

AIR AMERICA: DORNIER DO-28s by Dr. Joe F. Leeker

First published on 15 August 2003, last updated on 24 August 2015

The types of missions flown by Air America's Do-28s:

The main task of Air America's Do-28s seems to have been communications flights and to transport small goods to outlying villages in Laos. Often, the Dornier was called in to go into strips the Apache was originally intended to utilize, but could not, because the Apache could only go in, but not go out again (e-mail dated 1 May 2005, kindly sent to the author by Joe Hazen). As to Do-28 flights in Laos, Joe Hazen notes: "We also made air drops with the Do-28. The rear door, in this case the left, was able to be raised and latched in flight, at slow speed, and the person doing the "kicking" would push the cargo, either free fall or on parachute, one piece at a time, at the command of the pilot. I recall one time I said "pai" (go) to the kicker and he pushed out a bag of rice which landed RIGHT on top of a bag of rice dropped previously. Unfortunately, a pig was eating some rice out of the first bag, which had broken open and the pig was killed. At first I thought the pig was a human being as the pig was black and the Hmong were dressed in black. I went down low on the next pass and confirmed it was not a human being" (e-mail dated 5 September 2004, kindly sent to the author by Joe Hazen). Later, those Do-28s which were based in South Vietnam and at Bangkok were used for similar types of missions. Joe Hazen recalls: "In South Vietnam, I carried only passengers and their personal baggage. Usually I carried Americans working for USAID and CIA field agents working with the Montagnard and others" (e-mail dated 1 May 2005, kindly sent to the author by Joe Hazen). Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2).

Statistics according to official Air America documents:

1962: 1 + 1 (Minutes ExCom-AACL of 23 January 62, in: UTD/CIA/B7F1)

1963: 1 was used for USAID at Vientiane, 1 at Saigon (Minutes ExCom-AACL of 26 February 63, in: UTD/CIA/B7F2)

1966: Inventory of 1 February 66 (in: UTD/Herd/B2): 1 under B-registry and 2 under N-registry > 3

1972: Inventories of 31 March 72 > 30 November 72: 2 > 2 (in: UTD/CIA/B1F10)

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
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Do-28A N4224G in Laos in 1963
(UTD/Hickler/B29)

Dornier Do-28A	N4224G	3021	Jan. 62	acquired from International Aviation Development Corp., Walnut Creek, CA; dry leased from Foreign Air Transport Development, Washington, who were said to have leased it to Bird & Sons previously (see the photo taken at Moug Phun in the fall of 1961 in: Conboy, <i>War in Laos</i> , p. 14); but this is unlikely, as N4224G had left the Dornier factory in Germany only on 7 December 1961 (Letter dated 28 April 1995, sent to the author by H. von Krosigk of Dornier / Daimler-Benz Aerospace)
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Service history: commenced contract flying with Air America on 19 January 62 (Minutes ExCom-AAAL of 23 January 62, in: UTD/CIA/B7F1). Air America pilot Ron Sutphin checked out in it after delivery, and then gave Bill Andresevic some training (e-mail dated 22 January 2005, kindly sent to the author by Joe Hazen). The brakes failed during landing at an unknown strip in Laos on 4 March 62, resulting in a loss of control (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired. Joe Hazen first flew N4224G on 20 March 1962 (e-mail dated 16 January 2005, kindly sent to the author by Joe Hazen). Used out of Vientiane under a USAID contract at least from 7 October 62 to 1 October 64 (Availability list, in: UTD/Hickler/B8F8); this was a permanent assignment. On 19 October 62, N4224G had an accident at coordinates

