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

First published on 29 May 2006, last updated on 24 August 2015

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

I) Statistics:
1) According to Air America’s Phnom Penh Station monthly reports November 73 to June 74:

Number of O-1s assigned to the Khmer Air Force

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

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

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

- in March 73, one O-1D was at Pochentong Air Base, whose repair was beyond the capability of Pochentong (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 13 O-1A aircraft were received from Saigon in February / March 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 10 O-1A/Ds were in commission in March 73 and 4 were grounded (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 3 additional O-1Ds arrived from Saigon in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1)
- on 1 November 73, 6 O-1Ds departed Pochentong for pilot training at Udorn for approximately 20 weeks (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); they returned to Pochentong on 11 March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).
- in June 74, O-1A aircraft were phased out except for 3 O-1As at Udorn; 6 O-1As were flown out of Cambodia in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

2) According to the Archival Databases of the National Archives:
According to the list of US MAP contracts published by the National Archives, the Khmer Air Force received the following quantities of aircraft (information kindly supplied by Sid Nanson – e-mails sent to the author on 23 October 2010 and 9 April 2015):

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>Year acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD41</td>
<td>12</td>
<td>O-1E</td>
<td>1963 or earlier</td>
<td>Procured (PR)</td>
<td>USAF</td>
</tr>
<tr>
<td>ZD18</td>
<td>27</td>
<td>O-1D</td>
<td>1971</td>
<td>Excess to US use (XS)</td>
<td>ARMY</td>
</tr>
<tr>
<td>TC35</td>
<td>15</td>
<td>O-1D</td>
<td>1972</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>TD11</td>
<td>13</td>
<td>O-1A</td>
<td>1973</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CS47</td>
<td>3</td>
<td>O-1A</td>
<td>1974</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CS45</td>
<td>3</td>
<td>O-1D</td>
<td>1974</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CS46</td>
<td>2</td>
<td>O-1F</td>
<td>1974</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CY15</td>
<td>8</td>
<td>O-1A</td>
<td>1975</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CY76</td>
<td>3</td>
<td>O-1A</td>
<td>1975</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

3) According to other sources:
- By the end of 1971, the Khmer Air Force had 24 O-1Ds (Conboy / Bowra, The war in Cambodia, p. 20)
- In 1972, AVNK had 17 O-1D/As (Sutsakhan, The Khmer Republic at war, p.183).
- 31 May 72: KAF had 18 O-1Ds that flew 168 sorties in May 72 (Elder, Air Operations in the Khmer Republic, p. 12)
- In 1973, AVNK had 31 O-1D/As (Sutsakhan, The Khmer Republic at war, p.183).
- In 1974, AVNK had 37 O-1D/As (Sutsakhan, The Khmer Republic at war, p.183).

Total number of O-1s received via the U.S. Military Equipment Delivery Team – Cambodia (MEDTC) according to the Khmer Air Force aircraft inventories contained in the MAP/MEDTC quarterly reports (USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014):

As of 31 March 71: 12
As of 30 June 71: 16 i.e. 4 gained between 1 April and 30 June 71
As of 30 September 71: 19 i.e. 3 gained between 1 July and 30 September 71
As of 31 December 71: 26 i.e. 7 gained between 1 October and 31 December 71
As of 31 March 72: 26 i.e. 0 gained between 1 January and 31 March 72
As of 30 June 72: 26 i.e. 0 gained between 1 April and 30 June 72
As of 30 September 72: 30 i.e. 4 gained between 1 July and 30 September 72
As of 31 December 72: 41 i.e. 11 gained between 1 October and 31 December 72
As of 30 April 73: 53 i.e. 12 gained between 1 January and 30 April 72
II) Individual aircraft histories:

O-1s received in 1970:

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

Cessna O-1G “12441” 22877 70 ex VNAF “12441” and US Army 51-12441

Service history: O-1G 51012441 of 504 TAS Group, Bien Hoa, to TL MAP on 70010
(10 January 70), i.e. to VNAF; flown in VNAF colors for the Khmer Air Force

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

Cessna O-1G “1224?” ? 70 ex VNAF “1224?” and US Army 51-1224?

Service history: probably O-1G 51012242 (c/n 22556) of 504 TAS Group, Bien Hoa,
to TL MAP also on 70010 (10 January 70), i.e. to VNAF; flown in VNAF colors for
the Khmer Air Force; it had an accident on 21/2 January 71, but reportedly in South
Vietnam.

