LAO CIVIL AIRCRAFT REGISTER
PHOTO PAGE

This register is very much a ‘work-in-progress’, but the information does not seem to be available elsewhere in a coherent form. Confirmed sightings, corrections and additions would be very welcome to steve.darke@pswltd.com

For detailed information on many of the 1960’s and early 1970’s XW- aircraft there is no better source than Dr. Joe Leeker’s on-line pdf e-books, referred to below.

Aircraft believed to be currently-registered (although in the absence of official data, and not necessarily active) are highlighted in green, thus [RDPL-3401L].

Details of previous and subsequent histories shown in green italics thus [nnnnn]

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Main sources for this listing are:-

Publications, Websites etc

Aeroflight at www.aeroflight.co.uk/waf/aa-eastasia/laos/laos-af-aircraft.htm
Air Britain publications
‘DC-4’ (Woods)
FAA files
Helio Couriers at http://flyhelio.com/
Joe Leeker’s site at www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/history/index.html
Joe Leeker’s site at www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/index.html
Jonathan Pote - ‘Shadows of the Fifties – Air America’
‘JP Airline Fleets’
Lao Air
Markus Herzig’s site at www.pc-6.com/
Rоторспот at www.rotorspot.nl/historic/rdpl.php
Sabaidee Flying Club at www.funflying.biz/khoksa/ & http://www.youtube.com/watch?v=7qwaMxS4zhQ
Scramble Soviet Transports database at www.scramble.nl/sovdb.htm
TAHS2004
Tom Lee’s site at www.angelfire.com/home/laoslist/index.html
www.aviation-safety.net/
www.russianplanes.net
Individuals

Barry Collman    Graham Slack    John Whittle    Paul Howard
Colin Butters    Grahame Hawthorn Len Lundh    Phil Hawks
Colin Smith     Hans van Herk    Les Strouse    Sakpinit Promthep
Dave Ruddlesden Jan Forsgren    MacAlan Thompson Tony Arbon
Derek King     Jean Marc Braun    Martin Best    Tony Morris
Doug Johnson    John Davis        Mike Cain        Wolfgang Woerner

Abbreviations

bt = bought

c/n = manufacturer’s construction number

canax = date of cancellation / de-registration

CASI = Continental Air Services Inc

 dbf = destroyed by fire

dbr = damaged beyond repair

dd = delivered

f/n = first noted

Abbreviations

ff = first flight

I/n = last noted

mfg = manufactured

ntu = not taken up

PLAAF = People's Liberation Army Air Force

regd = date of registration

w/o = written off

wfu = withdrawn from use

Candidates & Unknown

The following have been exported to Laos for probable civil registry, but have yet to appear on the civil register. Details of other foreign-registered aircraft associated with Laos can be found in the 'Foreign-Registered Aircraft' section.

F-WTCO        Eurocopter EC155B-1
dd via Hat Bai 22Jly15

RDPL-          Beech Duke
Lao Central Airlines; noted 2012 parked at Wattay; Lao Central AL ceased operations May14; stored at Wattay thro’ Feb19

N9760Z        Curtiss C-46F c/n 22574 ex 44-78751, N1679M, CF-CZJ
[leased by USAF under contract W33(038)-ac-21160 dated 31Mar48 to Miami Airline Inc (Miami, FL) 26Oct48 (1 of 3); CofA application 04Nov48; undated (probably Nov48) Aircraft Registration Application for N1679M; CofR to Miami Airline Inc as lessee & operator 07Dec48; sold by USAF to Miami Airline Inc 10Feb55; BoS from Miami Airline Inc to Canadian Pacific Air Lines (Vancouver, BC) 10Feb55; Export Certificate E-28132 issued 07Feb55; canx 20Jun55 on export to Canada; sold by USAF to Miami Airline Inc 10Feb55; BoS from Miami Airline Inc to Canadian Pacific Air Lines (Vancouver, BC) 10Feb55; Export Certificate E-28132 issued 07Feb55; canx 20Jun55 on export to Canada; to CF-CZJ; conditional BoS from Canadian Pacific Air Lines to Pacific Western Airlines Inc (Vancouver, BC) 10Jly59; BoS from Canadian Pacific Air Lines to Bird & Sons Inc (Seattle, WA) 06May63; canx May63; Aircraft Registration Application for N9760Z 14Mar63; Standard CofA issued 22May63; temporary long range fuel tanks installed by Intermountain Aviation Inc Jun63; BoS from Bird & Sons Inc to Continental Air Services Inc (Reno, NV) 01Sep65; CofR to Continental Air Services Inc 21Sep65; Activity Reports 26Jun66, 31Jly67, 14Jun68 & 01Jly69 show based at Wattay, Vientiane & active; BoS from Continental Air Services Inc to Tri-9 Corp (= James H. Zeigler) (San Diego, CA) 10Apr74; Activity Reports 24Mar70 & 28Jun71 show based at Wattay, Vientiane & active; Activity Report 20Mar72 shows based at Wattay, Vientiane, but aircraft not flown in past year; Activity Report 06Jun74 shows ‘Exported 10May74’; canx 11May74 on export to Laos (owner still shown as Continental Air Services Inc)