PC4839, when both landing gear and props were damaged. Helio “865” was sent from Vientiane with mechanics that returned on 20 October 62, when the aircraft was repaired (XOXO of 19 October 62, in: UTD/Walker/B15F6); Joe Hazen ferried N4224G from BKK to TOU (Danang) on 20 October 1962 (e-mail dated 30 January 2015 kindly sent to the author by Joe Hazen). Joe Hazen spent the night at Udorn on 18 November, flying 24G all that day and the next day, 19 November [1962] went to S-22 (Nong Khai), picked up a Customer and a load of several types of explosives (e-mail dated 30 January 2015 kindly sent to the author by Joe Hazen). N4224G crash-landed at Chiang Khong (T-516), Thailand, on 19 November 62, when piloted by Joe Hazen (e-mail dated 9 September 2003 sent by Joe Hazen to Erik Carlson, forwarded to the author; the same accident is mentioned in the Log book of A. Rich, in: UTD/Rich/B1); the list “Aircraft accidents 1962” (in: UTD/CIA/B49F2) gives Nong Khai, Thailand, as location and brake failure upon landing as cause; repaired; assigned to CSG contract no. 1861 for use out of Saigon at least 1 July to 21 September 63 (AAM Aircraft Availability of 1 July 63, 15 July 63, and 21 September 63, all in: UTD/Walker/B25F8), probably a temporary assignment; returned to Laos and seen in Northern Laos in 1963; in the CAT video; in the video made by Ed Eckholdt (at 1.17.00 minutes); photos can be found in: *Airliners*, summer 93, p. 17, and UTD/Hickler/B29; used out of Vientiane under contract USAID-439-342 in February 64, April 64, and July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; AAM aircraft availability of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); overshot the runway at an unknown airstrip in Laos on 12 June 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; crashed at Long Tieng (LS-20A), Laos, on 15 June 64, when piloted by Jack Houston; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1); repaired; in use again on 3 July 64; the landing gear collapsed upon landing at Ban Na (LS-15) in 64? (photos are preserved in: UTD/Anthony/F6 and UTD/Hickler/B29); when a fully armed RLAFF T-28 exploded on the ramp of Vientiane airport on 24 January 65, several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby; D. Fisher, whose statement is part of the report sent by Dave Hickler to the President of Air America, notes that “24G [...] apparently escaped unscathed while sitting on the South ramp” (Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005); based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 22 May 65 (Planned Aircraft Assignments, Memos of 3 May 65 and 22 May 65, in: UTD/Walker/B12F3+4); flown from Vientiane to Long Tieng and back to Vientiane on 13 June 65 (Vientiane daily flight schedule, copy kindly supplied by Joe Hazen); flown by Richard B. Crafts out of Vientiane 12-14 August 65 and 6 September 65 (Log book of Richard Crafts, in: UTD/Leary/B44F6).

Fate: returned to Foreign Air Transport Development, Washington, on 12 September 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) and replaced by XW-PBU for use out of Saigon (Planned Aircraft Assignments, Memo of 27 October 65, in: UTD/Walker/B12F3); although N4224G was reported as being sold to Bird & Sons, Vientiane, as XW-PBJ, it most certainly became XW-PCJ with Bird & Sons in September 65; there are 2 reasons that support this point: a) XW-PBJ should have been registered in 1962/3, not in September 65; b) as Do-28 msn 3021 survived with CASI until at least 1973, it must be listed in the Memorandum “Competitive aircraft”

of 18 June 68 (UTD/Herd/B2), and there are only two candidates: XW-PCJ and XW-PCT, but XW-PCT is known to have been msn 3058 (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote); the US registration was cancelled only in 1968/9 (not on 1 July 69 USCAR); Bird & Sons became Continental Air Services on 1 September 65; re-registered as XW-PKM in 1973; sold as N89AC in October 73; the XW-registration was cancelled on 9 September 73.



Two photos of Air America Do-28A N4225G taken by Joe Hazen possibly at Udorn in 1962 upon delivery at Vientiane in 1962 after some sort of armor has been added (with kind permission from Joe Hazen)



Do-28A N4225G probably taken at Tainan in 1964 (UTD/Foster/B1)

Dornier Do-28A	N4225G	3029	June 62	acquired from International Aviation Development Corp., Walnut Creek, CA; dry leased from Foreign Air Transport Development, Washington
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Service history: was to be put into service in March 62 (Minutes ExCom-AACL of 23 January 62, in: UTD/CIA/B7F1), but was delivered only in mid-June 62 (Minutes ExCom-AACL of 22 May 62, in: UTD/CIA/B7F1); assigned, at least in theory, to contract no. AID-439-342 for use out of Vientiane at least between 1 July and 16 July 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in:

UTD/Walker/B25F8); crashed on take-off from Long Tieng (VS-98), Laos, on 16 July 63 due to a left engine failure, badly injuring 2 passengers; the aircraft went into dense jungle. As all exits were jammed by the wreckage, the people were evacuated thru the cabin roof. Every component of the aircraft was beyond salvage, except the vertical stabilizer. The left seat tore loose, but the belt and the harness held the pilot, that is Capt. Allen W. Rich; he suffered only cuts in the arms and hands (Minutes ExCom-AACL of 23 July 63, in: UTD/CIA/B7F2; Aircraft accidents 1963, in: UTD/CIA/B49F2; XOXO of 16 July 63, in: UTD/Walker/B20F28); \$ 33,500 to rebuild the aircraft were approved (Minutes ExCom-AACL/AAM of 12 November 63, in: UTD/CIA/B7F2); spare parts were requested by Air Asia in January 64 (Letter dated 28 April 1995 kindly sent to the author by Heinrich von Krosigk of Dornier Aircraft / Daimler-Benz Aerospace); still under major repair at Tainan in February 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); believed repaired by 14 April 64 (Aircraft availability of 1 April 64, in: UTD/Kirkpatrick/B8F4); and expected to be returned to Foreign Air Transport Development in April 64 (Minutes ExCom-AACL/AAM of 28 April 64, in: UTD/CIA/B7F3); a photo probably taken at Tainan in 1964 is preserved in: UTD/Foster/B1.

Fate: returned to Foreign Air Transport Development, Washington, on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1) and rereg. XW-PBU in May 64; not operated by Air America in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); used by Boun Oum Airways, Vientiane, since May 64 (see letter of 22 September 64 by Dave Hickler to the Managing Director, in: UTD/Hickler/B7F7A; Leary, Manuscript, chap. VI, p. 491, in: UTD/Leary/B19F4).

XW-PBU 3029 Sept. 65 leased from Foreign Air
Transport Development

Service history: not owned by Air America or Air Asia on 31 March 65 (Air Asia properties as of 31 March 65, in: UTD/CIA/B26F5); discussions between Air America and FATD were resumed in early 65 in connection with the use of its Do-28 aircraft (Minutes ExCom-AACL/AAM of 15 February 65, in: UTD/CIA/B7F4); not yet with Air America in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3) or on 22 May 65 (Planned Aircraft Assignments, Memo of 22 May 65, in: UTD/Walker/B12F3); was an exchange for N4224G, which returned to FATD in September 65; based at Saigon in October 65 as XW-PBU (Planned Aircraft Assignments, Memo of 27 October 65, in: UTD/Walker/B12F3); in use out of Saigon in November 65 operating under contract USAID-430-1092 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1).

Fate: rereg. as B-931 in December 65

B-931 3029 Dec. 65 bought from Foreign Air
Transport Development,
Washington

Service history: promissionary note no.14 dated 15 November 65 (in: UTD/CIA/B9F4) mentions \$ 55,000.00 owed by Air America to the Pacific Corp. for this aircraft; so, it was bought in 1965; acquired by Air Asia in "54/12", that is in December 65 according to Air Asia's Statement of Property of 31 March 66 (in: UTD/CIA/B26F5); already under B- registry on 1 February 66 (Inventory of 1 Feb. 66, in: UTD/Herd/B2); used out of Saigon under contract AID-430-1092 at least in April and May 66, called thru 8 June 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1, and of 4 May 66, in: UTD/Hickler/B1F2); a photo taken by Tom Hansen at Danang AFB (V-03), SVN, in November 66, was published in: Love,

Wings of Air America, p. 43; at Saigon on 14 July 67.

