ROYAL LAO AIR FORCE / RAVENS: CESSNA O-1s
by Dr. Joe F. Leeker

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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). Most of these O-1s were flown under the control of AIRA, that is of the U.S. Air Attaché, Laos. 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 Air America statistics.

From National Archives sources, the following details of MAP Grant Aid deliveries to Laos were submitted to the author by Sid Nanson (e-mail dated 30 May 2013, kindly sent by Sid Nanson to Paul Oelkrug who forwarded it to me); it should be noted, however, that these are deliveries that were programmed – they may not necessarily have taken place that way:

**RLAF O-1 (= L-19)**
6 L-19’s (= O-1) delivered to Laos 2nd quarter of FY57 (1 Oct 1956 and 31 Dec 1956)
2 L-19's received 2nd quarter FY 61 (1 Oct 1960 and 31 Dec 1960)
Also coming from National Archives sources, the following details of attrition for the RLAF were submitted to the author by Sid Nanson (e-mail dated 30 May 2013, kindly sent by Sid Nanson to Paul Oelkerug who forwarded it to me):

**RLAF O-1 (≈ L-19)**
O-1A/E/F, 2 (Operational) attrition in FY 68 (1 July 67-30 June 68)
O-1A/E/F, 7, (6 Combat, 1 Operational) attrition in FY 69 (1 July 68-30 June 69)
O-1A/E/F, 7 (3 Combat, 4 Operational) attrition in FY 70 (1 July 69-30 June 70)
O-1A/E/F, 32 (5 Combat, 27 Other) attrition in FY 71 (1 July 70-30 June 71)

The individual aircraft histories:

<table>
<thead>
<tr>
<th>Type</th>
<th>registration / serial</th>
<th>c/n (msn)</th>
<th>date acquired</th>
<th>origin</th>
</tr>
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<tbody>
<tr>
<td>Cessna O-1A</td>
<td>“677”</td>
<td>?</td>
<td>59?</td>
<td>USAF</td>
</tr>
<tr>
<td>(complete serial not documented)</td>
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<tr>
<td><strong>Service history:</strong></td>
<td>flown by Air America pilot Richard B. Crafts out of Udorn on 22 December 65 (Log book of Richard Crafts, in: UTD/Leary/B44F6); the aircraft could be 50-1677 or 51-12677, as 55-4677 and 56-2677 were O-1Ds and 51-4677 flew in Japan.</td>
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</tr>
<tr>
<td><strong>Fate:</strong></td>
<td>?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).</td>
<td></td>
<td></td>
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<tr>
<td>Cessna O-1A</td>
<td>“556”</td>
<td>?</td>
<td>59?</td>
<td>USAF</td>
</tr>
<tr>
<td>(complete serial not documented)</td>
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</tr>
<tr>
<td><strong>Service history:</strong></td>
<td>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/B44F6); the aircraft could be 50-1556, 51-4556 or 51-12556.</td>
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</tr>
<tr>
<td><strong>Fate:</strong></td>
<td>?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).</td>
<td></td>
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<tr>
<td>Cessna O-1F</td>
<td>“1861”</td>
<td>?</td>
<td>59?</td>
<td>?</td>
</tr>
<tr>
<td><strong>Service history:</strong></td>
<td>flown by Air America pilot Lewis H. Maxwell on 20 February 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6).</td>
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</tr>
<tr>
<td><strong>Fate:</strong></td>
<td>?; not current on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).</td>
<td></td>
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</tr>
</tbody>
</table>
RLAF O-1A ex 51-12650 abandoned at Thakhek East in 1966, taken by Dr. Jonathan Pote (with kind permission from Dr. Jonathan Pote)

Cessna O-1A “2650” (???) 23374 59? USAF 51-12650

Service history: ?
Fate: RLAF aircraft, abandoned yellow fuselage at Thakhek East in 1966 (e-mail kindly sent to the author by Jon Pote on 8 August 2008).

Cessna O-1 “4364” ? 59? USAF ?

Service history: RLAF aircraft, olive drab overall, at Savannakhet on 8 September 65 (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote).
Fate: ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

Cessna O-1A “2666” 23121 59? 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: apparently one of the 5 O-1As transferred to the Royal Thai AF in 1971/72 (Liebchen, MAP Aid to Laos 1959-1972, p.107), where it became T2-24/14, coded “60418”, in “[25]14” (= 1971/2); currently stored with “Tango Squadron” at Takhli RTAFB (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

According to Liebchen, MAP Aid to Laos 1959-1972, p.150, the Royal Lao Air Force received 4 additional MAP Cessna L-19s (= O-1A) in Fiscal Year 1961 (= 1 Oct. 60 to 30 Sep. 61), making a total of 10 L-19s delivered, but with only 8 aircraft in the inventory, 2 L-19s were lost in FY 1961. No additional MAP O-1s were delivered in FY 1962, but 4 aircraft were lost in FY 62, making a total of 4 L-19s. One of them was repaired in FY 63, so that the number of O-1 in the inventory was 5 in FY 63 (Liebchen, p.154). By 30 September 64, this number was down to 3 O-1s, but no additional O-1s had been delivered (Liebchen, p.156). By 30 September 65, the total number delivered was still 10 O-1s, but 6 were in the inventory (Liebchen, p.158).
According to Liebchen, *MAP Aid to Laos 1959-1972*, pp.45+160, the Royal Lao Air Force received 1 Army MAP Cessna O-1A in 1966 (making a total of 9 in the inventory):

Cessna O-1 “6468” 66?

**Service history:** RLAF aircraft, at Thakhek East on 1 July 66 (e-mail kindly sent to the author by Jon Pote on 8 August 2008). This was not an O-1 serial. Possibly an error for Cessna O-1A “6864”, ex 51-16864 (msn 22652).

