

Khmer Air Force O-1s by Dr. Joe F. Leeker



A KAF O-1 undergoing maintenance at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

Number of O-1s assigned to the Khmer Air Force according to Air America's Phnom Penh Station monthly reports November 73 to June 74:

O-1A: 13 (Nov. 73) > 12 (March 74) > 15 (May 74) > 4 (June 74)

O-1D: 28 (Nov. 73) > 27 (Dec. 73) > 24 (Jan. 74) > 23 (Feb. 74) > 22 (March 74) > 24 (May 74) > 23 (June 74)

O-1F: 0 (Nov. 73 – April 74) > 2 (May – June 74)

Statistics:

- In 1972, AVNK had 17 O-1D/As (Sutsakhan, *The Khmer Republic at war*, p.183).
- 31 May 72: KAF had 18 O-1Ds that flew 168 sorties in May 72 (Elder, *Air Operations in the Khmer Republic*, p. 12)
- in March 73, one O-1D was at Pochentong Air Base, whose repair was beyond the capability of Pochentong (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 13 O-1A aircraft were received from Saigon in February / March 73 (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 10 O-1A/Ds were in commission in March 73 and 4 were grounded (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 3 additional O-1Ds arrived from Saigon in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1)
- on 1 November 73, 6 O-1Ds departed Pochentong for pilot training at Udon for approximately 20 weeks (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); they returned to Pochentong on 11 March 74

(Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

- In 1973, AVNK had 31 O-1D/As (Sutsakhan, *The Khmer Republic at war*, p.183).
- In 1974, AVNK had 37 O-1D/As (Sutsakhan, *The Khmer Republic at war*, p.183).
- in June 74, O-1A aircraft were phased out except for 3 O-1As at Udorn; 6 O-1As were flown out of Cambodia in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

According to Conboy / Bowra, *The war in Cambodia*, p. 20:

- by the end of 1971, the Khmer Air Force had 24 O-1Ds

Individual aircraft histories:



The remains of VNAF O-1A "12441" and "1224?" at Pochentong in January 71
(detail of photo no. 1-CA2-2-PB39 preserved at UTD/Abadie/B2F1)

Cessna O-1A "12441" ? 70 ex VNAF "12441" and US
Army 51-12441

Service history: flown in VNAF colors for the Khmer Air Force

Fate: destroyed at Pochentong airport during the sapper attack of 21/2 January 71 (see photo no. 1-CA2-2-PB39 preserved at UTD/Abadie/B2F1).

Cessna O-1A "1224?" ? 70 ex VNAF "1224?" and US
Army 51-1224?

Service history: flown in VNAF colors for the Khmer Air Force

Fate: destroyed at Pochentong airport during the sapper attack of 21/2 January 71 (see photo no. 1-CA2-2-PB39 preserved at UTD/Abadie/B2F1).

Cessna O-1A "51-11984" 22298

(real serial as borne unknown)

Service history: radio modification at Pochentong was completed on 29 October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1)

Fate: possibly to the Thai Army as "1984" (e-mail dated 6 February 2005, kindly sent to the author by Steve Darke)

Cessna O-1A "51-12380" 22727

(real serial as borne unknown)

Service history: released for check flight on 27 October 73, but not yet test flown on 5 November 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1A "51-12387" 22763

(real serial as borne unknown)

Service history: shrapnel damage was repaired at Battambang in June 73 (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1A "51-12492" 22934

(real serial as borne unknown)

apparently ex VNAF, coded "DC", then "BH", written off on 9 January 68, but repaired (e-mail dated 6 February 2005, kindly sent to the author by Steve Darke)

Service history: on 3 July 73, the aircraft suffered a hard landing and was substantially damaged beyond repair capability of the Khmer Air Force (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1A "51-12701" 23156 ex VNAF, coded "BL"

(real serial as borne unknown)

Service history: modification of the radio configuration form O-1A to O-1D was done in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); released for check flight on 13 October 73, but test flown only on 27 October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); released for operations on 14 November 73 (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); down at an outstation in March 74 because of engine problems (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "095"