Fate: damaged or destroyed at Pochentong airport during the sapper attack of 21/2
January 71 (see photo no. 1-CA2-2-PB39 preserved at UTD/Abadie/B2F1).
O-1s received at an unknown date:
Cessna O-1A “316” 22050? 1973(?) ex 51-7316
(real serial as borne unknown)

Service history: officially O-1A 51-12316, i.e. msn 22630 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015), but this went to the Spanish Air Force and was written off in July 69; probably 51-7316 (msn 22050), which was still with the US Army in August 1967 (Steve Darke, Bird Dog production history at http://www.thai-aviation.net/Bird_Dog.html ); shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

Fate: officially lost on 6 June 74, code C, i.e. broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1D “499” ? 1973(?)
(real serial as borne unknown)

Service history: believed to be 56-2499 (c/n 23621); Cessna O-1D “499” O-1E 56-2499 of 2AD, Nha Trang, to TP (termination cause unknown, on combat mission) on 66082 (23 March 66); possibly rebuilt and to VNAF; then to Khmer Air Force; oil temperature problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: ?
O-1s received in 1971:

Cessna O-1D “55-4650” 23490 1971 (?) 
(real serial as borne unknown)
Service history: ?
Fate: O-1D 55-4650 was lost on 15 February 72 in a “Cat. Z” accident (MAP/ MEDTTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); dropped from the Khmer Air Force aircraft inventory in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1).

Cessna O-1D “55-4651” 23491 May 71 ex US Army 
(real serial as borne unknown)
Fate: ?

Cessna O-1D “57-2816” 23994 1971(?) ex US Army 
(real serial as borne unknown)
Service history: departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1)
Fate: ?

Cessna O-1D “57-2795” 23973 March 71 ex US Army 
(real serial as borne unknown)
Service history: proposed for scrap in January 72 pending MEDTTC decision (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F1); on 16 March 73, O-1D “795” was damaged on landing during a training flight at Pochentong Air Base; repaired (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); substantially damaged in October 73, when the aircraft ground looped at Pochentong (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); installed in the jig in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); crash damage repair of 57-2795 was delayed in November 73 due to lack of proper gage sheet metal (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); repaired by 5 December 73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); “795” returned to operations in February 74 after repair at Pochentong (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8)
Fate: Khmer Air Force O-1D “795” was lost on 2 February 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Cessna O-1D “935” 24113 1971(?) ex 57-2935 US Army 
(real serial as borne unknown)
Service history: identity 57-2935 (c/n 24113); in Steve Darke, Bird Dog production list at http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsx; damage repair was completed on 20 February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8)
Fate: ?
Cessna O-1D “57-2961” 24139 Feb. 71
(real serial as borne unknown)

Service history: ?
Fate: O-1D 57-2961 was lost on 15 February 72 in a “Cat. C” accident (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); dropped from the Khmer Air Force aircraft inventory in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1).

Cessna O-1D “57-2962” 24140 10 Nov. 71
(real serial as borne unknown)

Service history: O-1D 57-02962 was gained by the Khmer Air Force on 10 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).
Fate: O-1D 57-2962 was lost on 28 July 72 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2963” 24141 May 71
(real serial as borne unknown)

Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11); to Cat A on 11 March 72.
Fate: O-1D 57-2963 was lost on 11 March 72 in a “Cat. A” accident (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2970” 24148 July 71
(real serial as borne unknown)

Service history: O-1D 57-2970 was gained by the Khmer Air Force in the 1 July to 30 September 71 period (MAP/MEDTC Report for the 1 July to 30 September 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); damaged in February 72 due to failure of the brakes (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); it was recommended to drop the aircraft from the KAF inventory (Air America’s Phnom Penh Station weekly report for 1-7 March 72, in: UTD/CIA/B39F1).
Fate: 57-2970 was lost on 28 February 72 in a Cat. “A” accident (MAP/MEDTC Report for the 1 January to 31 March 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); dropped from the KAF inventory in March 72 as damaged beyond repair.

Cessna O-1D “55-4662” 23502 May 71
(real serial as borne unknown)

Service history: had a landing accident at Pochentong on 22 April 73, causing considerable damage (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); was repaired at Pochentong during May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repairs were completed in July 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); received a new engine in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); released to
operations in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); damaged by the prop wash of a Khmer AF C-123K while parked at Prey Veng on 30 April 74; ferried to Pochentong and repaired (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8; Report of 4 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); had an engine change in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** ?

