

AIR AMERICA: CESSNA O-1s

by Dr. Joe F. Leeker

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LS-20A Early 1969 Picture taken by Chuck Baird CASI Porter Mechanic

Some Raven O-1s, C-123K "293", and an unknown Air America C-130A at Long Tieng
(with kind permission from Chuck Baird)

The types of missions flown by the O-1s:

Cessna O-1s "Bird Dog", formerly Cessna L-19As (the military version of the single-engined Cessna 305As), were mentioned by Robbins, *Air America*, p. 108, as being a type of aircraft flown by Air America. But those aircraft were not owned by or bailed to Air America, as no official Air America inventory mentions them. Some of the O-1s were part of the Military Assistance Program to Laos, and in the mid-sixties one or two were occasionally flown by Air America pilots. Since 1966, however, those O-1s were flown by the *Ravens*, that is by sheep-dipped USAF personnel who used them as Forward Air Controllers from their bases at one of the five Lao Air Operations Centers at Luang Prabang, Vientiane, Long Tieng, Savannakhet, and Pakse (Castle, *At war*, pp. 86/7). Since 1968, all *Raven* O-1s were periodically maintained by Air America's Udorn facility (Robbins, *Ravens*, pp. 77/8), so that they appear on Air America's "List of assigned / maintained aircraft at Udorn" (as in the list of 1 April 72, in: UTD/CIA/B49F2). Those O-1s mostly – but not always – used a four-digit abbreviation of their USAF serial. However, Air America's "List of assigned / maintained aircraft at Udorn" always mentions the complete USAF serial, so that without photographic evidence it cannot be determined in which way the serial was really painted on the aircraft; this explains the entry "**serial as borne not documented**" which has been added in some cases. Log books often only mention the last three digits of a Raven aircraft, and when its identity cannot be confirmed from other documents, the entry "**complete serial not documented**" has been added.

Statistics according to official Air America documents:

As the O-1s were not part of Air America's fleet, there are no statistics.

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Cessna O-1A	"677"	?	65?	USAF ?

(complete serial not documented)

Service history: flown by Air America pilot Richard B. Crafts out of Udorn on 22 December 65 (Log book of Richard Crafts, in: UTD/Leary/I B6F2); the aircraft could be 50-1678, 51-4678, or 51-12678, as 55-4678 and 56-2678 were O-1Ds.

Fate: ?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Cessna O-1A “556” ? 65? USAF ?
(complete serial not documented)

Service history: flown by Air America pilot Richard B. Crafts out of Udorn on 24, 27, and 28 December 65 (Log book of Richard Crafts, in: UTD/Leary/I B6F2).

Fate: ?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Cessna O-1 “62497” 23619 18 March 69 USAF 56-2497

Service history: given in the USAF Assignment Records as O-1E 56002497 of 504TAS, Binh Thuy, transferred to T2 on 69077 (18 March 69); had been in service in MR 4 in May 1967, when flown by Raven Joe Smith; a photo can be seen on the Ravens’ home page of (details in: Thomas E. Lee, *Ravens aircraft serials*, at: <http://www.angelfire.com/home/laoslist/ravenserials.html>)

Fate: ?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Cessna O-1F “957” ? ? ?

Service history: in service near Savannakhet (L-39) in late 1968; a photo of “957” flown by Vic Williams was taken by Thomas E. Lee and can be found at http://www.angelfire.com/home/laoslist/gallery1_1a.html; the aircraft could be ex 51-4957, 51-11957, 51-16957 or 57-2957.

Fate: ?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Cessna O-1F “1861” ? 66? ?

Service history: flown by Air America pilot Lewis H. Maxwell on 20 February 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6).

Fate: probably crashed; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).



RLAF O-1 ex 51-12650 abandoned at Thakhek East in 1966, taken by dr. Jonathan Pote (with kind permission from Dr. Jonathan Pote)

Cessna O-1 “2650”(???) 23374 ? USAF 51-12650

Fate: ?