(real serial as borne unknown)

Service history: could be 51-5095 c/n 22000 (which became N5194G later) or 51-12095 c/n 22409 (e-mail dated 13 February 2005, kindly sent to the author by Steve Darke); returned to operations in January 74 after repair at Pochentong (Air America's Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "316"

(real serial as borne unknown)

Service history: possibly 51-7316 (c/n 22050) or 51-12316 (c/n 22630) (e-mail dated 13 February 2005, kindly sent to the author by Steve Darke); shrapnel damage was repaired at Battambang in June 73 (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1A "426"

(real serial as borne unknown)

Service history: possibly 51-7426 c/n 22165 ex VNAF (e-mail dated 13 February 2005, kindly sent to the author by Steve Darke); returned to operations in February 74 after repair at Pochentong (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "472"

(real serial as borne unknown)

Service history: possibly 51-12472 c/n 22914 ex VNAF as "BD", which later joined the Thai Army (e-mail dated 13 February 2005, kindly sent to the author by Steve Darke); the fuel pump was repaired at Pochentong in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "596"

(real serial as borne unknown)

Service history: possibly 51-12596 c/n 23051 ex VNAF (e-mail dated 13 February 2005, kindly sent to the author by Steve Darke); down outstation in March 73, needing an engine change (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "795"

(real serial as borne unknown)

Service history: possibly 51-4795 (c/n 21680) ex VNAF, destroyed, but repaired or 51-12795 (c/n 23252) destroyed and repaired (e-mail dated 24 February 2005, kindly sent to the author by Steve Darke); returned to operations in February 74 after repair at Pochentong (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1A "895"

(real serial as borne unknown)

Service history: possibly 51-4795 (c/n 21680) destroyed and repaired or 51-16895 (c/n 22724) (e-mail dated 24 February 2005, kindly sent to the author by Steve Darke); returned to operations in January 74 after repair at Pochentong (Air America's Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "499"

(real serial as borne unknown)

Service history: believed to be 56-2499 (c/n 23621); oil temperature problems repaired at Pochentong in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "622"

(real serial as borne unknown)

Service history: believed to be 56-2622 (c/n 23744); had electrical problems in June 74 that were repaired at Pochentong the same month (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "635"

(real serial as borne unknown)

Service history: believed to be 56-2635 (c/n 23757); had electrical problems in June 74 that were repaired at Pochentong the same month (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "826"

(real serial as borne unknown)

Service history: believed to be 57-2826 (c/n 24004); substantially damaged in April 74, when the pilot taxies into a ditch at Pochentong; repaired locally and operational again in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "835"

(real serial as borne unknown)

Service history: believed to be 57-2835 (c/n 24013); was undergoing engine change in February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); sustained major damage in March 74, while taking off from Kompong Son; repaired and back to operations by the end of March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems repaired at Pochentong in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); loose rivets on the landing gear support frame were repaired at Pochentong in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "935"

(real serial as borne unknown)

Service history: believed to be 57-2935 (c/n 24113); damage repair was completed on 20 February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "51-12718" 23175 June 74 ex "2718"; former Raven aircraft
(real serial as borne unknown)

Service history: “720” departed for Thai-Am, Bangkok, on 23 March 74 for inspection (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); substantially damaged during landing at Pochentong in April 74; disassembled and flown to Thai-Am, Bangkok (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8)

Fate: ?



Khmer Air Force O-1D “0-54721” at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

Cessna O-1D “0-54721” 23561 Feb. 71 ex 55-4721

Service history: not operational, but being maintained in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/ I B14F1).

Fate: “721” sustained damage at Ream on 9 March 74, when the airfield was hit by mortars (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); part of the wreckage were recovered from Reap in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Cessna O-1D “55-4723” 23563 April 71

(real serial as borne unknown)

Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/ I B14F1); ground looped at Pochentong Air Base in early 73, but the repair was completed on 10 May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)

Fate: ?



