 June 99; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Beech C-45G            N9855Z            AF-113            26 July 65        bought from Aero American Corp; previously USAF 51-11556

**Service history:** 25th C-45 acquired by Air America; registered to Air America on 7 August 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; officially bought by Air America on 31 December 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane's Wattay airport, damaging the elevators of N9855Z; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); used as a spare aircraft for daily calls at Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 4 March 66 and 14 August 68; struck a concrete foundation of a building while taxiing at Vo Dat (V-159), South Vietnam, on 3 May 68; both propellers were damaged (XOXO of 3 May 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Hickler/B24F2); repaired; the blades of the left propeller struck a portable fire bottle, while taxiing at Bien Hoa (V-02), South Vietnam, on 30 September 68 (XOXO of 30 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; put into inactive storage at Tainan on 23 March 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.

Beech C-45H N9871Z AF-624 3 August 65 bought from Aero American Co; previously USAF 52-10694

**Service history:** 26th C-45 acquired by Air America; registered to Air America on 18 August 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; unassigned and used at Saigon as a spare aircraft for daily calls in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66; substituted N7695C on contract AID-430-1092, while N7695C was converted to a Volpar (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); officially bought by Air America on only 31 December 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 13 June 66, Frank Bonansinga flew N9871Z on a very long mission of nearly 10 hours with 20 landings, the route including stops at Long Xuyen (V-169), and then Can Tho (V-17), Soc Trang (V-16), Bac Lieu (V-58), V-175, Can Tho (V-17), Long Xuyen (V-169) and back to Saigon (V-01) in the morning and Truc Giang (V-14), then Can Tho (V-17), V-175, Can Tho (V-17), Quan Long (V-10), Can Tho (V-17), V-175 in the afternoon (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); on 9 December 66, N9871Z touched another aircraft parked in front of it at Saigon (V-01), when it moved forward during engine run-up, slightly damaging the left hand stabilizer; repaired (XOXO of 9 Dec. 66, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 for use out of Saigon in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 14 December 65 and 28 November 67; a woman walked into the landing aircraft at Song Be City (V-243), South Vietnam, on 18 September 68; the woman was killed, the aircraft was not damaged (XOXO of 18 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); used as a spare aircraft for daily calls out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 12 October 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still at Tainan on 1 May 74 (F.O.C. of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.

Volpar Beech C-45H N6154U AF-509 4 August 65 bought from Ideal Investment Co N9003Z, previously USAF 52-10579

**Service history:** 27th C-45 acquired by Air America; registered to Air America on 17 August 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; on 16 September 65, N6154U was ferried Tainan-Hong

Kong-Danang-Saigon by Frank Bonansinga (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); on 20 September 65, during a return flight from Nha Trang to Saigon with passengers working for the Embassy on board, N6154U had anti-aircraft artillery exploding in front of the aircraft near Saigon, when piloted by Frank Bonansinga, but landed at Saigon safely (e-mail dated 20 March 2004, kindly sent to the author by Frank Bonansinga); officially bought by Air America only on 31 December 65 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still assigned to contract AID-430-1092 in April 66; flew from Saigon to Tainan for conversion to Volpar on 18 April 66, with an estimated return on 21 May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); second conversion of an Air America C-45 to Volpar, to be completed by Air Asia, Tainan, on 25 June 66; but the aircraft arrived at Saigon after conversion only on 28 July 66 (Minutes ExCom-AAAC/AAM of 25 May 66, 15 June 66, and 3 August 66, in: UTD/CIA/B8F1); on 3 October 66, N6154U turned left after landing at a new field adjacent to Bao Loc Plantation (V-37), in order to rapidly clear the runway for military aircraft, and during that turn, the left wheel dipped into a shallow ditch causing the left propeller to strike the ground; later repaired (XOXO of 3 Oct. 66, in: UTD/Hickler/B26F16); on 21 May 67, Air America C-47 "607" taxied into N6154U at Saigon (V-01), causing substantial damage; repaired (XOXO of 21 May 67, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon on 28 July 67, still 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 in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); in use as such at Saigon at least between 10 August 66 and 18 January 74; seen at Hong Kong on 7 January 1972 (*Aviation Letter* 63, Feb. 72, p.2); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); based at Tainan in late 1974 (Undated aircraft list, in: UTD/CIA/B49F1) and in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** the departure from Tainan to the Continental US was scheduled for 8 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 26 July 75; ferried to Roswell NM between 26 July 75 and 5 August 75; stayed at Roswell awaiting sale between 5 August and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to

Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); the registration was cancelled on 3 September 76; sold via Omni Aircraft Sales, Washington, DC, to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGC in January 77, but based at Jeddah, Saudi Arabia; at Khartoum in December 80 (*Air-Britain Digest*, August 81, p. 236); destroyed by arson attack by an extremist group at Stans, Switzerland, on 3 October 82; the registration was cancelled on 8 October 82.



Ten-Two N77Y, probably taken at Bangkok in the mid-sixties  
(UTD/Hickler/B33)

Beech C-45G (10-2)	N77Y	AF-96	24 Sept. 65	bought from Bernard Saul /Ruth Saul/Rubin Kapan, Lorraine Kapan, and Louis P. Demore (Status as of 5 April 74, in: UTD/CIA/B56F4);
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previously USAF 51-11539, then N5255V

**Service history:** 28th C-45 acquired by Air America; registered to Air America in October 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), initially probably financed and owned by the Pacific Corp.; assigned to contract AF62(531)-1841 for use out of Bangkok in November 65, but at the beginning of the month, N77Y was still at Tainan for Ten-Two modifications, and arrived at Bangkok only on 20 November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); still assigned to contract AF62(531)-1841 for use out of Bangkok in April and May 66, basic (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon on 6 January 68, and still 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 in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use at Saigon at least between 12 January 67 and 20 July 68; a photo probably taken in 1967 is preserved in: UTD/Hickler/B33; the tail wheel failed to extend on landing on 12 September 67, damaging the vertical stabilizers and the tail cone; returned to service on 19 September 67 (Minutes ExCom-AAAC/AAM of 3 October 67, in: UTD/CIA/B8F2); on 26 February 68, N77Y was substantially damaged while parked at Tan Son Nhut (V-01), when a rocket round hit the airport; repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); the right brake locked on landing on 7 April 69, damaging the tail gear assembly; returned to service on 17 April 69 (Minutes ExCom-AAAC/AAM of 22 April 69, in: UTD/CIA/B8F3); put into inactive storage at Saigon on 25 October 69; still there on 1 May 74 (F.O.C.s of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** originally sold for scrap to a South Vietnamese company on 5 October 74; the cancellation "as scrapped" was requested on 7 October 74 (Letter by Clyde S. Carter dated 7 October 74, in: UTD/CIA/B17F3); unable to get government approval prior to evacuation; so the aircraft was actually abandoned on 29 April 75 (Summary of sales, in: UTD/CIA/B40F6); reportedly cancelled only in February 78.

Beech C-45H            N9475Z            AF-634            Sept./Oct. 65            USAF 52-10704

**Service history:** 29th C-45 acquired by Air America, initially probably financed and owned by the Pacific Corp.; assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); got a flat tire at Phan Thiet (V-11) on 2 June 66; repaired (XOXO of 2 June 66, in: UTD/Hickler/B26F16); in use at Saigon at least

between 4 April 66 and 29 April 66; on the 1 July 66 USCAR; not on the 1 January 68 and 1 July 69 USCARs.

**Fate:** both engines failed during take-off from Tam Ky (V-40), South Vietnam, on 21 August 67; the aircraft crash-landed and subsequently caught fire, killing 4 passengers; the pilot suffered a shock and head cuts; 3 passengers received injuries; the aircraft was totally destroyed by fire (XOXOs of 21 Aug. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AAACL/AAM of 22 August 67, in: UTD/CIA/B8F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Volpar Beech C-45H N9956Z AF-704 Sept./Oct. 65 USAF 52-10774