**Fate:** ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107).

The following O-1 aircraft were lost in Laos in 1966/67, while flying for the USAF; most of them were Nail FAC aircraft of Nakhon Phanom, but at least one of them may have been a Raven aircraft:

- O-1 57-2902 lost in Laos at WE974128 on 2 March 66 (USAF service) (Hobson, *Vietnam air losses*, p.51: O-1F 57-2902 of 505 TACG, Nakhon Phanom, Thailand, killing Capt. Karl E. Worst; mission unknown) – **probably a Trail mission**

- O-1 56-2530 lost in Laos at XD211536 on 15 March 66 (USAF service)
(Hobson, *Vietnam air losses*, p.53: O-1E 57-2530 of 22 TASS, Khe Sanh, killing Capt. David H. Holmes; FAC mission over Route 9 in Laos, when the pilot spotted a large concentration of North Vietnamese troops at a concealed truck park in the Xe Namkok river valley on the Trail, 11 miles NW of Tchepone, Laos; the O-1 was shot down near Ban Keng Khan Kao) – a Trail mission.

O-1 56-2800 lost in Laos at WE742403 on 19 April 66 (USAF service)

O-1F 56-2856 lost in Laos at AA660000 on 6 May 66 (USAF service)
(Hobson, *Vietnam air losses*, p.59: O-1F 56-2856 of 630th CSG (Combat Support Group), Udorn; the two unknown crew members survived the crash; “during a forward air control mission a Bird Dog suffered engine failure and crashed”) – this seems to be an early Raven or Raven-like mission!

O-1 56-2680 lost in Laos at XD511338/VE823347 on 13 May 66 (USAF svc)
(Hobson, *Vietnam air losses*, p.59: O-1E 56-2680 of 20 TASS was hit by ground fire 15 miles west of Khe Sanh in Southern Laos, killing Major David A. Farrow, when he tried to reach Nakhon Phanom, where he was temporarily stationed, but crashed 5 miles short of the airfield) – a Trail mission.

O-1 57-2877 lost in Laos at XE255080 on 18 May 66 (USAF service)

O-1 57-2832 lost in Laos at WD656979/YD365254 on 2 June 66 (USAF service)
(Hobson, *Vietnam air losses*, p.61: O-1F 57-2832 of 23 TASS, Nakhon Phanom, Thailand, was hit by ground fire near Ban Namkop, Eastern Laos, and crashed; the crew of 2 survived and was rescued) – a Trail mission.

O-1 55-4653 lost in Laos at XE063018 on 22 June 66 (USAF service)
(Hobson, *Vietnam air losses*, p.63: O-1F 55-4653 of 23 TASS, Nakhon Phanom, Thailand, was hit by ground fire near Ban Muong Sen, Southern Laos, killing Capt. Warren P. Smith) – a Nail FAC.

O-1 57-2858 lost in Laos at WE766249 on 2 January 67 (USAF service)
(Hobson, *Vietnam air losses*, p.85: O-1F 57-2858 of 23 TASS, Nakhon Phanom, Thailand, was hit by ground fire near Ban Sappeng in Southern Laos, killing 1Lt George B. Menges) – a Nail FAC on a Trail mission.

O-1 57-2789 lost in Laos at XD028833 on 17 January 67 (USAF service)
(Hobson, *Vietnam air losses*, p.86: O-1F 57-2789 of 23 TASS, Nakhon Phanom, Thailand, was hit by ground fire near Ban Loumpoum in Southern Laos, killing 1Lt Alva R. Krogman) – a Nail FAC on a Trail mission.

According to Liebchen, *MAP Aid to Laos 1959-1972*, pp.54+66, the Royal Lao Air Force received 11 MAP Cessna O-1A/E/Fs in 1968:

Cessna O-1F “957” ? 68? ?

**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](http://www.angelfire.com/home/laoslist/gallery1_1a.html); the aircraft could be ex 51-4957, 51-11957 or 57-2957.
Cessna O-1A "?539" 21213 68? ex 50-1539
(complete serial not documented)

Previous history: O-1A 50-1539 does not appear on the USAF cards and was last reported by the US Army as being in “serviceable storage” at Atlanta GD, 15 November 67, so would suggest a 1968 delivery (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

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).

Fate: AIRA-controlled O-1 50-1539 was reportedly lost in Laos on 11 January 1970 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); apparently repaired and transferred to the Royal Thai Air Force as T2-18/14 in “[25]14” (= 1971/2); 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 "4797" 21682 1968? USAF 51-4797

Previous history: O-1A 51-4797 does not appear on the USAF cards and was last reported by the US Army as being in “serviceable storage” at Atlanta GD, 15 November 67, so would suggest a 1968 delivery (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

Service history: seen in the documentary “The Ravens” at 14.03 minutes.

Fate: AIRA-controlled O-1 51-4797 was reportedly lost in Laos on 22 February 1971 and RLAF O-1 “797” was reportedly lost in Laos on 25 February 1971 – apparently the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). Probably this was the accident, in which Raven Charles E. (“Chuck”) Engle was killed on 22 February 71, when his O-1 crashed 16 miles north of Vientiane (Tom Matthews, Diary, p. 2, formerly at UTD/Leary/Ser.I, B8F13; Robbins, Ravens, pp. 273-75; Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm; see also Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl70.html).

Cessna O-1A "5044" 21949 68? USAF 51-5044

Service history: seen at Pakse (L-11) withdrawn from use in 1969 (Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl60.html); photo at http://www.flickr.com/photos/60121715@N00/2237172513/in/photostream/ taken at Pakse in 1969/70

Fate: not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, reel 23); apparently one of the 5 O-1As transferred to the Royal Thai AF in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107), where it
became T2-21/14, code “53154”; withdrawn from use at Prachuap Khiri Khan in January 2000.

Cessna O-1F “2899” 24077 25 June 68 USAF 57-2899
(serial as borne not documented)

**Previous history:** to 504 TAS, Nakhon Phanom, on 31 May 67 (67151) (last known report); O-1F “2899” was SOC by the USAF as TL MAP, 25 June 68 from 504 TAS GP, Nakhon Phanom (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

**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:** RLA F O-1 “899” and AIRA-controlled O-1 57-2899 were reportedly lost in Laos on 30 June 1972 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); no longer listed on 1 July 72 (List of assigned / maintained aircraft as of 1 July 72, in: UTD/Bisson/B5, reel 24).

Cessna O-1F “2857” 24035 25 June 68 ex 57-2857

**Previous history:** to 504 TAS, Nakhon Phanom, on 31 May 67 (67151) (last known report); O-1F 57-2857 was SOC by 504 TAS GP, Nakhon Phanom, as TL MAP 25 June 68 (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

**Service history:** still with the 504 TAS at the time of the accident (e-mail dated 12 October 2011 kindly sent to the author by Sid Nanson), so was flying in Laos on temporary duty.