Cessna O-1D “55-4667” 23507 May 71  
(real serial as borne unknown)  
**Service history:** ?; mentioned by World Air Forces, Cambodia, at [http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl-aircraft.htm](http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl-aircraft.htm)  
**Fate:** ?

Cessna O-1D “55-4674” 23514 May 71  
(real serial as borne unknown)  
**Service history:** ?; mentioned by World Air Forces, Cambodia, at [http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl-aircraft.htm](http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl-aircraft.htm)  
**Fate:** O-1D 55-4674 was lost on 10 November 71 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014).

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Khmer Air Force O-1D “054689” at Pochentong  
(with kind permission from Ward S. Reimer)

Cessna O-1D “054689” 23529 25 Dec.71  
ex 55-4689  
**Service history:** O-1D 55-04689 was gained by the Khmer Air Force on 25 December 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); had electrical problems in June 74 that were repaired at Pochentong the same month; repaired at
Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

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Khmer Air Force O-1D “054720” at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

**Cessna O-1D “05-4720” 23560 Dec. 71 ex 55-4720**

**Service history:** “720” departed for Thai-Am, Bangkok, on 23 March 74 for inspection (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); substantially damaged during landing at Pochentong on 16 April 74; disassembled and flown to Thai-Am, Bangkok (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8; Report of 19 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); had a landing accident at Neak Leoung on 4 August 74 (Report of 5 August 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

**Fate:** ?

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

**Cessna O-1D “0-54721” 23561 Feb. 71 ex 55-4721**
Service history: not operational, but being maintained in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11).

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

Cessna O-1D “55-4723” 23563 April 71
(real serial as borne unknown)

Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11); ground looped at Pochentong Air Base in early 73, but the repair was completed on 10 May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)

Fate: ?

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

Cessna O-1D “05-4738” 23578 March 71 ex 55-4738
Service history: not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11); ground looped at Pochentong Air Base in Feb./March 73; repairs started in April 1973 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); repairs were completed on 14 May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repairs were about 60 % complete in July 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1)

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

Cessna O-1D “55-4740” 23580 1971?
(real serial as borne unknown)
Service history: at Pochentong maintenance for IRAN in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); IRAN and damage repair in progress in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); still not completed in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8) nor in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); test flown on 15 May 74 and turned over to the Flight Line on 19 May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
Fate: ?

Cessna O-1D “55-4748” 23588 June 71
(real serial as borne unknown)
Service history: O-1D 55-4748 was gained by the Khmer Air Force in the 1 July to 30 September 71 period (MAP/MEDTC Report for the 1 July to 30 September 1971 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); “748” assigned in Ream, inspected on 22 February 74, required parts to be shipped to that location (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); in April 74, the engine was repaired (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).
Fate: ?

Cessna O-1D “57-2797” 23975 April 71
(real serial as borne unknown)
Fate: ?

Cessna O-1D “57-2805” 23983 March 71
(real serial as borne unknown)
Fate: O-1D 57-2805 was lost on 10 November 71 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFhra, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2837” 24015 April 71
(real serial as borne unknown)
Fate: ?

Cessna O-1D “57-2839” 24017 July 71
(real serial as borne unknown)
Service history: O-1D 57-2839 was gained by the Khmer Air Force in the 1 July to 30 September 71 period (MAP/MEDTC Report for the 1 July to 30 September 1971
period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014);  
**Fate:** O-1D 57-2839 was lost on 15 February 72 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); dropped from the Khmer Air Force aircraft inventory in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1).

Cessna O-1D “57-2884” 24062 Feb. 71  
(real serial as borne unknown)  
**Service history:** had an accident at Battambang in April 73, causing considerable damage (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1).  
**Fate:** O-1D 57-2884 was lost on 29 March 73 in a “Cat. A” accident (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2895” 24052 May 71  
(real serial as borne unknown)  
**Service history:** CBD repair in progress in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); O-1A “895” returned to operations in January 74 after repair at Pochentong (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)  
**Fate:** under US Government control at U-Tapao on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

Cessna O-1D “57-2904” 24082 April 71 ex US Army  
(real serial as borne unknown)  
**Service history:** ?: mentioned by World Air Forces, Cambodia, at [http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl1-aircraft.htm](http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-afl1-aircraft.htm)  
**Fate:** ?