Cessna O-1A “1674” 21403 ? USAF 50-1674
Service history: Ravens aircraft; flown by Raven Ed Gunter out of Luang Prabang (L-54) on 20 August 69 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); damaged by 37mm AAA ground fire near Attopeu in March 71, but flown back to Pakse by Dick Defer; a photo of the damaged aircraft taken at Pakse can be seen at http://www.ravens.org/dickdefer/1-Defer_Memorial.jpg; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).so probably crashed before that date.

Cessna O-1E “2628” 23750 11 July 70 USAF 56-2628 of
504TAS, Bien Hoa,
Service history: given in the USAF Assignment Records as O-1E 56002628 of 504TAS, Bien Hoa, transferred to TL MAP on 70192 (11 July 70); Ravens aircraft, maintained by Air America, Udorn; a photo is preserved in: UTD/LaShomb/B11F3; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).

Fate: ?

Cessna O-1A “2044” 22538 ? USAF 51-12044
Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 25 April 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); a photo can be seen in <http://www.ravens.org/>; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).
Fate: probably destroyed between 25 April 71 and 1 January 72

Cessna O-1A “2666” 23121 ? USAF 51-12666
(serial as borne not documented)
Service history: in RLAf use as “666”, yellow, at Savannakhet on 16 October 65 and at Thakhek East on 1 July 66 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote); Ravens aircraft, maintained by Air America, Udorn; current 1 January 72 to 1 April 72 (Lists of assigned / maintained aircraft as of 1 January to 1 April 72, in: UTD/Bisson/B5 reels 23/4).
Fate: transferred to the Royal Thai Air Force as T2-24/14 in 1972 (?); currently stored with “Tango Squadron” at Takhli RTAFB (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke)

Cessna O-1A “2781” 23238 ? USAF 51-12781
(serial as borne not documented)
Service history: Ravens aircraft, maintained by Air America, Udorn; current 1 January 72 to 1 April 72 (Lists of assigned / maintained aircraft as of 1 January to 1 April 72, in: UTD/Bisson/B5 reels 23/4).
Fate: transferred to Philippine Air Force as “12781” (Anido/Austria-Tomkins, *Pictorial History*, p.67); then to the Royal Thai Air Force as T2-23/15; currently airworthy at Bangphra (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

Cessna O-1A “6864” ? ? USAF 51-16864

Service history: Ravens aircraft, maintained by Air America, Udorn; current 1 January 72 to 1 April 72 (Lists of assigned / maintained aircraft as of 1 January to 1 April 72, in: UTD/Bisson/B5 reels 23/4); seen in the documentary “The Ravens” at 1.08 minutes; identity given as “51-6864”, believed to be “51-16864”.

Fate: not current on 1 June 72 (List of assigned / maintained aircraft as of 1 June 72, in: UTD/Bisson/B5 reel 24).

Cessna O-1A “7306” 22040? ? USAF 51-7306?

Service history: Ravens aircraft, seen in the video *The Ravens*; see: Thomas E. Lee, *Ravens aircraft serials*, at: <http://www.angelfire.com/home/laoslist/ravenserials.html> .

Fate: unknown; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).

Cessna O-1A “?449” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 25 April 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23); the aircraft could be 50-1449, 51-7449, or 51-12449; not 51-16449, as this went to the USMC as BuA 133803 (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

Fate: probably destroyed before 1 April 72

Cessna O-1A “?539” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 12 May 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23); the aircraft could be 50-1539, 51-4539, 51-12539 or 56-2539, but probably was 50-1539 (c/n 21213), which was transferred to the Royal Thai Air Force as T2-18/14 in 1972 (?); currently stored with “Tango Squadron” at Takhli RTAFB (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

Fate: probably destroyed before 1 April 72

Cessna O-1A “?646” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 29 July 71 and 1 August 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23); the aircraft could be 50-1646, 51-4646 or 51-12646, as 56-2646 was an O-1D.