**Fate:** AIRA-controlled O-1 57-2857 and RLA F O-1 “857” were reportedly lost in Laos on 7 November 1968 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the accident, in which Raven Charles D. Ballou was killed in 7 November 68, when his O-1 crashed into the side of the mountains near Long Tieng (Robbins, *Ravens*, pp. 68/9 + 379, *Memorial to the USAF Forward Air Controllers who died in Southeast Asia*, at http://www.squawkflash.org/fac_memorial.htm; Th. Lee, *Laos Incident list*, at http://www.angelfire.com/home/laoslist/crl60.html). Apparently rebuilt, as O-1F 57-2857 reappears without a GI (Gained to Inventory) entry on the USAF cards, with the 504TAS GP, Cam Ranh Bay, 1 September 69. Lost to the USAF inventory as “T1” (= Hostile Foreign Armed action/combat support mission) on 23 November 69 (e-mails dated 24 February and 14 March 2015, kindly sent to the author by Sid Nanson).

Cessna O-1F “885” 24063 25 June 68 ex 57-2885

**Previous history:** to 504 TAS, Nha Trang on 23 October 67 (67296) (last known report); O-1F 57-2885 was SOC by the USAF as TL MAP, 25 June 68 from 504 TAS GP, Nakhon Phanom (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).
Service history: Raven aircraft  

Cessna O-1F “2937” 24115 25 June 68 ex 57-2937  
Previous history: to 504 TAS, Nha Trang, on 31 October 67 (67304) (last known report); O-1F 57-2937 was SOC by the USAF as TL MAP, 25 June 68 from 504 TAS GP, Nakhon Phanom (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

Service history: Raven aircraft; photo taken at Pakse, probably in 1969, at [http://www.flickr.com/photos/60121715@N00/3763035780/in/photostream/](http://www.flickr.com/photos/60121715@N00/3763035780/in/photostream/).

Fate: RLAF O-1 “937” and AIRA-controlled O-1 57-2937 were reportedly lost in Laos on 6 November 1969 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1F “2943” 24121 25 June 68 ex 57-2943  
Previous history: to 504 TAS, Nha Trang, on 31 October 67 (67304) (last known report); O-1F 57-2943 was SOC by the USAF as TL MAP, 25 June 68 from 504 TAS GP, Nakhon Phanom (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

Service history: ?  
Fate: AIRA-controlled O-1 57-2943 was reportedly lost in Laos on 20 November 1968, and RLAF O-1 was reportedly lost in Laos on 21 November 68 – apparently the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1A “2566” 23688 68? ex 56-2566  
Service history: ?  
Fate: AIRA-controlled O-1 56-2566 was reportedly lost in Laos on 18 August 1969 and RLAF O-1 “566” was reportedly lost in Laos on 21 August 1969 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Daniel R. Davis was killed on 18 August 69, when his O-1A crashed at 193500N/1032600E (*Memorial to the USAF Forward Air Controllers who died in Southeast Asia*, at [http://www.squawk-flash.org/fac_memorial.htm](http://www.squawk-flash.org/fac_memorial.htm); see Thomas E. Lee, *Laos Incident list*, at: [http://www.angelfire.com/home/laoslist/crl60.html](http://www.angelfire.com/home/laoslist/crl60.html)).

Cessna O-1 “2577” 23699 68? ex 56-2577  
Service history: ?  
Fate: AIRA-controlled O-1 56-2577 was reportedly lost in Laos on 13 January 1969 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10,
Cessna O-1F “2855” 24033 20 Aug. 68 ex 57-2855 of 504TAS, Bien Hoa

**Service history:** O-1F 57002855 of 504TAS, Bien Hoa, to TL MAP on 20 August 68 (68233); apparently a Raven aircraft

**Fate:** AIRA-controlled O-1 57-2855 was reportedly lost in Laos on 20 April 1969 and RLAf O-1 56-2855 was reportedly lost in Laos on 24 April 69 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven John J. Bach III was killed on 20 April 69, when his O-1 was shot down over the PDJ near Xieng Khouang (Robbins, Ravens, pp. 155+386; Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at [http://www.squawk-flash.org/fac_memorial.htm](http://www.squawk-flash.org/fac_memorial.htm); [http://www.angelfire.com/home/laoslist/crl60.html](http://www.angelfire.com/home/laoslist/crl60.html)).

Cessna O-1F “2859” 24037 20 Aug. 68 ex 57-2859 of 504TAS, Bien Hoa

**Service history:** O-1F 57002859 504TAS, Bien Hoa, to TL MAP on 20 August 68 (68233); apparently a Raven aircraft

**Fate:** AIRA-controlled O-1 57-2859 was reportedly lost in Laos on 22 August 1969 controlled (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1F “2869” 24048 25 Sep. 68 ex 57-2869

**Service history:** O-1F 57002869 of 504 TAS, Danang, to TL MAP on 25 September 68 (68269); photo at [http://www.wep11345.com/plain-of-jars.html](http://www.wep11345.com/plain-of-jars.html).

**Fate:** RLAf O-1 “869” was reportedly lost in Laos on 21 December 1971 as was AIRA-controlled O-1 57-2869 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); it was probably destroyed while parked on the ramp at Long Tieng (LS-20A) (see Robbins, Ravens, pp. 280/1). This aircraft seems to have been rebuilt.