Cessna O-1D “57-2908” 24086 10 Nov. 71  
(real serial as borne unknown)  
**Service history:** O-1D 57-02908 was gained by the Khmer Air Force on 10 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); damaged out station in Cambodia in the last part of October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).  
**Fate:** Khmer Air Force O-1D “908” was lost on 1 August 74, when it was shot down by anti-aircraft guns over Chamkar Muon Palace (Report of 2 August 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Cessna O-1D “57-2916” 24094 16 Nov. 71  
(real serial as borne unknown)  
**Service history:** O-1D 57-02916 was gained by the Khmer Air Force on 16 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); in April 74, a bullet hole in the right hand fuselage of “916” was repaired (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8);
electrical problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** ?

Cessna O-1D “57-2920” 24098 10 Nov. 71

*(real serial as borne unknown)*

**Service history:** O-1D 57-02920 was gained by the Khmer Air Force on 10 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAF/HRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); damaged in February 72 due to failure of the brakes (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); repaired (Air America’s Phnom Penh Station weekly report for 1-7 March 72, in: UTD/CIA/B39F1).

**Fate:** O-1D 57-2920 was lost on 26 April 72 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 30 June 72, USAF/HRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2934” 24112 25 Dec. 71

*(real serial as borne unknown)*

**Service history:** O-1D 57-02934 was gained by the Khmer Air Force on 25 December 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAF/HRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); had an accident during take-off from Pochentong on 16 January 74; estimated time of repairs – 5 days (Report of 18 January 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); sustained substantial damage to the tail section in January 74 during a landing incident at Pochentong – apparently it touched C-47 44-76340, which was equally damaged; repair and release to operations the same month (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); made a hard landing at Pochentong on 9 March 74, damaging wheels and wings (Report of 14 March 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); inspection not completed in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); sustained major damage in March 74, while landing at Pochentong; ground looped; not yet repaired by 4 April 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

**Fate:** Khmer Air Force O-1D “934” was lost on 6 October 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).
O-1s received in 1972:

Cessna O-1D “57-2790” 23968  18 Aug.72  ex US Army

(real serial as borne unknown)

Previous history: US Army 5702790 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2790 was gained by the Khmer Air Force on 19 August 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014);

Fate: O-1D 57-2790 was lost on 8 February 73 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 30 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2936” 24114  19 Aug.72  ex US Army

(real serial as borne unknown)

Previous history: US Army 5702936 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2936 was gained by the Khmer Air Force on 19 August 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014);

Fate: O-1D 57-2936 was lost on 25 August 72 in a “Cat. Z” accident (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1D “57-2945” 24123  19 Aug.72  ex US Army

(real serial as borne unknown)

Previous history: US Army 5702945 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2945 was gained by the Khmer Air Force on 19 August 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014);

ground looped at Pochentong in August 73; repairs were believed to take about 60 days, once begun (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); released to operations in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/ B39F1); departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/ B39F1); substantially damaged while landing out station (at Prey Veng) in April 74; recovery attempt in progress (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); in June 74, part of the wreckage still remained at Prey Veng (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); apparently repaired.
Fate: Khmer Air Force O-1D “945” was lost on 18 September 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Cessna O-1D “826” 24004 2 Sept.72 ex 57-2826 US Army
(real serial as borne unknown)
Previous history: US Army 5702826 was reported as “waiting for disposition” at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2826 was gained by the Khmer Air Force on 2 September 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); O-1D “826” was substantially damaged on 29 March 74, when the pilot taxied into a ditch at Pochentong; repaired locally and operational again in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8; Report of 2 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Cessna O-1D “57-2780” 23958 10 Nov.72 ex US Army
(real serial as borne unknown)
Previous history: US Army 5702780 was reported as “waiting for disposition” at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2780 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); had an engine change at Pochentong in June 74 as well as electrical problems that were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: under US Government control at U-Tapao on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

Cessna O-1D “57-2815” 23993 10 Nov.72 ex US Army
(real serial as borne unknown)
Previous history: US Army 5702815 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2815 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).

Fate: ran off the end of the runway at Reap in May 74 and was completely destroyed; dropped from the inventory of the Khmer Air Force (Air America’s Phnom Penh
Station monthly report for May 74, in: UTD/CIA/B38F8); part of the wreckage was recovered in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); officially lost on 6 May 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1D “835” 24013 10 Nov.72 ex 57-2835 US Army
(real serial as borne unknown)

Previous history: US Army 5702835 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2835 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); O-1D “835” was undergoing engine change in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); sustained major damage on 12 March 74, while taking off from Kompong Son and then crash landing at Pochentong; repaired and back to operations by the end of March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/ B38F8; Report of 14 March 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); electrical problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); loose rivets on the landing gear support frame were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); made a hard landing at Siem Reap on 18 August 74 (Report of 19 August 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate:?