Khmer Air Force O-1D "05-4738" at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

Cessna O-1D "05-4738" 23578 March 71 ex 55-4738

Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America's Phnom Penh Station monthly report for January 72, in: UTD/Leary/ I B14F1); ground looped at Pochentong Air Base in Feb./March 73; repairs started in April 1973 (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); repairs were completed on 14 May 73 (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repairs were about 60 % complete in July 73 (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

Fate: considered to be beyond economical repair and cannibalized at Pochentong in November 73 in order to complete the crash damage repair on O-1D 57-2795 (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Cessna O-1D "55-4740" 23580 1971?

(real serial as borne unknown)

Service history: at Pochentong maintenance for IRAN in February 72 (Air America's Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); IRAN and damage repair in progress in February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); still not completed in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8) nor in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); test flown on 15 May 74 and turned over to the Flight Line on 19 May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D “55-4748” 23588 June 71

(real serial as borne unknown)

Service history: “748” assigned in Ream, inspected on 22 February 74, required parts to be shipped to that location (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); in April 74, the engine was repaired (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D “57-2780” 23958

(real serial as borne unknown)

Service history: had an engine change at Pochentong in June 74 as well as electrical problems that were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D “57-2795” 23973 March 71

(real serial as borne unknown)

Service history: proposed for scrap in January 72 pending MEDTC decision (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/ I B14F1); on 16 March 73, O-1D “795” was damaged on landing during a training flight at Pochentong Air Base; repaired (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); substantially damaged in October 73, when the aircraft ground looped at Pochentong (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); installed in the jig in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); crash damage repair of 57-2795 was delayed in November 73 due to lack of proper gage sheet metal (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); repaired by 5 December 73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D “57-2797” 23975 April 71

(real serial as borne unknown)

Service history: ?; mentioned by World Air Forces, Cambodia, at

<http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>

Fate: ?

Cessna O-1D “57-2805” 23983 March 71

(real serial as borne unknown)

Service history: ?; mentioned by World Air Forces, Cambodia, at

<http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>

Fate: ?

Cessna O-1D “57-2815” 23993

(real serial as borne unknown)

Service history: departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: ran off the end of the runway at Reap in May 74 and was completely destroyed; dropped from the inventory of the Khmer Air Force (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); part of the wreckage was

recovered in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Cessna O-1D "57-2816" 23994

(real serial as borne unknown)

Service history: departed Pochentong 1 November 73 for pilot training at Udorn (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2837" 24015 April 71

(real serial as borne unknown)

Service history: ?; mentioned by World Air Forces, Cambodia, at

<http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>

Fate: ?

Cessna O-1D "57-2839" 24017 July 71

(real serial as borne unknown)

Service history: ?

Fate: dropped from the Khmer Air Force aircraft inventory in February 72 (Air America's Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2880" 24058 29 May 74

(real serial as borne unknown)

Service history: arrived from South Vietnam on 29 May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); had an engine change at Pochentong in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2884" 24062 Feb. 71

(real serial as borne unknown)

Service history: had an accident at Battambang in April 73, causing considerable damage (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2887" 24065

(real serial as borne unknown)

Service history: damaged in September 73, when it collided with a T-28 on the taxiway at Pochentong; repaired (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); repaired completed in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); departed Pochentong 1 November 73 for pilot training at Udorn (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2895" 24073 May 71

(real serial as borne unknown)

Service history: CBD repair in progress in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "2903" 24081 June 74 USAF 57-2903; current as a Raven aircraft on 1 April 72

Service history: transferred to the Khmer Air Force as "2903" in June 1974, when it arrived from Udorn (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); a photo of "2903" in Khmer Air Force colors taken at Pochentong Airport, Phnom Penh, in November 1974 can be found at http://www.acig.org/artman/publish/article_412.shtml

Fate: ?

Cessna O-1D "57-2904" 24082 April 71

(real serial as borne unknown)

Service history: ?; mentioned by World Air Forces, Cambodia, at

<http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>

Fate: ?