Fate: crashed into a rice paddy after take-off from My Tho (V-183), South Vietnam, on 17 November 67, when flying under the provisions of contract no. AID-430-2178. The pilot, Roelf Bijl, was fatally injured and the passengers incurred minor injuries (XOXO of 17 November 67, in: UTD/Leary/B34F9; Accident report, in: UTD/Hickler/B24F3; List “Deceased employees”, in: UTD/Leary/B34F1; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2). A photo was published in: *Air America Log*, vol. IV, no. 1, 1970, p. 7. Not current on 15 June 69; the US registration was cancelled in 1968/9 (not on 1 July 69 USCAR); nevertheless, reportedly, an engine change was requested by Air Asia for this aircraft in October 75; the US registration was no longer listed on 31 October 82.



Bird & Sons Do-28A 4222G leased to Air America, seen here over Laos in July 64
(UTD/Wiren/B2)

Dornier Do-28A-1	“4222G”	3026	July 64	leased from Bird & Sons, Vientiane
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Service history: leased from Bird & Sons, Vientiane, at least between 12 July 64 and 28 July 64 (Log book of A. Rich, in: UTD/Rich/B1); a slide is preserved in: UTD/Wiren/B2, showing it as “4222G”, and bearing the Erawan.

Fate: believed returned to Bird & Sons in late July 64, which became Continental Air Services Inc (CASI), Vientiane, on 1 September 65; rereg. XW-PCG in 1965; believed leased to Boun Oum Airways (?), Vientiane, as XW-PCG; seen at Thakhet, Laos (L-40), on 15 November 65; a photo was published in: Love, *Wings of Air America*, p. 75; not current with Continental Air Services or Boun Oum Airways in June 68 (Memorandum “Competitive aircraft” of 18 June 68, in: UTD/Herd/B2).



Air America Do-28A N2001F at a rubber plantation near Saigon in March or April 1963, taken by Joe Hazen
(with kind permission from Joe Hazen)



Do-28A N2001F at Saigon on 8 July 63
(UTD/Kirkpatrick, slide A 5408)



Do-28A N2001F in the mid-sixties
(UTD/Hickler/B28)

Dornier Do-28A-1 N2001F 3011 11 March 63 previously D-IBAG with Air Lloyd and Deutsche Taxiflug, Mannheim

Service history: officially acquired by Air America on 31 March 63 (List “Accumulated costs as of 31 December 67”, in: UTD/CIA/B40F4); was to be used under a USAID contract out of Saigon since 15 March 63 (Minutes ExCom-AAM of 12 March 63, in: UTD/CIA/B3F4); ferried from Bangkok to Saigon by Joe Hazen only on 27 March 63, where Joe Hazen flew it for the Customer until 24 April 63 (e-mail dated 9 September 2003 sent by Joe Hazen to Erik Carlson who kindly forwarded it to the author); officially registered to Air America on 11 April 63 (Status as of 5 April 74, in: UTD/CIA/B56F4); seen at Saigon on 8 July 63 (UTD/Kirkpatrick, slide A 5408); assigned to contract AID-430-523 for use out of

Saigon in July to September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8) and still in February, April, and July 64 (AAM Aircraft Availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); had a taxi accident at Saigon on 30 September 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; based at Saigon in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); in use out of Saigon in November 65 operating under contract USAID-430-1092 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); ran off the runway at Bac Lien (V-58) on take-off on 13 January 66, damaging the wing, the landing gear and the engine; returned to service on 28 January 66 (XOXO of 13 Jan. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 12 January 66, in: UTD/CIA/B8F1; DD/S, Monthly Report for January 1966, p. 1, online at 1818029/196608); used out of Saigon under contract AID-430-1092 at least in April and May 66 as a basic aircraft (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1, and of 4 May 66, in: UTD/Hickler/B1F2); an American walked into the still rotating right propeller, after the aircraft had landed at Bao Trai (V-182), South Vietnam, on 29 June 67 (XOXO of 29 June 67, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F3); a photo is preserved in: UTD/Hickler/B28, displaying new blue color scheme; on 14 July 67, N2001F was hit by shrapnel while parked at Danang (V-03); repaired (XOXO of 14 July 67, in: UTD/Hickler/B26F16); the aircraft was still in use out of Saigon on 2 August 67; on 14 October 67, the tail wheel of N2001F was damaged, when the aircraft landed on a damaged portion of PSP at Can Tho (V-17); repaired (XOXO of 14 October 67, in: UTD/Hickler/B27F1); on 10 May 68, a truck drove into the right wing of N2001F, which was parked at Go Cong (V-203), damaging the aileron; repaired (XOXO of 10 May 68, in: UTD/Hickler/B25F13); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID-493-66 for use out of Bangkok 15-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); inactivated at Bangkok on 6 January 70, 18 days to reactivate in April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); considered as surplus and offered for sale in September 71 (Memorandum of 29 September 71, p. 4, in: UTD/CIA/B19F8).