Cessna O-1D “57-2880” 24037 10 Nov.72 ex US Army
(real serial as borne unknown)

Previous history: US Army 5702880 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2880 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); arrived from South Vietnam on 29 May 74, probably after IRAN at Tan Son Nhu (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); had an engine change at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); stop work status, uneconomical to repair.

Cessna O-1D “57-2887” 24065 10 Nov.72 ex US Army
(real serial as borne unknown)
**Previous history:** US Army 5702887 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

**Service history:** O-1D 57-2887 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); damaged in September 73, when it collided with a T-28 on the taxiway at Pochentong; repaired (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); repaired completed in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).

**Fate:** ?

Cessna O-1D “57-2915” 24093 10 Nov.72 ex US Army
(real serial as borne unknown)

**Previous history:** US Army 5702915 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

**Service history:** O-1D 57-2915 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); battle damage was repaired at Pochentong in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); free air temperature gage missing on aircraft in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** ?

Cessna O-1D “57-2939” 24117 10 Nov.72 ex US Army
(real serial as borne unknown)

**Previous history:** US Army 5702939 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

**Service history:** O-1D 57-2939 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); sustained a hard landing in January 74, while operating out station; brought back to Pochentong disassembled; re-assembly of the aircraft was suspected to be complete by 1 March 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

**Fate:** Khmer Air Force O-1D “939” was lost on 7 August 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).
Cessna O-1D “57-2955” 24133 10 Nov.72 ex US Army
(real serial as borne unknown)

Previous history: US Army 5702955 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2955 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); again flown in from South Vietnam (probably after IRAN at Tan Son Nhut) and arrived at Pochentong on 10 April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); had engine problems in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: ?

Cessna O-1D “57-2956” 24134 10 Nov.72 ex US Army
(real serial as borne unknown)

Previous history: US Army 5702956 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2956 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

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

Cessna O-1D “57-2969” 24147 10 Nov.72 ex US Army
(real serial as borne unknown)

Previous history: US Army 5702969 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 57-2969 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); departed Pochentong 1 November 73 for pilot training at Udorn (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); damaged during landing at Pochentong on 15 May 74; repaired and returned to service the same month (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8; Report of 4 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); made a hard landing at Kompot on 20 September 74; recovered and shipped to Pochentong (Report of 27 September 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).
Fate: ?

Cessna O-1D  “55-4739”  23579  10 Nov.72  ex US Army
(real serial as borne unknown)

Previous history: US Army 5504739 was reported as "waiting for disposition" at Red River Army Depot after undergoing overhaul on the 15th of Feb 1972, which means that by the 15th of March, this O-1D was off the Army inventory. Apparently re-assembled by Air Vietnam before delivery to the KAF (e-mail dated 22 February 2015, kindly sent to the author by Sid Nanson).

Service history: O-1D 55-4739 was gained by the Khmer Air Force on 10 November 72; (MAP/MEDTC Report as of 31 December 72, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); this aircraft was misquoted in the MEDTC document as “57-4739”, but 55-4739 is believed to be correct (see Darke, at http://www.thai-aviation.net/files/Bird_Dog/Bird_Dog_Production_List.xlsm

Fate: ?
O-1s received in 1973:

Cessna O-1A “51-11984” 22298 19 Feb.73 ex VNAF
(real serial as borne unknown)

Service history: O-1A 51-12984 was transferred from VNAF on 19 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force in February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); radio modification at Pochentong was completed on 29 October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).

Fate: 51-11984 KAF excess O-1A was ferried to Bangkok on 14 June 74 (announced in Telex dated 11 June 74, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-11984 (misquoted as “51-1984”) was under control of TLD (Thailand Liaison Detachment, Bangkok), disassembled, fair to poor airframe, 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, kindly supplied by Sid Nanson on 15 November 2014); possibly to the Thai Army as “1984” (e-mail dated 6 February 2005, kindly sent to the author by Steve Darke).