**Service history:** 30th C-45 acquired by Air America, initially probably financed and owned by the Pacific Corp.; assigned to contract AID-430-1092 in November 65 and based at Saigon (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still 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); officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); on 17 and 18 November 65, Frank Bonansinga ferried C-45 N9956Z Saigon-Danang-Hong Kong-Tainan for repair after it had been shot at (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); at Saigon as a C-45H on 8 February 66; sustained damage to the forward fuselage roof, the engines and propellers, when C-45 N9956Z flipped over on its back during landing on 24 August 66; the pilot suffered minor injuries (Minutes ExCom-AAACL/AAM of 31 August 66, in: UTD/CIA/B8F1); converted to Volpar by Air Asia; Volpar N9956Z was ferried Tainan-Hong Kong-Danang-Saigon by Frank Bonansinga on 5 January 67 (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); in use as a Volpar at Saigon at least between 29 June 67 and 7 April 72 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon and Bangkok on 29 June 67, still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 20 August 68, PC-6 N152L was blown into N9956Z by a wind gust, while both aircraft were parked at Tan Son Nhut airport (V-01); repaired (XOXO of 20 Aug. 68, in: UTD/Hickler/B26F17); assigned to contract AID/VN-41 for use out of Saigon in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); still assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); based at Tainan in late 74 (Undated aircraft list, in: UTD/CIA/B49F1) and in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** the departure from Tainan to the Continental US was scheduled for 1 April 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 26 July 75; ferried to Roswell NM between 26 July 75 and 5 August 75; stayed at Roswell awaiting sale between 5 August and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); the registration was cancelled on 8 November 76; sold to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGI in January 77, but based at Jeddah, Saudi Arabia; seen at Van Nuys, CA, on 10 January 79; the registration was cancelled on 3 January 80; seen at Tucson Intl. Airport on 9 October 80, broken up.

Beech C-45G	N9898Z	AF-284	7 Oct. 65	bought from Hamilton Aircraft Co Inc; previously USAF 51-11727
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**Service history:** 31st C-45 acquired by Air America; registered to Air America on 26 October 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; assigned to contract AID-430-1092 in November 65 and based at Saigon, but still en route at the beginning of the month (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); on 29 March 66, the elevators of N9898Z were damaged at Danang (V-03) by the prop wash of heavy transport aircraft; repaired (XOXO of 29 March 66, in: UTD/Hickler/B26F16); officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); still assigned to contract AID-430-1092 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); assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 13 February 66 and 12 April 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); used as a spare aircraft for daily calls out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 12 October 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 17 June 74 (Letter

by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.



Air America C-45G N9592Z after the Saigon accident of 10 June 66  
(with kind permission from Ward S. Reimer)

Beech C-45G	N9592Z	AF-174	14 Oct. 65	bought from W. M. Taylor; previously USAF 51-11617
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**Service history:** 32nd C-45 acquired by Air America; registered to Air America on 28 October 65 (Status as of 5 April 74, in: UTD/CIA/B56F4), probably financed and owned by the Pacific Corp.; assigned to contract AID-430-1092 in November 65 and



based at Saigon, but still en route at the beginning of the month (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); used as a spare aircraft at Saigon for daily calls 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); damaged both propellers and both engines, when landing at Saigon (V-01) on 10 June 66 and came to rest on the nose; there were no injuries; a photo taken by Ward Reimer of this accident was published in: Love, *Wings of Air America*, p. 88; returned to service on 20 June 66 (XOXO of 10 June 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAAC/AAM of 15 June 66, in: UTD/CIA/B8F1); on 4 January 67, both propellers of N9592Z were damaged, when the aircraft taxied over a piece of PSP at Truc Giang (V-14); repaired (XOXO of 4 Jan. 67, in: UTD/Hickler/B26F16); in use at Saigon at least between 14 January 66 and 5 April 68; assigned to contract AF49(604)-4395 for use out of Saigon in ? until 31 December 67, when N5254V was released from the contract and used as a spare aircraft at Saigon, as still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); put into inactive storage at Tainan on 22 March 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 15 June 69, 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan, Taiwan, in June 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 17 June 74 (Letter by Clyde S. Carter dated 17 June 74, in: UTD/CIA/B17F3); the registration was cancelled on 24 June 74 as scrapped.