Fate: probably destroyed before 1 April 72

Cessna O-1A “?678” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 22 March 71 and 3 July 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23); the aircraft could be 50-1678, 51-4678, or 51-12678, as 55-4678 and 56-2678 were O-1Ds.

Fate: probably destroyed before 1 April 72

Cessna O-1E “?400” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Vientiane (L-08) on 16 June 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); the aircraft could be 50-1400, 51-7400 or 51-12400; but probably it was 51-12400 (c/n 22803), as 51-7400 went to the Norwegian Army / AF in 1960, and 50-1400 went to the JGSDF as JG-1085, and then Royal Thai Army; currently derelict at Lopburi (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

Fate: probably destroyed before 1 April 72

Cessna O-1A “2222” ? 1 March 73 ex 51-12222

(serial as borne not documented)

Service history: RLAF aircraft, maintained by Air America, Udorn; current at least between 1 March 73 and May 73 (Lists of assigned / maintained aircraft as of 1 March 73 to 1 May 73, in: UTD/Bisson/B5 reel 24).

Cessna O-1A “2314” ? 1 May 73 ex 51-12314

(serial as borne not documented)

Service history: RLAF aircraft, maintained by Air America, Udorn; current at least in May 73 (Lists of assigned / maintained aircraft as of 1 May 73, in: UTD/Bisson/B5 reel 24).

Cessna O-1A “6925” ? 1 May 73 ex 51-16925

(serial as borne not documented)

Service history: RLAF aircraft, maintained by Air America, Udorn; current at least in May 73 (Lists of assigned / maintained aircraft as of 1 May 73, in: UTD/Bisson/B5 reel 24).

Cessna O-1F “2545” 23000 ? ex 51-12545

(serial as borne not documented)

Service history: not current in April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2)

Fate: transferred to the Khmer Air Force from Udorn in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Cessna O-1F “?821” ? ? ?

(complete serial not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 16 March 71 (e-mail dated 1 Sept.

2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); the aircraft could be 51-4821, 51-12821 or 57-2821.

Fate: probably destroyed before 1 April 72

Cessna O-1F “2718” 23175 ? USAF 51-12718

(serial as borne not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; current at least between 1 January 72 and January 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); turned over to the RLAf in February 73 and current with then at least until 1 June 73 (Lists of assigned / maintained aircraft as of 1 February 73 to 1 June 73, in: UTD/Bisson/B5 reel 24).

Fate: transferred to the Khmer Air Force in June 1974 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8), probably as “2718”.



RLAF / Raven O-1F “2776”, taken by Tom Lum, probably at Udorn in the early seventies (photo no.VA024820, No Date, Allen Cates Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

Cessna O-1F “2776” 23233 ? USAF 51-12776

Service history: Ravens aircraft, maintained by Air America, Udorn; current at least between 1 January 72 and January 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); bore the Erawan; photos of “2776” can be found in the A. Cates collection at TTU (nos. VA024836 and VA024820); turned over to the RLAf in February 73 and current with then at least until 1 June 73 (Lists of assigned / maintained aircraft as of 1 February 73 to 1 June 73, in: UTD/Bisson/B5 reel 24).

Fate: to the Philippine Air Force as “12776” in 1974 (?) (Anido/Austria-Tomkins, *Pictorial History*, p.67).

Cessna O-1F “4675” 23515 5 March 71 USAF 55-4675 of 504
(serial as borne not documented) TAS, Cam Ranh Bay

Service history: to TL MAP on 71064 (5 March 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 16 March 71 and 3 June 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); not current on 1

between 1 January 72 and 1 December 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); seen in the documentary "The Ravens" at 7.21 minutes.

Fate: no longer listed on 1 January 73, no probably destroyed in December 72 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5 reels 24).

Cessna O-1F "2892" 24059 28 Feb. 71 USAF 57-2892 of 504
TAS, Cam Ranh Bay

Service history: to TL MAP on 71059 (28 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 20 April 71 and 3 August 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current at least between 1 January 72 and 1 December 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); seen in the documentary "The Ravens" at 9.08 minutes.