Do-28 N2001F at Bangkok in Sept. / Oct. 73, being prepared for sale
(with kind permission from Ward S. Reimer)

Fate: sold to Okinawa Airlines, Naha, on 21 November 73 (Status as of 5 April 74, in: UTD/CIA/B56F4; Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Pacific Missionary Aviation, Yap, on 4 August 76; reportedly crashed while landing at Kusaie airport, Guam, on 20 June 77 and written off (*Aviation Letter*, no.134, p. 4, says that the aircraft involved in that accident was N96155; and N96155 was Do-28A msn 3034 ex D-IBES, acquired by Pacific Missionary Aviation in 1976, hence another aircraft; see *US Register Review* 77, p. 120); the fate of N2001F is unknown, but it was no longer registered on 31 October 82.

Dornier Do-28A-1	N2002F	3027	31 Oct. 63	previously D-IBRR with Bertelsmann Verlag, Gütersloh; acquired via International Aviation Development Corp., Walnut Creek, CA
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Service history: registered to Air America on 8 November 63 (Status as of 5 April 74, in: UTD/CIA/B56F4); officially acquired by Air America on 28 February 64 (list “Accumulated costs as of 31 December 67”, in: UTD/CIA/B40F4), previously probably owned by the Pacific Corporation; assigned to contract AF62(531)-1757 for use out of Bangkok on 14 December 63, and still in February, April, and July 64, but loaned to contract AID-439-342 for use out of Vientiane in July 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4; Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); flown out of Vientiane by Joe Hazen on 12 June 64 and on 22 July 64 (e-mail dated 23 January 2005, kindly set to the author by Joe Hazen); had a mid-air collision with an



Do-28 N2002F after the mid-air collision The UH-1 that collided with N2002F
(both photos with kind permission from Ward S. Reimer)

US Army UH-1 at Soc Trang (V-16), South Vietnam, on 31 December 64; N2002F was taking off and the UH-1 was landing; both aircraft had been cleared by the control tower which was being operated by the US Army (a photo is preserved in: UTD/David [Sm.Coll.1]); repaired at a cost of \$ 18,500 (Minutes ExCom-AAAC/AAAM of 2 February 65, in: UTD/CIA/B7F4; Aircraft accidents 1964, in: UTD/CIA/B49F2, gives “Saigon” as place of the accident); based at Saigon in April 65, but was under repair (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65, but still under repair in May 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in:

UTD/Walker/B12F3+4); had an accident in 1965 and was repaired at a cost of \$ 49,500 (Minutes ExCom-AACL/AAM of 6 July 65, in: UTD/CIA/B7F4); on 17 July 65, the pilot failed to maintain control upon landing at Ha Thanh (V-204), SVN (XOXO of 17 July 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/



An unknown accident of Air America Do-28 N2002F
(with kind permission from Ward S. Reimer)

CIA/B49F2); in use out of Saigon in November 65 operating under contract AF62(531)-1845 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); still assigned to contract AF62(531)-1845 for use out of Saigon as a basic aircraft at least in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1 and of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract F62531-68-C-0007 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/ B2); based at Bangkok as a spare aircraft 15-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/ B1F1); a photo is preserved in: UTD/Hickler/B28, displaying new blue color scheme; inactivated at Bangkok on 25 November 69, 18 days to reactivate in April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); considered as surplus and offered for sale in September 71 (Memorandum of 29 September 71, p. 4, in: UTD/CIA/B19F8).