Note: this C-46 may be XW-PHF(2)

N16894        Douglas C-47A c/n 10196 ex 42-24334, TC-ARZ
[Sold by Turkish AL to Stan Air Inc = Stanley Booker (Fresno, CA) 22Jan71; letter 03Feb72 from Stan Air (Vientiane) to FAA advising being registered in Laos]; canx 22Feb72 to Laos

Note: this C-47 was probably registered in the late XW-PHx or early XW-PJx series

23/02/19  2
N77777

Douglas C-47A c/n 10107 ex 42-24245, FL524, TC-BUK, TC-YUK

[Sold by Turkish AL to Stan Air Inc = Stanley Booker (Fresno, CA) 22Jan71; Application for Aircraft Registration for N77777 30Jan71; CoR issued 05Feb71; letter 03Feb72 from Stan Air (Vientiane) to FAA advising being registered in Laos]; canx to Laos 22Feb72

Note: this C-47 was probably registered in the late XW-PHx or early XW-PJx series

N65385

Douglas DC-3C c/n 20542 ex 43-16076

[BoS from WAA to Danny Fowlie (Dallas, TX) 15Apr46; BoS from Danny Fowlie to Executive Transport Corp (Grand Prairie, TX) 22May46 (Danny Fowlie = President, Executive Transport Corp); CoR issued for N65385 27May46; major overhaul carried out Jun46 by Dallas Aero Service; modified from C-47A to DC-3C Jan46 by Texas Engineering & Manufacturing Co Inc (Grand Prairie, TX); CoA issued 13Jun46; BoS from Executive Transport Corp to Pennsylvania-Central Airlines Corp (Washington, DC) 17Jun46; CoR issued 26Jun46; CoA issued 04Feb47; BoS from Pennsylvania-Central Airlines Corp to Summit Airways Inc (Salt Lake City, UT) 07Feb47; CoR issued 26Feb47; Summit Airways Inc probably renamed Challenger Airlines (Salt Lake City, UT) 1947; BoS from Challenger Airlines Co to Frontier Airlines Inc (Denver, CO) 01Jun50; CoR issued 09Jun50; BoS from Frontier Airlines Inc to Miami Aviation Corp (Opa Locka, FL) 03Feb66; airline-style interior replaced by military-style C-47 interior by Charles W. Holly (Miami, FL) Feb66; BoS from Miami Aviation Corp to CASI (Los Angeles, CA) 17Feb66; damaged when nosed-up during taxi; nose shell replaced, wings etc repaired by CASI; based at Tan Son Nhat at 17Dec66 inspection (1,780:27hrs in previous 12 months); based at Tan Son Nhat at 17Dec67 inspection (1,560:00hrs in previous 12 months); based at Tan Son Nhat at 09Jul68 inspection (712:00hrs in previous 12 months); based at Wattay at 23Mar70 inspection (885:00hrs in previous 12 months); based at Tan Son Nhat at 28Jun71 inspection (247:00hrs in previous 12 months)]; request by CASI 31May72 to FAA to cancel because of export to Laos; canx 08Jun72 to Laos

Note: this C-47 was probably registered in the late XW-PHx or early XW-PJx series

B-249

Douglas C-47A c/n 9592 ex 42-23730, A65-12, (VH-AFK), VH-TAN, VH-MAS Royal Air Lao?; bt 13May74; reported to have been scrapped 1978