Volpar Beech C-45G N3728G	AF-65	27 Oct. 65	bought from Appliance Buyers Credit Corp; previously USAF 51-11508
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**Service history:** 33rd C-45 acquired by Air America; registered to Air America on 8 November 65 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 31 March 66 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); noted as to be based at Bangkok, assignment pending in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); substituted N6154U on contract AID-430-1092, while N6154U was converted to a Volpar (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); at Saigon on 24 May 66 as a C-45G; converted to Volpar by Air Asia; this Volpar was assigned to contract AID-439-713 for USAID/Laos, Vientiane, but officially based at Udorn on 1 June 67, still in May 68, and called thru 30 June 68; as the aircraft was used on the ASP or Aerial Survey Project, it was really stationed at Savannakhet (L-39) in Southern Laos (Aircraft status as of 1 May 68, in: UTD/Herd/B2); between 24 and 30 July 68, Frank Bonansinga flew night missions out of Savannakhet (L-39) in

Volpars N9664C, N3728G, and N7770B (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); encountered control difficulties during landing roll-out at Hoi An (V-206), South Vietnam, on 27 May 69, causing substantial damage to the engines, the fuselage, and the nose wheel (XOXO of 27 May 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); repaired at a cost of \$22,000 and returned to service on 5 June 69 (Minutes ExCom-AAAC/AAM of 10 June 69, in: UTD/CIA/B8F3); used as a spare aircraft for daily calls out of Saigon in June 69 and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 14 January 70, the right propeller touched the ground at Vientiane (L-08) during taxi roll; repaired (XOXO of 14 Jan. 70, in: UTD/Hickler/B25F10); used out of Udorn on 18 September 70 (Udorn daily flight schedule of 18 Sept. 70, in: UTD/Hickler/B8F1); from 19 October 70 onwards, Frank Bonansinga flew photo missions out of Udorn (T-08) in Volpar N3728G (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract FO4606-71C-0002 for use out of Udorn 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 5 November 70 and 17 March 73 (UTD/Bonansinga; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 1 March 72, the passenger door of N3728G opened in flight, when the aircraft was departing Vientiane (L-08) en route to Udorn (T-08); the door was closed in flight (XOXO of 1 March 72, in: UTD/Hickler/B27F2); on 27 October 72, the left engine of N3728G flamed out during engine run-up at Udorn (T-08); repaired (XOXO of 27 Oct. 72, in: UTD/Hickler/B27F2); on 13 February 73, Frank Bonansinga flew Volpar N3728G out of Udorn (T-08) (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); still assigned to contract FO4606-71C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73 (F.O.C. of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C), 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), and still 1 April-31 May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); a photo taken at Vientiane in 1971-73 is preserved in: UTD/Anthony/F9; used on a VIP flight between Udorn (T-08) and Bangkok (T-09) on 23 June 74 (Udorn flight scheduled of 23 June 74, in: UTD/Spencer/B1F2); ferried from Udorn (T-08) to Saigon (V-01) on 30 June 74 (Udorn daily flight schedule of 30 June 74, in: UTD/Abadie/B1F6); this was the last departure of an Ar America aircraft from Udorn (XOXO of 30 June 74, in: UTD/Hickler/B10F12); used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1).

**Fate:** according to a contract dated 24 February 75, this aircraft and C-45 N9542Z (AF-674) were exchanged for former Intermountain Aviation DHC-4 N6080 (c/n 2) (see Summary of aircraft sales, in: UTD/CIA/B40F6), but the deal probably did not materialize at that time; at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; ferried to Roswell NM between 19 and 28 August 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); the ferry flight was made

by Transavia International, St. Louis (Transavia letter dated 13 August 75, in: UTD/CIA/B40F6); exchanged on 16 January 76 with ? (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 16 June 76 (Letter by Clyde S. Carter dated 16 June 76, in: UTD/CIA/B18F9); sold via Omni Aircraft Sales, Washington, DC, to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGB, in October 76, but based at Jeddah, Saudi Arabia; the registration was cancelled on 29 July 80; sold as N8487A to?, delivered thru London-Gatwick on 24 July 80; reportedly written off at Ica, Peru, on 6 February 82 (*Air-Britain News*, Sept. 99, p. 1179), but repaired; sold to Kalitta Flying Service, Lakeview, OR, as N8487A in May 87; current in 1998; sold to Kitty Hawk Charters Inc., Morristown, TN, rereg. on 15 June 99; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