According to Liebchen, MAP Aid to Laos 1959-1972, pp.66+82, the Royal Lao Air Force received 12 MAP Cessna O-1A/E/F/Gs in 1969:

Cessna O-1F “4693” 23533 9 Jan. 69 USAF 55-4693 of 504 (serial as borne not documented) TAS, Bien Hoa

**Service history:** to TL MAP on 69009 (9 January 69); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) on 30 March 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); at least current 1 January 72 to 1 April 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 April 72, in: UTD/Bisson/B5, reels 23/4); a photo of O-1 “4693” taken at Khong in 1969/70 at [http://www.flickr.com/photos/60121715@N00/3762239559/in/photostream/](http://www.flickr.com/photos/60121715@N00/3762239559/in/photostream/)
**Fate:** RLAF O-1 “693” was reportedly lost in Laos on 30 March 1972 and AIRA-controlled O-1 55-6693 (a serial that wasn’t an O-1) was reportedly lost in Laos on 24 March 72; this was probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1F “2843” 24021 9 Jan. 69 ex 57-2843 of 504TAS, Bien Hoa

**Service history:** O-1F 57002843 504TAS, Bien Hoa, to TL MAP on 9 January 69 (69009); probably Raven aircraft

**Fate:** RLAF O-1 57-2843 was reportedly lost in Laos on 26 June 69 and AIRA-controlled O-1 57-2843 on 3 (?) December 1969 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1F “2882” 24060 9 Jan. 69 ex 57-2882 of 504TAS, Bien Hoa

**Service history:** O-1F 57002882 504TAS, Bien Hoa, to TL MAP on 9 January 69 (69009); apparently a Raven aircraft

**Fate:** AIRA-controlled O-1 57-2882 was reportedly lost in Laos on 11 March 1969 and RLAF O-1 “882” was reportedly lost on 13 March 69 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1E “2603” 23725 5 August 69 USAF 56-2603 of 504TAS, Bien Hoa

**Service history:** given in the USAF Assignment Records as O-1E 56002603 of 504TAS, Binh Thuy, transferred to TL MAP on 69217 (5 August 69); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Ed Gunter out of Luang Prabang (L-54) in September 69 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); a photo of “2603” can be found at can be found at http://www.wep11345.com/long-tieng.html ; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, microfilm reel no. 23).

**Fate:** AIRA-controlled O-1 56-2603 was reportedly lost in Laos on 30 December 1970 and RLAF O-1 “603” was reportedly lost in Laos on 31 December 70 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Park G. Bunker was killed on 30 December 70, when the aircraft crashed in the northern edge of the Plain of Jars (Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm ; Robbins, Ravens, p. 260; see also Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl70.html).
Cessna O-1A  “1674”  21384  1969  USAF 50-1674

**Previous history:** O-1A 50-1674 last reported by the US Army as “awaiting or undergoing maintenance” at Sharpe Army Depot, 15 February 69, so delivered after that date (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

**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](http://www.ravens.org/dickdefer/1-Defer_Memorial.jpg);

**Fate:** not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, reel 23); possibly one of the 5 O-1As transferred to the RTAF in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107).

Cessna O-1A  “7322”?  22056  1969  ex 51-7322

(correct serial not documented)

**Previous history:** O-1A 51-7322 last reported by the US Army as “awaiting or undergoing maintenance” at Sharpe Army Depot, 15 February 69, so delivered after that date (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

**Service history:** ?

**Fate:** AIRA-controlled O-1 51-5322 (the correct identity seems to have been 51-7322) was reportedly lost in Laos on 17 February 1970 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); apparently repaired and one of the 5 O-1As transferred to the Royal Thai AF in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107), where it became T2-22/14, coded “53155”, in “[25]14” (= 1971/2), and it was still preserved at Bangphra, Thailand in September 2007.

Cessna O-1G  “4653”  21538  24 Dec. 69  ex 51-4653 of 504

(serial as borne not documented)

**Service history:** O-1G 51004653 504TAS, Bien Hoa, to TL MAP on 24 December 69 (69358); apparently a Raven aircraft

**Fate:** AIRA-controlled O-1G 51-4653 was reportedly lost in Laos on 11 February 1971 and RLAFT O-1 “653” was reportedly lost in Laos the same day – apparently the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Willis G. (“Grant”) Uhls was killed on 11 February 71, when he was shot down near Ban Na or at “jungle mouth”, SW edge of PDJ (see: *Memorial to the USAF Forward Air Controllers who died in Southeast Asia*, at [http://www.squawk-flash.org/fac_memorial.htm](http://www.squawk-flash.org/fac_memorial.htm) ; Tom Matthews, Diary, p. 1, formerly at UTD/Leary/Ser.I, B8F13; Robbins, *Ravens*, p. 262/3).

Cessna O-1G  “4996”  21881  24 Dec. 69  ex 51-4996

**Service history:** given in the USAF Assignment Records as O-1G 51004996 of 504TAS, Bien Hoa, transferred to TL MAP on 69358 (24 December 69); flown at Pakse (L-11) in 1969 (details in: Thomas E. Lee, *Ravens aircraft serials*, at: [http://www.angelfire.com/home/laoslist/ravenserials.html](http://www.angelfire.com/home/laoslist/ravenserials.html) ); photos taken at Pakse in 69/70 at [http://www.flickr.com/photos/60121715@N00/2237961360/in/photostream/](http://www.flickr.com/photos/60121715@N00/2237961360/in/photostream/)
and at http://www.flickr.com/photos/60121715@N00/3763036612/in/photostream/

**Fate:** AIRA-controlled O-1 51-4996 and RLAf O-1 “996” were reportedly lost in Laos on 26 March 1970 – apparently the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). Probably this was the O-1 accident, in which Ravens Henry L. (“Hank”) Allen and Richard G. (“Dick”) Elzinga were killed on 26 March 70, when their O-1 crashed north of Vientiane at 175900N/1023400E (Robbins, Ravens, p. 235; Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm; Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslslst/crl70.html).

According to Liebchen, MAP Aid to Laos 1959-1972, pp.82+99, the Royal Lao Air Force received 9 MAP Cessna O-1A/E/Fs in 1970:

- **Cessna O-1E** “2612” 23734 11 July 70 USAF 56-2612 of 504TAS, Bien Hoa
  
  **Service history:** given in the USAF Assignment Records as O-1E 56002612 of 504TAS, Bien Hoa, to TL MAP on 70192 (11 July 70); Ravens aircraft; photo at http://www.flickr.com/photos/60121715@N00/2054539824/in/photostream/ taken at PS-22 in 1970
  
  **Fate:** ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

- **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:** ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

- **Cessna O-1E** “2644” 23766 11 July 70 USAF 56-2644 of 504TAS, Bien Hoa
  
  **Service history:** given in the USAF Assignment Records as O-1E 56002644 of 504TAS, Bien Hoa, to TL MAP on 70192 (11 July 70); Raven aircraft; photo in Liebchen, MAP Aid to Laos 1959-1972, p.110.
  
  **Fate:** ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

- **Cessna O-1A** “2044” 22538 70? 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:** ?; possibly one of the 5 O-1As transferred to the RThAF in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107).

**Cessna O-1A**

“7306” 22040 70? USAF 51-7306?