Note: this C-47 was probably registered in the late XW-PMx or early XW-PNx series

B-803

Bell 47G-2 c/n 150

Leased from Air America to Boun Oum Airways 10Nov64; probably then XW-regd; crashed onto Yankee Pad helipad after engine failure on take-off 21Nov64; although reported to have been repaired, may not have been used subsequently

Note: this Bell 47 was probably registered in the XW-PCx series, possibly the ‘vacant’ XW-PCF

(RDPL-) Comac ARJ21

ordered 08Jan10; due with Lao Airlines 2012, but order cancelled 2011

(RDPL-) Comac ARJ21

ordered 08Jan10; due with Lao Airlines 2012, but order cancelled 2011

ULnnn series (Ultralights 2010 to date)

Lao ULM Photos

(unmarked) RAF 2000 GTX SE

Noted unused at Khoksa Oct13 thro’ Dec14

Note: almost certainly ex C-GZID c/n H2-02-13-536; canx 31Jan06; offered for sale in Bangkok by J. Gibbons 2007

UL001

Air Creation Tanarg 912S c/n T08066

23/02/19
dd 2010; Ravansith Thammarangsy / Sabaidee Flying Club [Khoksa]; noted at Khoksa May11; rebranded as Lao Airsports Club, & approved by Lao Ministry of Education and Sports Feb12; noted Oct13 with ‘Ansara Hotel’ titles; noted at Khoksa Dec14

UL002 FK9 SW Mk IV c/n 370
dd 2010; Ravansith Thammarangsy / Sabaidee Flying Club [Khoksa]; noted at Khoksa May11; rebranded as Lao Airsports Club, & approved by Lao Ministry of Education and Sports Feb12; noted Oct13 with ‘Ansara Hotel’ titles

UL003 FK9 ELA (Mark V) c/n 466
Mr. Francois Greck / Lao Airsports Club [Khoksa]; noted Oct13 with ‘Lao Airsports Club’ titles; noted at Khoksa Dec14

UL004 Evektor Harmony c/n 2012-1517
Ravansith Thammarangsy / Lao Airsports Club [Khoksa]; noted Oct13 with ‘Lao Airsports Club’ titles

UL005 Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL006 Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL007 Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL008 Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL009 Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL010 LCA LH 212 Delta
due at Khoksa Oct/Nov15

UL011 Pipistrel Virus SW c/n 732SW100

UL012 assumed

UL013 assumed

UL014 type unknown
Reported active Dec17

**RDPL-34nmn series (1977 to date)**

**RDPL-34001** yak-40 c/n 9431835
Lao Aviation; dd 1979; crashed in jungle 25May98 about 300km north of Vientiane, near Phonesavanh en route Xieng Khouang province, after flying into a heavy rain storm; 26 killed, including members of a Vietnamese military delegation (call-sign reported as ZPX-001)

**RDPL-34002** Yakovlev Yak-40 c/n 9440559
Lao Aviation; dd 1979; noted at Wattay 24Jan01; wfu prior to 2002; noted without wings in front garden of private house, Vientiane by Oct06 (still there Apr16)

**RDPL-34003** Douglas C-54A c/n 10420 ex 42-72315, NL-305, PH-TAG, F-BDRE, CN-CCE, F-BJHE, TU-TBQ, F-BJHE, XW-PNI

23/02/19
Lao Aviation; bt by J. D. Melvin Co (Glendale, CA); allocated N9272F to J. D. Melvin Co (Glendale, CA) 04Sep81 (ntu, & finally canx 09May11); no CoR or CoF issued, and assumed broken up in Laos

RDPL-34004 Aero Commander 560 c/n 214 ex N2714B, 2714 (PLAAF) [Gift from President Dwight D. Eisenhower to the Lao King for use as a VIP transport (the King seldom flew in the Aero Commander, as his seat was not in an elevated, regal position); US CoF 13Apr55 & regd N2714B; BoS to Johnson Air Interests Inc (Racine, Wi.) 19May55; regd to Johnson Air Interests Inc (Racine, Wi.) 31May55; BoS to Air Carrier Service Corp (Washington, DC) 13Dec55; regd to Air Carrier Service Corp (Washington, DC) 14Dec55; CoF renewed 06Jan56 (TT 238:25 hrs); dd through Programs Evaluation Office (PEO) to Royal Lao Government Feb56; initially flown by PLAAF on behalf of the King, then transferred to PLAAF as ‘2714’; N2714B canx on export to Laos 21Feb74; still in Laos 1975; to Lao Aviation as RDPL-34004; allocated N92619 to J. D. Melvin Co (Glendale, CA) 04Sep81 (ntu, & finally canx 28Mar11); no CoR or CoF issued, and assumed broken up in Laos

Note: the source of the tie-up of this Aero Commander as RDPL-34004 is unknown. RDPL-34004 is not mentioned in the FAA file.