**E) Beech 18s acquired in 1966/67:**

Volpar Beech C-45G N91284 AF-439 66 ex Atlas Corp., Goleta, CA; previously USAF 51-11882

**Service history:** flown out of Saigon at least since November 66, mostly on VIP flights; on 15 November 66, Frank Bonansinga flew General Breckfield on a VIP flight, on 21 November 66 General Humphreys; on 30 November 66, Frank Bonansinga made a VIP flight from Saigon to Danang, and on 1 December 66, Frank Bonansinga made a VIP run Saigon-Hue-Danang-Saigon in N91284; on 10 December 66, Frank Bonansinga flew Colonel Muncrice on a VIP flight Saigon (V-01)-Pleiku (V-04)-Ban Me Thuot East (V-12)-Nha Trang (V-07)-Saigon (V-01) in N91284; on 1 February 67, Frank Bonansinga flew a Minister of the Republic of Vietnam on a VIP flight from Saigon (V-01) to Rach Gia (V-56)-Can Tho (V-17)-Saigon (V-01) to Moc Hoa (V-51); on 3, 7, 14, 15, and 16 February 67, Frank Bonansinga flew VIPs of USAID out of Saigon in N91284 (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); not on the 1 January 68 USCAR.

**Fate:** crashed en route Danang-Hue, South Vietnam, into a rain-veiled mountain north of Danang (V-03) at coordinates AU 0307 during a monsoon storm on 23 March 67 at approximately 1507 hours local time. The aircraft exploded and was totally destroyed, killing the pilot, Captain Bruce C. Massey (Memorial), and 8 passengers, including 7 prominent US educators in Vietnam on an AID project and a USAID official, including Dr. Arthur D. Pickett, Dr. Vincent F. Conroy, Dr. Bangsberg and Dr. Albertson (XOXOs of 23 to 31 March 67, in: UTD/Hickler/B26F16; Minutes BoD-AAM 16 May 67, in: UTD/CIA/B3F5; Minutes ExCom-AAACL/AAM of 28 March 67, 23 May 67, 13 June 67, and 12 December 67, in: UTD/CIA/B8F2; Board of Review report, in: UTD/CIA/B34F2; Memorial file, in: UTD/LaShomb/B16F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2) - this accident was given by Robbins, *Air America*, p. 160, as a C-46 crash of an unknown date, in which 8 American college professors were killed.

Volpar Beech C-45G N91295 AF-458 23 Dec. 65 bought from Hamilton Aircraft Co; previously USAF 51-11901

**Service history:** registered to Air America on 23 August 66 (Status as of 5 April 74, in: UTD/CIA/B56F3), probably financed and owned by the Pacific Corp.; officially bought by Air America only on 28 Feb. 67 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); converted to Volpar Turbo Beech by Air Asia at Tainan; on 1 October 66, Frank Bonansinga flew the new Volpar N91295 at Tainan, on 12 October 66, he flew it out of Saigon; on 30 November 66 and on 23 December 66, Frank Bonansinga flew the Embassy run out of Saigon in Volpar N91295, which lost one engine near Nha Trang (V-07) on 23 December, but landed safely (checked on 10 March 2004 from an entry in the log book of Frank Bonansinga); assigned to contract AF49(604)-4395 for use out of Saigon on 10 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon at least between 1 May 67 and 5 March 74; made an emergency landing with unsafe landing gear at Saigon (V-01), South Vietnam, on 1 April 68 (XOXO of 1 April 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Hickler/B24F2); repaired; left gear failed while taxiing at Pleiku (V-04), South Vietnam, on 26 July 68; no injuries; repaired (XOXO of 26 July 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Dreifus/B1F9); on 9 December 68, the right engine of N91295 flamed out upon landing at Vinh Long (V-20), South Vietnam; repaired (XOXO of 9 Dec. 68, in: UTD/Hickler/B26F17); struck and killed a Vietnamese soldier, while landing at Go Cong (V-203), South Vietnam, on 3 February 69; the soldier had come from behind a barrier at the end of the runway into the path of the aircraft at the time it flared-out for landing (XOXO of 3 Feb. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AAAC/AAM of 11 February 69, in: UTD/CIA/B8F3); made a single-engine landing at Saigon (V-01) on 5 June 69 (Saigon, Safety report, June 69, = CIA document no. 0000174720); assigned to contract AF49(604)-4395 for use out of Saigon in June 69, but based at Saigon unassigned in August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); used from Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); on 6 July 71, N91295 made an emergency landing at Saigon (V-01) after the right main landing gear had failed during the landing approach to Chau Duc (V-193); nobody on board was injured, but the outer rear door buckled, and the right vertical stabilizer and the rudder were worn off; later, the aircraft was repaired (XOXO of 6 July 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 at least 1-31 July 71 (F.O.C. of 1 July and 15 July 71, in: UTD/Hickler/B8F7B); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services* under contract ICCS-73-008 1 November-31 December 73 (F.O.C. of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); still 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); used as an Air America spare aircraft from Saigon 1 April-31