**Fate:** unknown; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, reel 23); possibly one of the 5 O-1As transferred to the RThAF in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107).

**Cessna O-1A**

“449” 22891 70? ex 51-12449

(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).

**Fate:** RLAF O-1 “449” was reportedly lost in Laos on 28 October 1971 and AIRA-controlled O-1 51-2449 was said to have been lost on 22 October 71 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

**Cessna O-1E**

“?400” ? 70? ?

(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:** ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, *MAP Aid to Laos 1959-1972*, p.107).

**Cessna O-1A**

“2781” 23238 70? 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; airworthy at Bangphra in 2005 (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

**Cessna O-1A**

“6864” 22652 70? USAF 51-16864

**Previous history:** apparently with the RLAF since about 1966.
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”; a photo can be seen at http://www.ravens.org/images/Murphy%20on%20the%20wing%20.jpg.
Fate: not current on 1 June 72 (List of assigned / maintained aircraft as of 1 June 72, in: UTD/Bisson/B5, reel 24); possibly one of the 5 O-1As transferred to the RThAF in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

Cessna O-1A “646” 23370 70? ex 51-12646
(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).
Fate: AIRA-controlled O-1 51-12646 was reportedly lost in Laos on 14 August 1971 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1A “4678” 21563 70? ex 51-4678
(complete serial not documented)

Previous history; O-1A 51-4678 last reported by the US Army as “awaiting or undergoing maintenance” at Sharpe Army Depot, 15 February 69, so delivered after that date (e-mail dated 24 February 2015, kindly sent to the author by Sid Nanson).

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); of photo of Raven O-1 “4678” appeared in http://www.t28trojanfoundation.com/history.html
Fate: ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

Cessna O-1F “?821” ? 70? ?
(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: ?; possibly one of the 12 RLAF O-1E/Gs transferred to the Vietnamese Air Force in 1971 (Liebchen, MAP Aid to Laos 1959-1972, p.107).

Cessna O-1F “2718” 23175 70? 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 them 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:** ?

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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 70? 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 them 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).

According to Liebchen, *MAP Aid to Laos 1959-1972*, p.107, the Royal Lao Air Force received 16 MAP Cessna O-1Fs in 1971. During the same year, 12 RLAF O-1E/Gs were transferred to the Vietnamese Air Force and 5 RLAF O-1As were transferred to the Royal Thai Air Force. The 9 RLAF O-1As and the 7 RLAF O-1Ds were modified to O-1F standard:

**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
January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, reel 23).

**Fate:** AIRA-controlled O-1 55-4673 was reportedly lost in Laos on 24 December 71, RLAF O-1 “675” was reportedly lost in Laos on 31 December 1971 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

**Cessna O-1F “2792” 23970 15 Feb. 71 USAF 57-2792 of 504 (serial as borne not documented)**

**Service history:** to TL MAP on 71046 (15 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 12 and 15 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 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 them 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:** unknown.

**Cessna O-1F “2799” 23977 15 Feb. 71 USAF 57-2799 of 504 (serial as borne not documented)**

**Service history:** to TL MAP on 71046 (15 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 28 and 31 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 September 72 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 September 72, in: UTD/Bisson/B5, reels 23/4);

**Fate:** RLAF O-1 “799” was reportedly lost in Laos on 7 September 1972 and USAF or AIRA-controlled O-1 57-2799 in Laos at UG005478 on 2 September 72 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); no longer listed on 1 October 72 (List of assigned / maintained aircraft as of 1 October 72, in: UTD/Bisson/B5, reel 24); the accident seems to have been a mid-air collision with an F-4D during strike operations against AAA positions (T. Lee, Raven O-1 Aircraft, at: [http://www.angelfire.com/home/laoslist/ravenO1serials.html](http://www.angelfire.com/home/laoslist/ravenO1serials.html)). This seems to be the accident in which Raven Richard W. Herold was killed on 2 September 72 (see: Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at [http://www.squawk-flash.org/fac_memorial.htm](http://www.squawk-flash.org/fac_memorial.htm)).

**Cessna O-1F “2827” 24005 28 Feb. 71 USAF 57-2827 of 504 (serial as borne not documented)**

**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 12 and 24 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 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 them 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:** unknown.

**Cessna O-1F “2847”**
- **24025**
- **20 Feb. 71**
- **USAF 57-2847 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 8 March 71 and 1 June 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 them 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 February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 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 “2847”.

**Cessna O-1F “2860”**
- **24038**
- **15 Feb. 71**
- **USAF 57-2860 of 504**
- **TAS, Cam Ranh Bay**

**Service history:**
- to TL MAP on 71046 (15 Feb. 71); Ravens aircraft, maintained by Air America, Udorn; flown by Raven Larry Sanborn out of Long Tieng (LS-20A) between 7 April 71 and 26 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).

**Fate:** RLAF O-1 “860” was reportedly lost in Laos on 19 August 1971 and AIRA-controlled O-1 57-2860 was reported to have been lost on 19 September 71 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); also reported to have been transferred to the Royal Thai Air Force as “2860” in ? (e-mail dated 3 February 2005, kindly sent by the author by Steve Darke).

**Cessna O-1F “2863”**
- **24041**
- **20 Feb. 71**
- **USAF 57-2863 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) on 26 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 March 72 and January 73 (Lists of assigned / maintained aircraft as of 1 March 72 to 1 January 73, in: UTD/Bisson/B5, reels 23/4); turned over to the RLAF in February 73 and current with them 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:** RLAF O-1 “863” and AIRA-controlled O-1 57-2863 were reportedly lost in Laos, probably while parked on the ramp at Long Tieng (LS-20A) (see Robbins, *Ravens*, pp. 280/1) on 21 December 1971 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell
Cessna O-1F “2874” 24052 20 Feb. 71 USAF 57-2874 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 8 March 71 and 28 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 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: AIRA-controlled O-1 57-2874 was reportedly lost in Laos on 28 December 1972 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); no longer listed on 1 January 73 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5, reel 24).