RDPL-34005 Antonov An-24RV c/n 67310609 Lao Aviation; dd 1976; reported at Wattay 04Oct77; noted at Wattay (no titles) Oct93; wfu 1999, and noted stored at Wattay 24Jan01 & Apr02; to RDPL-34143 ?

RDPL-34006 Antonov An-24RV c/n 67310610 Lao Aviation; f/n Aug77; reported at Wattay 04Oct77; noted at Wattay (no titles) Oct93; wfu noted wfu & derelict at Vientiane 03Feb01; preserved at Jomtien, Thailand by 2003 (still there Apr17)

RDPL-34007 Antonov An-24RV c/n 67310701 Lao Aviation; dd 18Jly77; reported at Wattay 04Oct77; believed to PLAAF by 1994; noted at Wattay 24Jan01; noted stored at Wattay Feb05; to RDPL-34151 by Jly06

RDPL-34008 Antonov An-24RV c/n 67310702 Lao Aviation; reported at Wattay 04Oct77; failed to lift off on take-off from Luang Nam Tha 22Apr90 due to overloading; take-off aborted, overshot the runway and collided with a building

RDPL-34009 Antonov An-24RV c/n 67310703 Lao Aviation; reported at Wattay 04Oct77; f/n Jun80; fate unknown

RDPL-34010 Antonov An-24RV c/n 67310708 Lao Aviation; f/n Sep77; reported at Wattay 04Oct77; noted wfu & derelict at Wattay 03Feb01; probably preserved at Jomtien, Thailand by 2003 (still there Apr17)

RDPL-34011 Douglas C-47 Reported at Wattay 04Oct77

RDPL-34012

RDPL-34013

RDPL-34014 Antonov An-24 Reported at Wattay 04Oct77

RDPL-34015 Xi'an Y-7-100C c/n 12703 Lao Aviation; dd 1993; noted at Wattay Oct93; Lao Government; probably to PLAAF; derelict at Xieng Khouang by Jan06 (still there Apr14)

RDPL-34016(1) Viscount 768D c/n 294 ex VT-DJA, XW-TFK, XU-LAM

23/02/19 5
Lao Aviation; regd 1977; reported still at Wattay 04Oct77; allocated N92622 to J. D. Melvin Co (Glendale, CA) 04Sep81 (ntu, & finally canx 28Mar11); no CoR or CofA issued; stored 1985, then broken up

Note: the FAA file shows this Viscount as RDPL-34041 c/n 768, believed in error

RDPL-34016(2) Xi’an Y-7-100C c/n 12704
Lao Aviation; dd 1993; Lao Government; noted at Wattay 03Feb01; noted active 2009; noted at Wattay in good condition Oct12 thro’ Jun14; noted in store Sep16 thro’ Feb19

RDPL-34017 Antonov An-26 c/n 5009
mfg 19Apr77 and exported to Laos as ‘4017’: reported at Wattay 04Oct77

RDPL-34018(1) Antonov An-24
Reported at Wattay 04Oct77

RDPL-34018(2) Antonov An-74TK100 c/n 365470991005
ff 1998; Lao Government; f/n Apr 98; noted at Wattay 24Jan01; reported stored from 2007; to RDPL-34177 cJan11

RDPL-34019 Reported as Xi’an Y-7-100C c/n 10707, believed in error for RDPL-3419

RDPL-34020 Antonov An-74TK300 c/n 36547098982
ff 17Sep09; Lao Government; dd to Wattay 26Oct09; w/o 17May14 when crashed at 0700 in Nadee village, Paek district, Xiengkouang province

RDPL-34021

RDPL-34022 Xi’an MA600 c/n 097III07* ex B-015L
Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro’ Feb19

RDPL-34023

RDPL-34024 Xi’an MA600
Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro’ Aug18