Do-28 N2002F at Bangkok in September / October 73, being prepared for sale
(with kind permission from Ward S. Reimer)

Fate: sold to Okinawa Airlines, Naha, on 21 November 73 (Status as of 5 April 74, in: UTD/CIA/B56F4; Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Pacific Missionary Aviation, Yap, on 4 August 76; current on 31 October 82; sold to American Pacific Air, Kahului, Hawaii, on 16 June 93; regd. on 14 July 93; sold to Brian D. Esler, Sonoma, CA, on 21 February 95; regd. on 22 February 95; sale reported to Robert Tebo, Portland, OR, in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Problems and errors:

XW-PCG was given as msn 3026 ex N4226G and depicted at Thakek, Laos, on 15 November 65 in Love, *Wings of Air America*, p. 75; as the inventory "Aircraft status as of 1 November 65" (in: UTD/Kirkpatrick/B1F1) does not list this aircraft, it was certainly not with Air America, but probably with Boun Oum Airways; as Boun Oum Airways also operated on US Government contracts, it may have been operated on behalf of Air America.

XW-PDB was given as msn 3046 ex N4228G and depicted at Thakek, Laos, in early 66 in Love, *Wings of Air America*, p. 74; as the inventory "Aircraft status as of 1 November 65" (in: UTD/Kirkpatrick/B1F1) and the inventories of 1966 do not list this aircraft, it was certainly not with Air America, but probably with Boun Oum Airways; as Boun Oum Airways also operated on US Government contracts, it may have been operated on behalf of Air America.

N9180X (msn 3181) was depicted at Ban Som Thuong on 9 January 66 and given as an Air America aircraft in Love, *Wings of Air America*, p. 74; as the inventory "Aircraft status as of 1 November 65" (in: UTD/Kirkpatrick/B1F1) and the inventories of 1966 do not list this aircraft, it was certainly not with Air America, but probably with Continental Air Services, still bearing the old red Bird & Sons colors.

F-OBYR (msn 3028) was depicted at Quan Loi in March 71 and given as an Air America aircraft in Love, *Wings of Air America*, p. 44; as official Air America inventories of 1971 do not list this aircraft, Air America did not operate it - although its color scheme looks a little bit like that of Air America's own Do.28s; it probably belonged to Société des Plantations et Pneumatiques Michelin au Vietnam or to Société Indochinoise des Plantations d'Heveas, Saigon (see I. P. Burnett / G. Slack / J. M. Davis, *South-East Asia Civil aircraft registers*, p. 246).

B-250 This mysterious Do-28 was reported to have been seen with Air America at Vientiane in mid-1963 (see I. P. Burnett / G. Slack / J. M. Davis, *South-East Asia Civil aircraft registers*, p. 236) and was reported to have been written off on 27 December 74 (see I. P. Burnett / G. Slack / J. M. Davis, *South-East Asia Civil aircraft registers*, p. 23). Since then, this registration number was reported several times again. But none of the official inventories of Air America aircraft preserved at the Air America Archives and covering the years between 1962 and 1974 ever lists this Do-28. So, it did never exist and probably owes its existence as a "ghost" to a similar procedure as the mysterious Beech 18 B-500: Below the cockpit window, many Air America aircraft bore the last three digits of the complete registration number; in the same way, the log books of many pilots and even some official Air America papers like the Daily flight schedules of Vientiane and Udorn only indicate those last three digits. So, 250 is probably a mis-sighting or a mis-reading for 25G, as Do-28 N4225G was one of the two Dornier 28s really flown by Air America in Laos in the early sixties. On the other hand, it was known even to aviation enthusiasts that Air America's B-registered aircraft always dropped the country index B-, when they were flown in Laos since the early sixties. So incorrect hyper-correctness (which can also be found in some log books) probably added the B- to make the registration look B-250. The Do-28 which crashed on 27 December 74 was B-125 (msn 3103) of the Civil Aeronautics Authority, which was damaged

on landing at Kaohsiung Airport, Taiwan (*Aviation Letter*, no. 99, p. 23) and which had been delivered from Germany only in September 66 (Letter dated 23 June 95, written by Heinrich von Krosigk of Dornier Aircraft / Daimler-Benz Aerospace to the author).

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