Cessna O-1A “51-12220” 22534 17 Feb.73, ex VNAF
(real serial as borne unknown)

Service history: O-1A 51-12220 was transferred from VNAF on 17 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 17 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014). Officially lost on 6 June 74, code C, i.e. broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1A “51-12380” 22727 3 Feb.73 ex VNAF
(real serial as borne unknown)

Service history: O-1A 51-12380 was transferred from VNAF on 3 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 3 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); released for check flight on 27 October 73, but not yet test flown on 5 November 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). Officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-12380 was under control of TLD (Thailand Liaison Detachment, Bangkok), disassembled, fair to poor airframe, 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).
Cessna O-1A  “51-12387”  22763  14 Feb.73  ex VNAF  
(real serial as borne unknown)

**Service history:** O-1A 51-12387 was transferred from VNAF on 16 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson);
gained by the Khmer Air Force on 14 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

**Fate:** officially lost on 6 June 74, code C, i.e. broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1A  “51-12424”  22859  4 Feb.73  ex VNAF  
(real serial as borne unknown)

**Service history:** O-1A 51-12424 was transferred from VNAF on 4 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson);
gained by the Khmer Air Force on 4 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014);

**Fate:** officially lost on 6 June 74, code C, i.e. broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1A  “51-12492”  22934  14 Feb.73  ex VNAF  
(real serial as borne unknown)

**Service history:** O-1A 51-12492 was gained by the Khmer Air Force on 14 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); transferred from VNAF on 16 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson).

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

Cessna O-1A  “51-12607”  23062  15 Feb.73  ex VNAF  
(real serial as borne unknown)

**Service history:** O-1A 51-12607 was transferred from VNAF on 15 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson);
gained by the Khmer Air Force on 15 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014);

**Fate:** O-1A 51-12607 was lost on 19 February 73 in a “Cat.G” (= ground?) accident (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

Cessna O-1A  “51-12701”  23156  14 Feb.73  ex VNAF, coded “BL”  
(real serial as borne unknown)

**Service history:** O-1A 51-12701 was transferred from VNAF on 16 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson);
gained by the Khmer Air Force on 14 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); modification of the radio configuration form O-1A to O-1D was done in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); released for check flight on 13 October 73, but test flown only on 27 October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); released for operations on 14 November 73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); down at an outstation in March 74 because of engine problems (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

**Fate:** on 24 January 75, Khmer Air Force O-1A 51-12701 (misquoted as “51-17201”) was under control of TLD (Thailand Liaison Detachment, Bangkok), condition poor, but flyable, 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).

**Service history:** O-1A 51-12095 was transferred from VNAF on 15 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 15 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); returned to operations in January 74 after repair at Pochentong (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

**Fate:** officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-12095 was under control of TLD (Thailand Liaison Detachment, Bangkok) disassembled, fair to poor airframe, 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, kindly supplied by Sid Nanson on 15 November 2014).

**Cessna O-1A “095” 22409 15 Feb.73 ex 51-12095 VNAF (real serial as borne unknown)**

**Fate:** on 24 January 75, Khmer Air Force O-1A 51-12701 (misquoted as “51-17201”) was under control of TLD (Thailand Liaison Detachment, Bangkok), condition poor, but flyable, 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).

**Cessna O-1A “426” 22165 3 Feb.73 ex 51-7426, ex VNAF (real serial as borne unknown)**

**Service history:** O-1A 51-7426 was transferred from VNAF on 3 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 3 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 51-7426 c/n 22165 ex VNAF (email dated 13 February 2005, kindly sent to the author by Steve Darke); returned to operations in February 74 after repair at Pochentong (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

**Fate:** officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-7426 (misquoted as “51-7462”) was under control of TLD (Thailand Liaison Detachment, Bangkok), disassembled, fair to poor airframe, 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; to the Royal Thai Army as “7426”; fuselage derelict at Lopburi in January 2013.

Cessna O-1A “472” 22914 19 Feb.73 ex 51-12472, ex VNAF as “BD” (real serial as borne unknown)

**Service history:** O-1A 51-12472 was transferred from VNAF on 19 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 19 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 51-12472 c/n 22914 ex VNAF as “BD”, which later joined the Thai Army (email dated 13 February 2005, kindly sent to the author by Steve Darke); the fuel pump was repaired at Pochentong in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

**Fate:** 51-12472 KAF excess O-1A was ferried to Bangkok on 14 June 74 (announced in Telex dated 11 June 74, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-12472 was under control of TLD (Thailand Liaison Detachment, Bangkok), disassembled, fair to poor airframe, 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); to the Royal Thai Army as “2472”.