Cessna O-1F “2892” 24070 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: AIRA-controlled O-1 57-2892 was reportedly lost in Laos on 4 November 1972; the crash date of 19 April 72 seems to incorrect (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); no longer listed on 1 January 73, (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5, reel 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: AIRA-controlled O-1 57-2921 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”); O-1 no longer listed on 1 March 72 (List of assigned / maintained aircraft as of 1 March 72, in: UTD/Bisson/B5, reel 23). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: “Downed aircraft located by OV-10 ‘NAIL 49’ at 19 56 N 102 15 E. (10 miles E of LS-24). 2 crew rescued by H-87 and taken to LS-54.” (E-mail dated 30 October 2014,
kindly sent to the author by Sid Nanson). The location would be 8 kms northeast of Luang Prabang.

Cessna O-1F “2861” 24039 15 Feb. 71 USAF 57-2861 of 504 (serial as borne not documented) TAS, Cam Ranh Bay

**Service history:** to TL MAP on 71046 (15 Feb. 71)

**Fate:** AIRA-controlled O-1 57-2861 was reportedly lost in Laos on 3 December 1971 and RLAF O-1 “861” was reportedly lost on 9 December 71 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Charles P. Russell was killed on 3 December 71 (see: [Memorial to the USAF Forward Air Controllers who died in Southeast Asia](http://www.squawk-flash.org/fac_memorial.htm)).

Cessna O-1F “2866” 24045 15 Feb. 71 USAF 57-2866 of 504 (serial as borne not documented) TAS, Cam Ranh Bay

**Service history:** to TL MAP on 71046 (15 Feb. 71)

**Fate:** AIRA-controlled O-1 57-2866 was reportedly lost in Laos on 7 March 1971 and RLAF O-1 “866” was reportedly lost in Laos on 11 March 71 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Richard (“Dick”) H. Defer, aka “Raven 20”, was shot down by ground fire in the Plain of Jars, just north of L-108 (Muong Suoi) on 18 October 71 (see: Tom Matthews, Diary, p. 18, formerly in: UTD/Leary/Ser.I, B8F13; [Memorial...](http://www.ravens.org/dickdefer/9-Defer_Memorial.jpg)

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:** AIRA-controlled O-1 57-2942 was reportedly lost in Laos on 12 May 1972 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); no longer listed on 1 June 72 (List of assigned / maintained aircraft as of 1 June 72, in: UTD/Bisson/B5, reel 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); Raven aircraft; a photo taken at Pakse in March 71 is at [http://www.ravens.org/dickdefer/9-Defer_Memorial.jpg](http://www.ravens.org/dickdefer/9-Defer_Memorial.jpg); AIRA-controlled O-1 57-2976 was reportedly lost in Laos on 18 October 1971 and RLAF O-1 “976” was reportedly lost in Laos on 21 October 71 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); this was probably the O-1, in which Raven Richard (“Dick”) H. Defer, aka “Raven 20”, was shot down by ground fire in the Plain of Jars, just north of L-108 (Muong Suoi) on 18 October 71 (see: Tom Matthews, Diary, p. 18, formerly in: UTD/Leary/Ser.I, B8F13; [Memorial...](http://www.squawk-flash.org/fac_memorial.htm)).
Cessna O-1F “0-72977” 24155 28 Feb. 71 USAF 57-2977 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 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 them 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: unknown.

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: AIRA-controlled O-1; crashed at Ban Keun (LS-44), south of the dam side, 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; see also Tom Matthews, Diary, p. 29, formerly in: UTD/Leary/Ser.I, B8F13); no longer current on 1 March 72 (List of assigned / maintained aircraft as of 1 March 72, in: UTD/Bisson/B5, reel 23). This was probably the accident, in which Raven George H. Tousley III was killed on 8 February 72 (see: Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm ).

According to Liebchen, MAP Aid to Laos 1959-1972, pp.99, 107, and 115, the Royal Lao Air Force received 4 more MAP Cessna O-1Fs in between 1 July 71 (beginning of Fiscal Year 1972) and 3 February 72:

Cessna O-1 “?692” ? 72? ?

Service history: ?
**Fate:** RLAF O-1 “692” was reportedly lost in Laos on 18 May 1972 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). O-1 “692” possibly 51-12692, which was supplied to French Indo China and turned over to the VNAF 8 November 55 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

After 3 February 1972, the RLAF received more O-1s in 1972 and 1973, beginning in March 1972:

Cessna O-1D “4656” 23496 1 March 72 USAF 55-4656

**Previous history:** O-1D 55-4656 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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 February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 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

**Previous history:** O-1D 55-4661 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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); no longer current on 1 January 73 (List of assigned / maintained aircraft as of 1 January 73, in: UTD/Bisson/B5, reel 24).

**Fate:** AIRA-controlled O-1 55-4661 was reportedly lost in Laos on 23 December 1972 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011). This was probably the O-1, in which Raven Harold L. (“Hal”) Mischler was killed over Saravane on 23 December 72 (see Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at [http://www.squawk-flash.org/fac_memorial.htm](http://www.squawk-flash.org/fac_memorial.htm); Robbins, Ravens, pp. 312-16).

Cessna O-1D “4680” 23520 1 June 72 USAF 55-4680

**Previous history:** O-1D 55-4680 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).
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); AIRA-controlled O-1 55-4680 was reportedly lost in Laos on 10 April 1973 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1D “4688” 23528 1 July 72 USAF 55-4688
(serial as borne not documented)

Previous history: O-1D 55-4688 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

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: AIRA-controlled O-1 55-4688 was reportedly lost in Laos on 8 July 1973 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1D “4699” 23539 1 March 72 USAF 55-4699
(serial as borne not documented)

Previous history: O-1D 55-4699 last reported with US Army 15 March 69 with 605 Trans Co. as “maintenance float aircraft” (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

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: AIRA-controlled O-1 was reportedly lost in Laos on 7 November 72 and RLAF O-1 “699” was reportedly lost in Laos on 11 November 1972 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); this seems to be the accident, in which Raven John L. Carroll, aka “Raven 20”, was killed on 7 November 72: the O-1 crash-landed at 191933N/1020630E; the pilot was alive on the ground, but was killed by attackers (see the description of this accident in: Parker, Covert ops, pp. 147-53, and T. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl70.html; see also Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm ).

Cessna O-1D “4703” 23543 1 June 72 USAF 55-4703
(serial as borne not documented)

Previous history: O-1D 55-4703 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).
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: unknown.