Fate: no longer listed on 1 January 73, no probably destroyed in December 72 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5 reels 24).

Cessna O-1F "2899" 24077 ? USAF 57-2899
(serial as borne not documented)

Service history: Ravens aircraft, maintained by Air America, Udorn; flown by Raven Ed Gunter out of Luang Prabang (L-54) in August 69 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 10 March 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current at least between 1 January 72 and June 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 June 72, in: UTD/Bisson/B5 reels 23/4);

Fate: no longer listed on 1 July 72, so probably destroyed in June 72 (List of assigned / maintained aircraft as of 1 July 72, in: UTD/Bisson/B5 reels 24).

Cessna O-1F "2921" 24099 20 Feb. 71 USAF 57-2921 of 504
TAS, Cam Ranh Bay

Service history: to TL MAP on 71051 (20 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 20 March 71 and 16 July 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); still current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).

Fate: crashed near Luang Prabang on 31 January 72; the pilot (Mike Kelly) and his backseater were rescued by Air America pilot Bill Collier (DVD "The Rescue of Raven 1-1"); no longer listed on 1 March 72 (List of assigned / maintained aircraft as of 1 March 72, in: UTD/Bisson/B5 reel 23).

Cessna O-1F "2942" 24120 5 March 71 USAF 57-2942 of 504
(serial as borne not documented) TAS, Cam Ranh Bay

Service history: to TL MAP on 71064 (5 March 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 17 March 71 and 16 April 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current at least

between 1 January 72 and April 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 April 72, in: UTD/Bisson/B5 reels 23/4);

Fate: no longer listed on 1 June 72, so probably destroyed in April or May 72 (List of assigned / maintained aircraft as of 1 June 72, in: UTD/Bisson/B5 reels 24).

Cessna O-1F “0-72976” 24154 28 Feb. 71 USAF 57-2976 of 504
TAS, Cam Ranh Bay

Service history: to TL MAP on 71059 (28 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; current at least between 1 January 72 and January 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); a photo taken at Pakse in March 71 is at http://www.ravens.org/dickdefer/9-Defer_Memorial.jpg ; turned over to the RLAF in February 73 and current with then at least until 1 June 73 (Lists of assigned / maintained aircraft as of 1 February 73 to 1 June 73, in: UTD/Bisson/B5 reel 24).

Fate: ?

Cessna O-1F “0-72977” 24155 28 Feb. 71 USAF 57-2977 of 504
(serial as borne not documented) TAS, Cam Ranh Bay

Service history: to TL MAP on 71059 (28 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 3 May 71 and 6 July 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current at least between 1 January 72 and January 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 January 73, in: UTD/Bisson/B5 reels 23/4); turned over to the RLAF in February 73 and current with then at least until 1 June 73 (Lists of assigned / maintained aircraft as of 1 February 73 to 1 June 73, in: UTD/Bisson/B5 reel 24).

Fate: ?

Cessna O-1F “0-72897” 24075 5 March 71 USAF 57-2897 of 504
TAS, Cam Ranh Bay

Service history: to TL MAP on 71064 (5 March 71); Ravens aircraft; photo taken at Pakse in March 71 at http://www.ravens.org/dickdefer/9-Defer_Memorial.jpg ; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 20 June 71 and 5 July 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); still current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 23).

Fate: crashed at Ban Keun (LS-44) on 8 February 72; “On 8 February at 0225Z Cricket received a report that an O-1 aircraft was burning southeast of the runway at LS-44. Raven 51 and Air America investigated and confirmed that Raven 21 (aircraft #897) had indeed crashed [1972]” (extracts from ABCCC, at <http://www.ravens.org/abccc.htm>); no longer current on 1 March 72 (List of assigned / maintained aircraft as of 1 March 72, in: UTD/Bisson/B5 reel 23).

Cessna O-1D “4656” 23496 1 March 72 USAF 55-4656
(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 March 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 March 72 to 1 May 73, in: UTD/Bisson/B5 reels 23/4).