RDPL-34025 Antonov An-2P
Escaped from Laos to Udorn, Thailand 24Jly84; into RThaiAF custody; sold to SPM 26Jan87; sold to Bill Wright, World Jet Inc (1020 Northwest 62nd Street, Fort Lauderdale, FL) 25Feb87; regd N30WJ 15Jly89 (with c/n ‘AN234025’); [canx 13Nov95; noted derelict at Livermore, CA May02; regd N134HS 20Jan05 to Aeroplanes over Idaho Inc (Carson City, NV); still at Livermore, CA Jly05 (no CofA ever issued); noted assembled at Caldwell, ID Mar11; current May13]

RDPL-34026 Xi’an MA60 c/n 0801 ?
Lao Government; dd Apr12; noted active at Wattay Dec12 thro’ Jun14; possibly to RDPL-34226 by Mar14 (but dates clash)

Note: Also reported as Antonov An-26 c/n 5010 f/n Jun97, but see RDPL-34026

RDPL-34027

RDPL-34028 Xi’an MA60 c/n 0802 ?
Lao Government; dd Apr12; noted active at Wattay Dec12 thro’ Mar13; possibly to RDPL-34262 by Mar14

RDPL-34029 Antonov An-2

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f/n 1988

RDPL-34030

RDPL-34031

RDPL-34032(1) Antonov An-2
dd Jun78

RDPL-34032(2) Mil Mi-8T
f/n Jan01

RDPL-34033

RDPL-34034 Antonov An-2
Lao Aviation; dd 1977; wfu by 1982

RDPL-34035

RDPL-34036 Antonov An-26   c/n 5010   ex XW-TC?
Lao Aviation / Lao Government; dd 22Apr78; noted at Wattay 24Jan01; l/n 2004

RDPL-34037 Antonov An-26   c/n 2505
mfg 31Oct74 and exported to Laos; Lao Aviation / Lao Government; intended to land at Wattay en
route from Hanoi but became lost on the way due to weather and landed at Uttaradit, Thailand
01Sep79; 1 pilot, 4 crew, 68 passengers, all returned to Laos 10Sep79; aircraft repaired by Thai-Am
and flown back to Laos 31Jan80 but crashed on landing at Wattay

RDPL-34038 Antonov An-26   c/n 2504   ex CCCP-26575, XW-TC?
Lao Aviation / Lao Government; dd 30May75

Note: The above three An-26’s are probably ex XW-TCC, XW-TCD & XW-TCE

RDPL-34039 Antonov An-26   c/n 2302
Lao Aviation / Lao Government; f/n Nov89; noted on overhaul at Kiev 1992 (possibly re-regd in
Russia as 26095 for this purpose); noted again as RDPL-34039 by Apr98; at Wattay 24Jan01; l/n
Jun05

RDPL-34040(1) Curtiss C-46D   c/n 22232   ex 44-78409, XT-808, N8409C, B-870, B-914,
Lao Aviation; allocated N9265Y to J. D. Melvin Co (Glendale, CA) 04Sep81 (ntu, & finally canx
28Mar11); no CofR or CofA issued, and assumed broken up in Laos

RDPL-34040(2) Mil Mi-8T   c/n 23510   ex 23510 (Pakistan Army)
Lao Aviation; f/n Jan91; crashed in the mountains Long Tieng 25Jun00

RDPL-34040(3) Mil Mi-8
PLAAF; noted at Wattay 24Jan01; noted at Borthrong Trading Co yard in Vientiane [17.976843,
102.62068] Mar07 (gone by Jan11)

RDPL-34041 Mil Mi-8
Lao Aviation / Lao Government; f/n Jan91

RDPL-34042 Mil Mi-8T
Lao Aviation / Lao Government; f/n Feb86; noted at Wattay 24Jan01; noted in store at Wattay Nov09

23/02/19  7
RDPL-34043  Mil Mi-8T  c/n 23502
Lao Government; noted hangered & possibly wfu at Wattay Oct93; noted wfu at Wattay 03Feb01; preserved at Lao People’s Army Museum, Vientiane by Jan06 (still there Sep16)

RDPL-34044  Mil Mi-8T  c/n 23508  ex 23508 (Pakistan Army)
Lao Aviation; f/n Jan91; noted wfu & derelict at Wattay 03Feb01; probably preserved at Jomtien, Thailand by 2003 (still there Jun15)