Cessna O-1D

“4718” 23558 1 July 72 USAF 55-4718

Previous history: O-1D 55-4718 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

Service history: Ravens aircraft; a photo taken at Udorn in 1972/73 can be seen at http://www.sgtmcsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10168.jpg; 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: transferred to the Khmer Air Force in February 74 for KAF pilot training at Udorn, identity given as “55-14718” (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); transferred to the Khmer Air Force in June 1974, identity here given as “57-14718” (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Cessna O-1D

“4733” 23573 1 July 72 USAF 55-4733

Previous history: O-1D 55-4733 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

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: unknown.

Cessna O-1D

“4735” 23575 1 June 72 USAF 55-4735

Previous history: O-1D 55-4735 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

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

Fate: not current on 1 September 72 (List of assigned/maintained aircraft as of 1 September 72, in: UTD/Bisson/B5, reel 24); AIRA-controlled O-1 55-4735 was reportedly lost in Laos on 20 August 72 and RLAF O-1 “735” was reportedly lost in Laos on 24 August 1972 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1D

“4743” 23583 1 March 72 USAF 55-4743, VNAF?

Previous history: O-1D 55-4743 reportedly transferred to the RLAF in February 73; maintained by Air America, Udorn; current at least from 1 June 72 to 1 August 72 (Lists of assigned/maintained aircraft as of 1 June 72 to 1 August 72, in: UTD/Bisson/B5, reel 24); AIRA-controlled O-1 55-4743 was reportedly lost in Laos on 20 August 72 and RLAF O-1 “735” was reportedly lost in Laos on 24 August 1972 – probably the same aircraft (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).
**Previous history:** O-1D 55-4743 last reported with 235 Av Co. 15 December 68 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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:** unknown.

**Cessna O-1D “2838” 24016 1 July 72 USAF 57-2838**

(serial as borne not documented)

**Previous history:** O-1D 57-2838 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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, reels 24).

**Fate:** taken over by the Air Force of the Lao People’s Democratic Republic (LPDR) in 1975; seen at Vientiane on 4 October 77 as “838” (Telex no. 01391 dated 5 October 77 sent by the US Embassy, Vientiane, to the Secretary of State, Washington, online at [http://aad.archives.gov/aad/createpdf?rid=231599&dt=2532&dl=1629](http://aad.archives.gov/aad/createpdf?rid=231599&dt=2532&dl=1629), kindly sent to the author by Sid Nanson on 30 December 2014).

**Cessna O-1D “2852” 24030 1 April 72 USAF 57-2852**

(serial as borne not documented)

**Previous history:** O-1D 57-2852 last reported with US Army at Atlanta GD, “awaiting disposition”, 5 November 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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:** unknown.

**Cessna O-1D “2903” 24081 1 March 72 USAF 57-2903**

(serial as borne not documented)

**Previous history:** O-1D 57-2903 last reported with 235 Av Co. 15 December 68 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

**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 February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 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)
Cessna O-1D  “2974”  24152  1 April 72  USAF 57-2974 (serial as borne not documented)

Previous history: O-1D 57-2974 last reported with US Army at Red River Army Depot, “awaiting disposition” 15 October 71 (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).

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, reel 23/4).

Fate: unknown.

Cessna O-1A  “2222”  22536  Nov. 72  ex 51-12222 (serial as borne not documented)

Service history: O-1A 51012222 of NASCE, Davis Monthan, to TL MAP on 7 November 72 (72311); 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).

Fate: transferred to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1A  “16949”  22820  Nov. 72  ex 51-16949

Service history: O-1A 51016949 of NASCE, Davis Monthan, to TL MAP on 7 November 72 (72311); seen in the documentary “The Ravens” at 21.07 minutes.

Fate: unknown.

Cessna O-1A  “2314”  22628  Nov. 72  ex 51-12314 (serial as borne not documented)

Service history: O-1A 51012314 of NASCE, Davis Monthan, to TL MAP on 14 November 72 (72318); 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).
**Fate:** transferred to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1A “6925” 22783 Nov. 72 ex 51-16925

*Service history:* O-1A 51016925 of NASCE, Davis Monthan, to TL MAP on 15 November 72 (72319); 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).

**Fate:** transferred to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1A “2545” 23000 Nov. 72 ex 51-12545

*Service history:* O-1A 51012545 of NASCE, Davis Monthan, to TL MAP on 8 November 72 (72312); 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 in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014; 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 “2869” 24048 1 Dec. 72 USAF 57-2869

*Service history:* Raven aircraft; current at least between 1 December 72 and January 73 (Lists of assigned / maintained aircraft as of 1 December 72 to 1 January 73, in: UTD/Bisson/B5, reel 24); turned over to the RLAF in February 73 and current with them 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:** unknown.

Cessna O-1D “2802” 23980 1 Dec. 72 USAF 57-2802

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

**Fate:** AIRA-controlled O-1 57-2802 was reportedly lost in Laos on 28 March 1973 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Cessna O-1A “4552” 21289 13 Nov.72 ex 51-4552

*Service history:* O-1A 51-4552 was last reported with Sharpe Army Depot, 15 October 71 as “in transit” (E-mail dated 5 March 2015, kindly sent to the author by Sid Nanson).
Service history: ex US Army O-1A 51004552 of NASCE, Davis-Monthan, to TL MAP on 13 November 73 (72318); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Fate: probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “2294” 22608 3 Nov.72 ex 51-12294

(seral as borne not documented)

Service history: ex US Army O-1A 51012294 of NASCE, Davis-Monthan, to TL MAP on 3 November 72 (72308); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Fate: probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “2826” 23283 17 Nov.72 ex 51-12826

(seral as borne not documented)

Service history: ex US Army O-1A 51012826 SMAAR, McClellan, to TL MAP on 17 November 72 (72322); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Fate: probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “6905” 22739 17 Nov.72 ex 51-16905

(seral as borne not documented)

Service history: ex US Army O-1A 51016905 SMAAR, McClellan, to TL MAP on 17 November 72 (72322); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014). Also reported as with the Sharp Army Depot Flying Club as N6495 from February 72 to January 75, but this was either not taken up or another aircraft.

Fate: probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “4588” 21401 17 Nov.72 ex 51-4588

(seral as borne not documented)

Service history: ex US Army O-1A 51004588 SMAAR, McClellan, to TL MAP on 17 November 72 (72322); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Fate: probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “4968” 21865 17 Nov.72 ex 51-4968

(seral as borne not documented)

Service history: ex US Army O-1A 51004968 SMAAR, McClellan, to TL MAP on 17 November 72 (72322); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from
CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014.