Fate: transferred to the Khmer Air Force in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8), probably as "4656"

Cessna O-1D "4661" 23501 1 August 72 USAF 55-4661

(serial as borne not documented)

Service history: Ravens aircraft; maintained by Air America, Udorn; current at least from 1 March 72 to 1 December 72 (Lists of assigned / maintained aircraft as of 1 March 72 to 1 December 72, in: UTD/Bisson/B5 reel 24).

Fate: not current on 1 January 73 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5 reel 24), so probably destroyed in December 72.

Cessna O-1D "4680" 23520 1 June 72 USAF 55-4680

(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 June 72 to 1 April 73 (Lists of assigned / maintained aircraft as of 1 June 72 to 1 April 73, in: UTD/Bisson/B5 reel 24).

Fate: not current on 1 May 73 (List of assigned / maintained aircraft as of 1 May 73, in: UTD/Bisson/B5 reel 24), so probably destroyed in April 73.

Cessna O-1D "4688" 23528 1 July 72 USAF 55-4688

(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 July 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 July 72 to 1 May 73, in: UTD/Bisson/B5 reel 24).

Fate: ?

Cessna O-1D "4699" 23539 1 March 72 USAF 55-4699

(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 March 72 to 1 November 72 (Lists of assigned / maintained aircraft as of 1 March 72 to 1 November 72, in: UTD/Bisson/B5 reels 23/4).

Fate: not current on 1 December 72 (List of assigned / maintained aircraft as of 1 December 72, in: UTD/Bisson/B5 reel 24), so probably destroyed in November 72.

Cessna O-1D "4703" 23543 1 June 72 USAF 55-4703

(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 June 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 June 72 to 1 May 73, in: UTD/Bisson/B5 reel 24).

Fate: ?

Cessna O-1D "4718" 23558 1 July 72 USAF 55-4718

(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 July 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 July 72 to 1 May 73, in: UTD/Bisson/B5 reel 24).

Fate: ?

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 March 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 March 72 to 1 May 73, in: UTD/Bisson/B5 reels 23/4).

Fate: transferred from Udorn to the Khmer Air Force as “2903” in June 1974 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Cessna O-1D “2958” 24136 1 June 72 USAF 57-2958
(serial as borne not documented)

Service history: Ravens aircraft; maintained by Air America, Udorn; current at least from 1 June 72 to 1 December 72 (Lists of assigned / maintained aircraft as of 1 June 72 to 1 December 72, in: UTD/Bisson/B5 reel 24).

Fate: no longer listed on 1 January 73 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5 reel 24), so probably destroyed in December 72.

Cessna O-1D “2974” 24152 1 April 72 USAF 57-2974
(serial as borne not documented)

Service history: Ravens aircraft, turned over to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 April 72 to 1 May 73 (Lists of assigned / maintained aircraft as of 1 April 72 to 1 May 73, in: UTD/Bisson/B5 reels 23/4).

Fate: ?

The following Cessna O-1Fs are **believed** to have been used as Ravens aircraft and so were probably maintained by Air America at Udorn. They were all delivered to a Military Assistance Program in 1970 and 1971 at the same dates, when others are known to have become Raven aircraft. But they do not appear on the list of aircraft maintained by Air America dated 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); so probably, these aircraft were lost between February 71 and April 72:

O-1E 56002612 (c/n 23734): 504TAS, Bien Hoa, to TL MAP on 70192 (11 July 70)

O-1E 56002644 (c/n 23766): 504TAS, Bien Hoa, to TL MAP on 70192 (11 July 70)

O-1F 57-2861 (c/n 24060): 504TAS, Cam Ranh Bay, to TL MAP on 71046 (15 Feb. 71)

O-1F 57-2866 (c/n 24065): 504TAS, Cam Ranh Bay, to TL MAP on 71046 (15 Feb. 71)

O-1F 57-2872 (c/n 24071): 504TAS, Cam Ranh Bay, to TL MAP on 71051 (20 Feb. 71)