Cessna O-1D "57-2908" 24086 Nov. 71

(real serial as borne unknown)

Service history: damaged out station in Cambodia in the last part of October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2915" 24093

(real serial as borne unknown)

Service history: battle damage was repaired at Pochentong in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); free air temperature gage missing on aircraft in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2916" 24094 Nov. 71

(real serial as borne unknown)

Service history: in April 74, a bullet hole in the right hand fuselage of "916" was repaired (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); electrical problems repaired at Pochentong in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2920" 24098 Nov. 71

(real serial as borne unknown)

Service history: damaged in February 72 due to failure of the brakes (Air America's Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); repaired (Air America's Phnom Penh Station weekly report for 1-7 March 72, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D "57-2934" 24112 Dec. 71

(real serial as borne unknown)

Service history: sustained substantial damage to the tail section in January 74 during a landing incident at Pochentong – apparently it touched C-47 44-76340, which was equally damaged; repair and release to operations the same month (Air America's Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); inspection not completed in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); sustained major damage in March 74, while landing at Pochentong; ground looped; not yet repaired by 4 April 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2939" 24117

(real serial as borne unknown)

Service history: sustained a hard landing in January 74, while operating out station; brought back to Pochentong disassembled; re-assembly of the aircraft was suspected to be complete by 1 March 74 (Air America's Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2945" 24123

(real serial as borne unknown)

Service history: ground looped at Pochentong in August 73; repairs were believed to take about 60 days, once begun (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); released to operations in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); departed Pochentong 1 November 73 for pilot training at Udorn (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: substantially damaged while landing out station (at Prey Veng) in April 74; recovery attempt in progress (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); in June 74, part of the wreckage still remained at Prey Veng (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Cessna O-1D "57-2955" 24133 10 April 74

(real serial as borne unknown)

Service history: flown in from South Vietnam and arrived at Pochentong on 10 April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); had engine problems in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?

Cessna O-1D "57-2956" 24134

(real serial as borne unknown)

Service history: ?

Fate: considered to be beyond economical repair and cannibalised at Pochentong in November 73 in order to complete the crash damage repair on O-1D 57-2795 (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)

Fate: ?

Cessna O-1D “57-2961” 24139 Feb. 71
(real serial as borne unknown)
Service history: ?
Fate: dropped from the Khmer Air Force aircraft inventory in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1)
Fate: ?

Cessna O-1D “57-2962” 24140 Nov. 71
(real serial as borne unknown)
Service history: ?; mentioned by World Air Forces, Cambodia, at <http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>
Fate: ?

Cessna O-1D “57-2963” 24141 May 71
(real serial as borne unknown)
Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/ I B14F1).
Fate: ?

Cessna O-1D “57-2969” 24147
(real serial as borne unknown)
Service history: departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); damaged during landing at Pochentong in May 74; repaired and returned to service the same month (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
Fate: ?

Cessna O-1D “57-2970” 24148 July 71
(real serial as borne unknown)
Service history: damaged in February 72 due to failure of the brakes (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); it was recommended to drop the aircraft from the KAF inventory (Air America’s Phnom Penh Station weekly report for 1-7 March 72, in: UTD/CIA/B39F1)
Fate: dropped from the KAF inventory in March 72 as damaged beyond repair (?)

Cessna O-1F “51-12545” 23000 June 74 ex “2545”; former Raven aircraft
(real serial as borne unknown)
Service history: arrived at Pochentong from Udorn in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)
Fate: ?

Cessna O-1F “57-2847” 24025 June 74 ex “2847”; former Raven aircraft
(real serial as borne unknown)
Service history: arrived at Pochentong from Udorn in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)
Fate: ?

Two unknown Khmer Air Force O-1s sustained major damage in August 73 during landing at Pochentong, but were repaired locally (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

When Cambodia fell to the Khmer Rouge forces of Pol Pot on 18 April 1975, 12 O-1s escaped to Thailand (Carroll, *World Air Forces Directory 1998/9*, p. 187); nothing is known about any O-1 captured by the Khmer Rouge (Grandolini/Cooper/Troung, *Cambodia*, part 2).

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