RDPL-34045  

RDPL-34046  Mil Mi-8MT
Lao Aviation / Lao Government; dd 12Jun78; landed at Ubon Ratchatani, Thailand 16May82; returned to Laos; noted hangered & possibly wfu at Wattay Oct93; noted at Wattay 03Feb01; noted active at Wattay Jan07

RDPL-34047  

RDPL-34048  Mil Mi-8MT
Noted at Wattay, possibly wfu, Oct93

RDPL-34049  

RDPL-34050  Mil Mi-8P
PLAAF; f/n Jan91; noted wfu at Wattay 03Feb01; noted in store at Wattay Nov09

RDPL-34051  

RDPL-34052(1)  Sikorsky S-58T ? H-34 ?  c/n “107”
Lao Aviation

Note: reported as c/n 58-107 ex 53-4545, SVNAF, but this is unlikely as this was w/o 20Sep69 with SVNAF. It is possible that this is one of the surviving ex-Air America S-58T’s (XW-P HA, XW-P HB & XW-PHE), which are reported to have had their turbine kits removed in 1974; see RDPL-34069(1) below

RDPL-34052(2)  Mil Mi-8  c/n 5769
Lao Government; dd 05Apr80; noted hangered & possibly wfu at Wattay Oct93; noted wfu at Wattay 24Jan01

RDPL-34053  

RDPL-34054  Mil Mi-8T
Lao Aviation / Lao Government; f/n Jan91

RDPL-34055  Mil Mi-8MT
Lao Government; f/n Jan91; noted hangered & possibly wfu at Wattay Oct93; noted at Wattay 03Feb01; noted in store at Wattay Nov09; noted at Wattay Mar13

RDPL-34056  Mil Mi-17-1V
Lao Aviation / Lao Government; f/n 1991; noted hangered & possibly wfu at Wattay Oct93; noted wfu at Wattay 03Feb01 & Nov09

RDPL-34057  Mil Mi-8
Lao Government; f/n Jan91

23/02/19  8
RDPL-34058(1) Sikorsky S-58T ? H-34 ?

Note: it is possible that this is one of the surviving ex-Air America S-58T’s (XW-PHA, XW-PHB & XW-PHE), which are reported to have had their turbine kits removed in 1974; see RDPL-34069(1) below.

RDPL-34058(2) Mil Mi-8
Lao Government; f/n Apr98; noted wfu at Wattay 24Jan01

RDPL-34059 Mil Mi-8
Lao Government; noted at Wattay Oct93 & 24Jan01; l/n Jan04

RDPL-34060 Mil Mi-8T
Lao Government; noted at Wattay Oct93; w/o 25Jun00

RDPL-34061 Kamov 32T c/n 8908 ? ex RA-31103 ?
PLAAF; f/n Jun97

RDPL-34062 Mil Mi-8MT
Lao Government; f/n Apr98; noted at Wattay 24Jan01; noted at Wattay Nov12; crashed 27Jly15 in a remote area of Longchaeng district, Xaysomboun province (4 crew & 19 passengers killed)

RDPL-34063 Mil Mi-8MT
Lao Government; f/n 1995; noted at Wattay 24Jan01; l/n Feb02

RDPL-34064 Antonov An-2P c/n 1G151-59 ? ex CCCP-05751 ?
f/n Jly97

RDPL-34065 Mil Mi-17-1V
Lao Government; f/n Aug97; noted at Wattay Nov09

RDPL-34066 Mil Mi-17-1V
Lao Government; f/n Apr98; noted wfu at Wattay 24Jan01; noted active Dec08; noted at Wattay Dec12 & Sep13

RDPL-34067

RDPL-34068 Mil Mi-8MT
Lao Government; f/n Apr98; noted wfu at Wattay 24Jan01; l/n Apr08

RDPL-34069(1) Sikorsky H-34 c/n "154"
Lao Aviation

Note: this is often reported as S-58T c/n 58-154 ex 54-896, but a photo exists of RDPL-34069 as a piston H-34 at Singapore, in mid-1980, and CH-34C 54-896 was at AMARC 19Apr72 to 28Jul82(park code 2H251, then sold to Air Met Corp / Duschak's International Helicopters, Torrance, CA presumably for parts). It is very unlikely that an ex-AMARC H-34 would have found its way to Laos in the early 1980’s.
Sud Aviation S-58 c/n SA-154 is preserved at Ailes Anciennes Toulose, Francazal, France, so is not a candidate.
It is however possible that RDPL-34069 is one of the surviving ex-Air America S-58T’s (XW-PHA, XW-PHB & XW-PHE) which had their turbine kits removed in 1974.