**Fate:** probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “2566” 23021 16 March 73 ex 51-12566

(service as borne not documented)

**Service history:** ex US Army O-1A 51012566 SMAAR, McClellan, to TL MAP on 16 March 73 (73075); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

**Fate:** probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A “2705” 23161 19 June 73 ex VNAF 51-12705

(service as borne not documented)

**Service history:** O-1A 51-12705 was transferred from VNAF on 19 June 73 (USAF contract no. TB08 for Laos; e-mail dated 9 April 2015, kindly sent to the author by Sid Nanson); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

**Fate:** was to be supplied to the Khmer Air Force for spare parts in February 75; instead to the Thai Army as “2705” in 1975 (?); derelict at Lopburi in November 1995 (see Steve Darke, *Bird Dog production list*, at [http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsm](http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsm)).

Cessna O-1A “2829” 23286 19 June 73 ex VNAF and 51-12829

(service as borne not documented)

**Service history:** O-1A 51-12829 was transferred from VNAF on 19 June 73 (USAF contract no. TB08 for Laos; e-mail dated 9 April 2015, kindly sent to the author by Sid Nanson); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

**Fate:** was to be supplied to the Khmer Air Force for spare parts in February 75; instead to the Thai Army as “3286” in 1975 (?); to Jesada Museum in November 2010 (see Steve Darke, *Bird Dog production list*, at [http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsm](http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsm)).

Cessna O-1A “2875” 23332 20 June 73 ex 51-12875 VNAF

(service as borne not documented)

**Service history:** O-1A 51-12875 was transferred from VNAF on 20 June 73 (USAF contract no. TB08 for Laos; e-mail dated 9 April 2015, kindly sent to the author by Sid Nanson); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

**Fate:** probably supplied to the Khmer Air Force for spare parts in February 75.
Cessna O-1A  “2798”  23255  19 June 73  ex VNAF and 51-12798 (serial as borne not documented)  
**Service history:** O-1A 51-12798 was transferred from VNAF on 19 June 73 (USAF contract no. TB08 for Laos; e-mail dated 9 April 2015, kindly sent to the author by Sid Nanson); one of 11 RLAF O-A’s that were to be supplied to the Khmer Air Force for spare parts in February 75 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).  
**Fate:** probably supplied to the Khmer Air Force for spare parts in February 75.

Cessna O-1A  “2792”  23249  20 June 73  ex VNAF and 51-12792 (serial as borne not documented)  
**Service history:** transferred from VNAF on 20 June 73 (USAF contract no. TB08 for Laos; e-mail dated 9 April 2015, kindly sent to the author by Sid Nanson); on 24 January 75, RLAF O-1A, 51-12792, condition poor, disassembled was under control of TLD (Thailand Liaison Detachment, Bangkok), pending programming and MOA (Memorandum of Agreement) for transfer to MAP Thailand (Telex from CINCPAC Honolulu to SECDEF Washington, 24 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014);  
**Fate:** to Thai Army as “2792” in 1975; fuselage derelict at Lopburi in January 2001 (see Steve Darke, *Bird Dog production list* at [http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsx](http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsx)).

The following Cessna O-1F is **believed** to have been used as a Raven aircraft and so was probably maintained by Air America at Udorn. It was delivered to a Military Assistance Program on 20 February 71, when other O-1s are known to have become Raven aircraft. But it does not appear on the list of aircraft maintained by Air America dated 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5, microfilm reel no.24); so probably, the aircraft was lost between February 71 and January 72:

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

Possibly also delivered to the RLAF were:

O-1A 51004584 NASCE, Davis-Monthan to TL MAP on 72318 ex US Army  
O-1A 51012177 NASCE, Davis-Monthan to TL MAP on 72312 ex US Army  
O-1A 51012547 NASCE, Davis-Monthan to TL MAP on 72318 ex US Army  
O-1A 51012787 NASCE, Davis-Monthan to TL MAP on 72308 ex US Army  
O-1A 51012880 NASCE, Davis-Monthan to TL MAP on 72319 ex US Army  
O-1A 51016874 NASCE, Davis-Monthan to TL MAP on 72308 ex US Army  
O-1A 51016906 NASCE, Davis-Monthan to TL MAP on 72308 ex US Army

**Known O-1 accidents:**

- 6 September 68: one O-1F crashed during a ferry flight from Bien Hoa to Laos at 150007N/1074256E, killing Samuel M. Deichelman, aka “Raven 47” (see Robbins, *Ravens*, pp. 61 + 379, and the website at [http://www.ravens.org/samdeich/samdeich.htm](http://www.ravens.org/samdeich/samdeich.htm); see also Thomas E. Lee, *Laos Incident list* at [http://www.angelfire.com/home/laoslist/crl60.html](http://www.angelfire.com/home/laoslist/crl60.html); the O-1 may have been 57-2871, the only USAF O-1 known to have been lost in
South Vietnam on 6 September 68 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011)

- 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)

- 11 January 70:
  one O-1 crashed on Route 7, east of Xieng Khouang, injuring Fred Platt (Robbins, Ravens, pp. 209-12)

- late April 71:
  near Pakson, 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)

- 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; Tom Matthews, Diary, p. 22, formerly in: UTD/Leary/Ser.I, B8F13); 2 of them are believed to be 57-2863 and 57-2869

- 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).

RLAF O-1s waiting at Udorn in October 1973
(with kind permission from Ward S. Reimer)

In February 1974, no less than 44 O-1A’s were stored at Udorn. Of the 16 USAF O-1A’s stored at Udorn, the eight aircraft in best condition were to be selected for allocation to Cambodia. The remaining eight USAF O-1A’s, 18 RLAF/MA SF O-1A’s stored at Udorn and 10 KAF owned O-1A’s, total of 36 aircraft, were to be inspected and the 10 aircraft in best condition were to be selected for allocation to the KAF. The remaining O-1 aircraft not selected for the KAF were to be assigned to the RLAF or reclaimed on site with parts given to the KAF. (Telex dated 19/2/74, re O-1A’s stored at Udorn, USAF/HRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

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