Cessna O-1A “596” 23051 16 Feb.73 ex 51-12596, ex VNAF (real serial as borne unknown)

**Service history:** O-1A 51-12596 was transferred from VNAF on 16 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 16 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 51-12596 msn 23051 ex VNAF (email dated 13 February 2005, kindly sent to the author by Steve Darke); down outstation in March 73, needing an engine change (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

**Fate:** officially lost on 6 June 74, code C, i.e. broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Cessna O-1A “635” 23090 14 Feb.73 ex 51-12635, ex VNAF (real serial as borne unknown)

**Service history:** O-1A 51-12635 was transferred from VNAF on 17 Feb. 73 (USAF contract no. TD11; email dated 9 April 2015, kindly sent to the author by Sid Nanson); gained by the Khmer Air Force on 14 February 73 (MAP/MEDTC Report as of 30 April 73, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); O-1D “635” had electrical problems in June 74 that were repaired at Pochentong the same month (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** officially lost on 26 June 74, code T, i.e. excess? (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). On 24 January 75, Khmer Air Force O-1A 51-12635 was under control of TLD (Thailand Liaison Detachment, Bangkok), disassembled, fair to poor airframe, 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); to Royal Thai Army as “2635”; scrapped by August 2002; sold as N413SB on 22 Feb.2010, but not taken up; sold to Air Repair Inc, Cleveland, MS on 27 Feb 2014; current in October 2014.

Cessna O-1D “622” 23744 1973(?) ex 56-2622 of 504TAS of Bien Hoa, to TL MAP on 70362 (28 Dec.70) to VNAF

(real serial as borne unknown)

Service history: identity ex 56-2622 (ex VNAF) in 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); O-1D “622” had electrical problems in June 74 that were repaired at Pochentong the same month (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

Fate: ?
O-1s received in 1974:

Cessna O-1A “51-12222” 22536 Feb. 74 ex “2222”; former Raven
(real serial as borne unknown) aircraft

Service history: O-1A 51-12222 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); gained by the Khmer Air Force as “51-1222” on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?

Cessna O-1A “51-12314” 22628 Feb. 74 ex “2314”; former Raven
(real serial as borne unknown) aircraft

Service history: O-1A 51-12314 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); gained by the Khmer Air Force – reportedly as “51-12341” – on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?

Cessna O-1A “51-16925” 22783 Feb. 74 ex “6925”; former Raven
(real serial as borne unknown) aircraft

Service history: O-1A 51-16925 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?

Cessna O-1F “51-12545” 23000 Feb. 74 ex “2545”; former Raven
(real serial as borne unknown) aircraft

Service history: O-1F 51-12545 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); arrived at Pochehtong from Udorn in June 74 when transferred to the Khmer Air Force active service (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); officially gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: Khmer Air Force O-1F “545” was lost on 20 October 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Cessna O-1D “55-4718” 23558 Feb. 74 ex “4718”; former Raven
(real serial as borne unknown) aircraft

Service history: O-1D 55-4718 was transferred from the RLAF/Ravens 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, USAFHRRA, Maxwell AFB,
Cessna O-1D “55-4656” 23496 Feb. 74 ex “4656”; former Raven aircraft
(real serial as borne unknown)

Service history: O-1D 55-4656 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); arrived at Pochentong from Udorn in June 74 when transferred to the Khmer Air Force active service (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); officially gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?

Cessna O-1F “57-2847” 24025 Feb. 74 ex “2847”; former Raven aircraft
(real serial as borne unknown)

Service history: O-1F 57-2847 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); arrived at Pochentong from Udorn in June 74 when transferred to the Khmer Air Force active service (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); officially gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?

Cessna O-1D “2903” 24081 Feb. 74 USAF 57-2903; current as a Raven aircraft on 1 April 72

Service history: O-1D 57-2903 was transferred from the RLAF/Ravens to the Khmer Air Force in February 74 for KAF pilot training at Udorn (Telex of 1 and 19 Feb.74, MEDTC documents, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); arrived at Pochentong from Udorn in June 74 when transferred to the Khmer Air Force active service (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); officially gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015); a photo of “2903” in Khmer Air Force colors taken at Pochentong Airport, Phnom Penh, in November 1974 can be found at http://www.acig.org/artman/publish/article_412.shtml.

Fate: ?
O-1s received in 1975

Cessna O-1A “51-12080” 22394 20 Jan.75 ex 432 TRN Wing, Udorn
(real serial as borne unknown)
Service history: O-1A 51-12080 was released from 432 TFW, Udorn and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, *Bird Dog production list*);
Fate: ?