May 74 (F.O.C. of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); at Hong Kong in 1975; used out of Saigon in late 74 (Undated aircraft list, in: UTD/CIA/B49F1); based at Saigon in March 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2).

**Fate:** the departure from Saigon to the Continental US was scheduled for 5 May 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2), but probably escaped on 29 April 75; at Tainan in May 75 (Undated aircraft list of May 75, in: UTD/CIA/B51F12); at Tainan on 12 June 75 to be ferried to Roswell, NM (AAM aircraft as of 12 June 75, in: UTD/CIA/B51F12); was at Tainan between 15 June 75 and 19 August 75; ferried to Roswell NM between 19 and 28 August 75; stayed at Roswell awaiting sale between 28 August and 30 September 75 (Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 65,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); the deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); the registration was cancelled on 8 November 76; sold via Omni Aircraft Sales, Washington, DC, to CIBA-Pilatus Aerial Spraying, Stans, as HB-GGF in 1977; ferried from San Angelo, TX, to Berne, by Frank Bonansinga, leaving San Angelo on 6 February 77 and arriving at Berne on 21 February 77; was to be used in Iran (e-mail dated 26 March 2004, kindly sent to the author by Frank Bonansinga); was based at Jeddah, Saudi Arabia; the registration was cancelled on 12 July 83; regd to Kalitta Flying Service, Ypsilanti, MI, as N431DK on 25 August 83; current in 1998; sold to Kitty Hawk Charters Inc., Morristown, TN, on 6 May 99; rereg. to them on 10 May 99; sold to Twin Beech 745PD Inc., Bear, DE, on 9 October 2001; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>); sold to Turbine Group Inc., Vero Beach, FL; regd. to them on 10 Sept. 2004

Beech C-45G (10-2)	N21412	AF-257	4 May 67	bought from Southern Sky N21412; previously USAF 51-11700, then N3737G, then HP-396, then N899Z
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**Service history:** registered to Air America on 10 May 67 (Status as of 5 April 74, in: UTD/CIA/B56F4); at Saigon on 21 July 67; officially bought by Air America only on 31 May 67 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); N21412 has only 7 seats and a C-45 nose; assigned to contract AID/VN-23 as a basic aircraft for use out of Saigon on 26 June 67; on 26 February 68, N21412 was damaged while parked at Tan Son Nhut (V-01), when a rocket round hit the airport; repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); still assigned to contract AID/VN-23 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); used as a spare aircraft for daily calls out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 18 November 69; the aircraft was surveyed and the asset written

off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan on 10 December 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 19 December 74 (Letter by Clyde S. Carter dated 19 December 74, in: UTD/CIA/B17F3); the registration was cancelled on 2 January 75 as totally destroyed and scrapped.