RDPL-34069(2) Mil Mi-8T
Lao Aviation / Lao Government; f/n Jan91; l/n Jly97

RDPL-34069(3) Mil Mi-26T c/n 34001212506
mfg 27Nov92; PLAAF; f/n 1995; noted in outside store at Wattay [17.981407°, 102.578657°] at least Jun05 thro’ Mar17

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**RDPL-34070**

**RDPL-34071**

**RDPL-34072**  
Mil Mi-172  
possibly c/n 418C01  
Lao Government; f/n Mar00; noted at Wattay 24Jan01; noted in store at Wattay Nov09 (all reported as Mil-8MT); noted active at Houysai Apr15; noted active at Wattay Sep16

**RDPL-34073**

**RDPL-34074**  
Mil Mi-17-1V  
Lao Government; f/n Mar00; noted at Wattay 24Jan01; noted at Wattay Dec12 & Mar13; noted active at Wattay Mar14

**RDPL-34075**  
Mil Mi-8MTV-1  
Lao Government; f/n Dec01; noted at Wattay Dec12

**RDPL-34076**  
Mil Mi-17-1V  
Lao Government; f/n Mar00; noted at Wattay 03Feb01; noted active Apr07; noted in store at Wattay Nov09; noted at Wattay Dec12 & Mar13

**RDPL-34077**  
Kamov 32T  
c/n 8909 ?  
ex RA-31104 ?  
Sold to Laos 01Apr96; PLAAF; f/n Apr98; noted active Jun12 & Jun14

**RDPL-34078**(1)  
Mil Mi-17  
Wfu

**RDPL-34078**(2)  
Harbin Z-9A  
c/n Z9-0396  
PLAAF; noted Jly14

**RDPL-34079**

**RDPL-34080**

**RDPL-34081**

**RDPL-34082**  
Harbin Z-9A  
PLAAF; dd Jun07; noted at Wattay Nov09

**RDPL-34083**  
Harbin Z-9A  
PLAAF; dd Jun07; noted at Wattay Nov09

Note: the Z-9A’s above should include c/ns Z9-0397, Z9-0398, Z9-0529 & Z9-0530. RDPL-34079, 34080 and/or 34081 may also be Z-9A’s

**RDPL-34084**(1)  
Fairchild C-123K  
Lao Aviation; noted at Seletar 26Mar79

Note: C-123’s 545 (=55-4545), 546 (=55-4546), 616 (=54-0616), 678 (=54-0678) & 718 (unknown) were reported at Wattay 04Oct77

**RDPL-34084**(2)  
Mil Mi-17V-5  
PLAAF; noted at Wattay Mar13
RDPL-34085  Mil Mi-17V-5
Lao Government; noted at Wattay Dec & Mar; noted active at Xieng Khouang Sep

Note: Also reported as an Mi-8MT

RDPL-34086  Mil Mi-17V-5
Lao Government; f/n Apr; noted at Wattay Dec & Mar; noted active at Salavan Feb

RDPL-34087  Mil Mi-17V-5
Lao Government; noted active at Wattay Mar & Sep

RDPL-34088(1)  Fairchild C-123K
Lao Aviation; reported 1986

Note: C-123’s 545 (=55-4545), 546 (=55-4546), 616 (=54-0616), 678 (=54-0678) & 718 (unknown) were reported at Wattay 04Oct77

RDPL-34088(2)  Mil Mi-17V-5
Lao Government; noted active at Wattay Mar; noted at Wattay Sep

RDPL-34089  Fairchild C-123K
Lao Aviation; reported 1980-92

Note: C-123’s 545 (=55-4545), 546 (=55-4546), 616 (=54-0616), 678 (=54-0678) & 718 (unknown) were reported at Wattay 04Oct77