Cessna O-1A “51-12382” 22731 20 Jan.75 ex 432 TRN Wing, Udorn
(real serial as borne unknown)
Service history: O-1A 51-12382 was released from 432 TFW, Udorn and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, *Bird Dog production list*);
Fate: to VH-NFB (reservation)

Cessna O-1A “51-12402” 22807 20 Jan.75 ex 432 TRN Wing, Udorn
(real serial as borne unknown)
Service history: O-1A 51-12402 was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, *Bird Dog production list*);
Fate: under US Government control with MACTHAI at Udorn on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

Cessna O-1A “51-12476” 22918 20 Jan.75 ex 432 TRN Wing, Udorn
(real serial as borne unknown)
Service history: O-1A 51-12476 was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, *Bird Dog production list*);
Fate: under contract maintenance with Thai-Am, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Air Force as T2-49/18 in 1975; regd. as VH-SCB to C. Preston, Kiewa, Victoria, on 24 April 92; to Oberon Aviation Services, Albury, NSW.

Cessna O-1A “51-12503” 22958 8 Jan.75 ex 432 TRN Wing, Udorn
(real serial as borne unknown)
Service history: O-1A 51-12503 was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 8 Jan.75 (Darke, *Bird Dog production list*);
Fate: under US Government control at U-Tapao on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).
Cessna O-1A “51-12691” 23146 20 Jan.75 ex 432 TRN Wing, Udorn  
(real serial as borne unknown)  
Service history: O-1A 51-12691 was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, Bird Dog production list)  
Fate: under contract maintenance with Thai-Am, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

Cessna O-1A “51-7445” 22184 20 Jan.75 ex 432 TRN Wing, Udorn  
(real serial as borne unknown)  
Service history: O-1A 51-7445 (misquoted as “51-17445”, which did not exist) was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 20 Jan.75 (Darke, Bird Dog production list).  
Fate: under contract maintenance with Thai-Am, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

Cessna O-1G “51-4591” 21416 8 Jan.75 ex 432 TRN Wing, Udorn  
(real serial as borne unknown)  
Service history: O-1G 51-4591 was released from 432 TFW and reassigned to the Khmer Air Force, recipient MAP Cambodia, Project MAP50-202 (MAP/MEDTC, Telex dated 6 January 75, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 432 TRN Wing, Udorn, to MAP on 8 Jan.75 (Darke, Bird Dog production list)  
Fate: under US Government control with MACTHAI at Udorn on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to Royal Thai Air Force as T2-50/18, code 60422; regd. to L. Murphy, Victoria as VH-OIE on 24 March 92; to the RAAF Museum, Victoria

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

In January 75, a total of 11 former RLAF O-1A’s – that had apparently been stored at Udorn, Thailand – were probably supplied to the Khmer Air Force to be used for spare parts only. This is what a Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI Bangkok suggests. In this Telex, CINCPAC/PACAF requests comments/proposals regarding 12 O-1A’s withdrawn from MIXEM 243 for KAF MOD program parts support, 11 of which were former RLAF O-1A aircraft: 51-12294, 51-4588, 51-12705, 51-4552, 51-4968, 51-12829, 51-16905, 51-12566, 51-12875, 51-12826, 51-12798 (Telex dated 30 January 75 from CINCPAC Honolulu to MACTHAI, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014). However, 51-12705 and 51-12829 joined the Thai Army around 1975.

According to MEDTC (Military Equipment Delivery Team – Cambodia) sources, the Khmer Air Force had received 47 O-1Ds, 2 O-1Fs, and 8 O-1Gs by 31 March 75, of which 29 O-1Ds, and 1 O-1F had been lost by that date. Of the remaining 18 O-1Ds, 1 O-1F, and 8 O-1Gs, a total of 2 O-1Ds and 6 O-1Gs were out country, i.e. probably in Thailand on 31 March 75,
while 16 O-1Ds, 1 O-1F, and 2 O-1Gs were still in Cambodia. Of the remaining 18 O-1Ds, 1 O-1F, and 8 O-1Gs, a total of 5 O-1Ds and 7 O-1Gs were delivered to Thailand prior to 16 April 75, leaving 13 O-1Ds, 1 O-1F, and 1 O-1G plus 3 O-1As that had probably been received in 1975 in Cambodia. These aircraft were captured by the Khmer Rouge, when Cambodia fell to the forces of Pol Pot on 18 April 1975, making a total of 5 O-1Ds and 7 O-1Gs that escaped to Thailand (MEDTC Statistics kindly submitted by Sid Nanson on 16 October 2014).

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