Known O-1 accidents:

- 6 September 68: one O-1F crashed during a ferry flight from Bien Hoa to Laos at 150007N/1074256E, killing Sam Deichelman, aka “Raven 47” (see Robbins, *Ravens*, pp. 61 + 379, and the website at <http://www.ravens.org/samdeich/samdeich.htm> ; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl60.html>)

- 7 November 68: one O-1 crashed into the side of the mountains near Long Tieng, killing Charles D. Ballou (Robbins, *Ravens*, pp. 68/9 + 379; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl60.html>)

- 1968: one O-1 was shot down and crashed in a paddy near the Chinese border; Papa Fox and his backseater survived; both were rescued by an Air America helicopter (Robbins, *Ravens*, pp. 72-74)
- January 1969: Fred Platt crashed in an O-1 on the PDJ in bad weather (Robbins, *Ravens*, p. 144)
- 20 April 69: one O-1 was shot down over the PDJ near Xieng Khouang, killing John J. Bach (Robbins, *Ravens*, pp. 155+386; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl60.html>)
- 18 August 69: one O-1A crashed at 193500N/1032600E, killing the pilot, Daniel R. Davis; see Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl60.html>
- 11 January 70: one O-1 crashed on Route 7, east of Xieng Khouang, injuring Fred Platt (Robbins, *Ravens*, pp. 209-12)
- 26 March 70: one O-1 crashed north of Vientiane at 175900N/1023400E, killing Hank Allen and Dick Elzinga (Robbins, *Ravens*, p. 235; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- late December 70: one O-1F crashed in the northern edge of the Plain of Jars, killing Park Bunker (Robbins, *Ravens*, p. 260; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- 22 February 71: one O-1 crashed near Vientiane, killing Chuck Engle (Robbins, *Ravens*, pp. 273-75; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- 29 April 71: one O-1 was shot down, killing the Raven pilot, Dennis E. Morgan (see Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- late April 71: near Paksong, Bolovens Plateau, the O-1 of Frank Kricker was shot down, killing his backseater (Robbins, *Ravens*, pp. 296/7)
- 11 June 71: near Pakse, Lloyd Duncan's O-1 was shot down, injuring him (Robbins, *Ravens*, p. 299)
- 18 October 71: one O-1 was shot down by ground fire in the Plain of Jars, killing Richard ("Dick") H. Defer, aka "Raven 20" (see <http://www.ravens.org/dickdefer/defer.html>; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- second half of 71: near Pakse, Jim Hix's O-1 crash-landed (Robbins, *Ravens*, p. 303)
- December 71: 3 O-1s were destroyed while parked on the ramp at Long Tieng (LS-20A) (Robbins, *Ravens*, pp. 280/1)
- summer of 1972: a O-1 taxied at Long Tieng (LS-20A), when 6 or 7 of its 8 rockets accidentally fired, hitting a T-28 and the Air Operations building (Parker, *Covert ops*, pp. 129-30).
- 2 September 72: at 192500N/1030600E, one O-1F was shot down, killing the pilot, Richard W. Herold, aka "Raven 23" (see Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)
- 7 November 72: one O-1 crash-landed at 191933N/1020630E; the pilot, John L. Carroll, aka "Raven 20", was alive on the ground, but was killed by attackers (see Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html> ; see also the description of this accident in: Parker, *Covert ops*, pp. 147-53).

- 23 December 72: over Saravane, Harold L. (“Hal”) Mischler was killed in his O-1 (Robbins, *Ravens*, pp. 312-16)
- 24 December 72: one O-1G crashed over the PDJ near Long Tieng (LS-20A), killing Paul V. (“Skip”) Jackson, aka “Raven 21” (Robbins, *Ravens*, p. 316; Parker, *Covert ops*, pp. 173/4; see also Thomas E. Lee, *Laos Incident list*, at: <http://www.angelfire.com/home/laoslist/crl70.html>)



RLAF O-1s waiting at Udorn in October 1973
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