Beech SNB-5 (10-2) N51259	5015	21 June 67	bought from Corsair Air Services Co to the Pacific Corp.; previously US Navy BuA 67118, then Intermountain Aviation N90238; c/n according to Parmerter, <i>Beech 18</i> , p. 496
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**Service history:** sold from the Pacific Corp. to Air America on 8 August 67 (Status as of 5 April 74, in: UTD/CIA/B56F4); promissory note no.20 dated 30 September 67 (in: UTD/CIA/B9F4) mentions \$ 40,000.00 owed by Air America to the Pacific Corp. for this aircraft; officially bought by Air America only on 30 Sept. 67 (List "Accumulated costs as of 31 Dec. 67", in: UTD/CIA/B40F8); registered to Air America on 5 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F4); not on 1 January 68 USCAR; on the 1 July 69 USCAR; in use at Saigon on 1 September 67 and on 22 July 69; during take-off roll from Lam Son (V-214), South Vietnam, N51259 swerved off of the left side of the runway and was substantially damaged on 9 December 67 (XOXO of 9 Dec. 67, in: UTD/Hickler/B25F8; Accident report, in: UTD/Hickler/B24F7); repaired and returned to service on 20 December 67 (Minutes ExCom-AAAL/AAM of 12 December 67, in: UTD/CIA/B8F2); at Danang (V-03) in March 68 (a photo taken by Robert Mikesch was published in: Love, *Wings of Air America*, p. 28); assigned to contract AID-493-332 for use out of Bangkok on 17 March 68, still in May 68, called thru 31 October 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use from Bangkok at least between 22 May 68 and 12 November 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); a photo is preserved in: UTD/Hickler/B3F16); used as a spare aircraft for daily calls out of Saigon in June and August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); put into inactive storage at Tainan on 18 November 69; the aircraft was surveyed and the asset written off the books on 21 March 70 (Status as of 5 April 74, in: UTD/CIA/B56F4); still stored at Tainan on 1 May 74 (F.O.C. of 1 July 71, 15 July 71, 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7B+C).

**Fate:** sold for scrap at Tainan on 10 December 74 (Summary of aircraft sales, in: UTD/CIA/B40F6); the cancellation "as scrapped" was requested on 19 December 74

(Letter by Clyde S. Carter dated 19 December 74, in: UTD/CIA/B17F3); apparently the registration was cancelled only in early 1975.

#### **IV) Problems and errors:**

##### **Unidentified aircraft:**

- 1 C-45 was used for fire practice at Udorn in 1970 (to be seen in the documentary *Flying men, flying machines*).
- 1 Volpar Beech C-45 made an emergency landing on the beach near Phan Rang, Vietnam on 18 April 75 (Robbins, *Air America*, p. 283).
- 1 Volpar was shot down near Phan Rang, South Vietnam on 21 April 75 (see Robbins, *Air America*, p. 284).

##### **Errors:**

##### **The mysterious Beech 18 B-500**

Since a couple of years, some publications mention a mysterious Air America Beech 18 registered B-500, that was reportedly seen at Vientiane in mid-1963; this aircraft has recently been described as a D18S c/n A-499, which was said to have become B-1529 with China Air on 16 November 64. For three reasons, all of this seems to be incorrect:

- 1) Official fleet lists of Air America of the 1963/64 period never mention a Beech 18 B-500.
- 2) The log books of Air America pilots preserved at the Air America Archives do not mention such a Beech 18.
- 3) The Civil Aviation Administration of Taiwan has no record of such an aircraft (e-mail dated 20 Feb. 2003, kindly sent to the author by Mr. Chang Kuo-Cheng, Director General of the CAA).

Probably this mysterious registration has the following origin: Below the cockpit window, many Air America aircraft bore the last three digits of the complete registration number; in the same way, the log books of many pilots and even some official Air America papers like the Daily flight schedules of Vientiane or Udorn only indicate those last three digits. So, 500 is probably a mis-sighting or a mis-reading for "50C", as C-45G N7950C was one of the two Beech 18s really flown by Air America in Laos in the early sixties. On the other hand, it was known even to aviation enthusiasts that Air America's B-registered aircraft always dropped the country index B-, when they were flown in Laos beginning in the early sixties. So incorrect hyper-correctness (which can also be found in some log books) probably added the B- to make the registration look B-500.

- an Air America C-45 "N9892Z" was reportedly seen at Saigon on 16 and 17 January 68; but this registration belonged to a C-46 of Capitol Airlines according to the FAA's *US Civil Aircraft Registers* of 1 July 66, 1 January 68, and 1 July 69; so it was probably an error for Air America Beech C-45s N9898Z or N9592Z.