RDPL-34090

RDPL-34091

RDPL-34092

RDPL-34093

RDPL-34094

RDPL-34095

RDPL-34096

RDPL-34097

RDPL-34098

RDPL-34099

RDPL-34100
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<td>RDPL-34102</td>
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<td><strong>RDPL-34110</strong></td>
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</tbody>
</table>
| RDPL-34111 | Mil Mi-6  
Lao Government; dd 1985; noted at Wattay (no titles) Oct93; wfu probably 1 of 2 noted at Wattay 24Jan01; l/n Jan04 |
| RDPL-34112 | Mil Mi-6  
Lao Government; dd 1985; probably 1 of 2 noted at Wattay 24Jan01; l/n Dec01 |
| RDPL-34113 |  |
| RDPL-34114 | Antonov An-26  
Lao Aviation / PLAAF; f/n Sep87; noted at Wattay 24Jan01; l/n Jan04 |
| RDPL-34115 | Harbin Y-12 II  
c/n 0033  
ex B-512L (noted at Singapore 16Feb90)  
Lao Aviation; dd 14Mar90; noted at Wattay Oct93 & 24Jan01; renamed Lao Airlines 2003; wfu by 2007; noted at Borthrong Trading Co yard in Vientiane [17.976843°, 102.62068°] Mar07; moved to the garden of a private house [17.989611°, 102.603852°] by Jan10 (still there Dec17); moved to Na Deer Animal Farm [17.9800462°, 102.555010°] Jan18  
**Note: Also reported as an An-26** |
| RDPL-34116 | Harbin Y-12 II  
c/n 0034  
Lao Aviation; dd 28Apr90; renamed Lao Airlines 2003; noted active thro’ Feb04; noted wingless Dec09 at the back of a used car compound in Vientiane |
| RDPL-34117 | Harbin Y-12 II  
c/n 0042  
Lao Aviation; dd Jan91; noted at Wattay Oct93; crashed 14Dec93 after hitting tree on approach to Phonesavanh |
| RDPL-34118 | Harbin Y-12 II  
c/n 0043  |
| 23/02/19 | 12 |
Lao Aviation; dd Jan91; noted at Wattay 24Jan01; dbr 14Feb02 at Sam Neua when crash-landed back on runway just after take-off

RDPL-34119  Xi’an Y-7-100C  c/n 10707
Lao Aviation; noted May96; noted at Wattay 24Jan01; wfu by 2002; stored at Wattay until moved in 2011 following airport redevelopment; noted intact in a beer garden near Wattay Oct12 (still there Sep16)

RDPL-34120  Xi’an Y-7-100C
Lao Aviation (noted Apr99)

Note: Also reported as RDPL-34128 with the last number faded to look like a zero

RDPL-34121  Antonov An-2
Air Lao; noted 1995 as ‘34121’; later noted derelict in ditch

RDPL-34122  Antonov An-2
f/n May96 (white scheme)

RDPL-34123  Antonov An-2
Air Lao; f/n May96 (green scheme); preserved at Lao People’s Army Museum, Vientiane by Jan06 as ‘074’ (still there Jly12)

RDPL-34124  Antonov An-2
Air Lao; f/n Jly97; noted Feb02; noted Jun05 in poor condition

RDPL-34125  Boeing 737-291  c/n 20363  ex N7375F
[Lease agreement between GATX-ARMCO-BOOTHE (San Francisco, CA) & Frontier Airlines Inc 17Sep69; BoS from The Boeing Company to GATX-ARMCO-BOOTHE 07Nov69; Standard CofA issued 07Nov69 (TT 3:05hrs); undated (probably Nov69) Application for Aircraft Registration for N7375F; Application for Aircraft Registration by GATX-ARMCO-BOOTHE for N7375F 17Nov70; Application for Aircraft Registration by GATX/ARMCO Leasing Co to Armco Industrial Credit Corp (Dallas, TX) 07Nov82; Aircraft Registration Application by GLENFED Financial Corp (successor to Armco Industrial Credit Corp) 02Apr86; BoS from GLENFED Financial Corp to Aircraft Leasing Inc (Miami, FL) 30Oct86; leased to Continental Airlines Inc 07Nov86; sub-leased to Continental Airlines Inc 07Nov86;] Lao Aviation; ferried Gander – Keflavik - Stockholm/Arlanda – Istanbul – Sharjah – Madras - Wattay 27/28Mar93 in full Lao Aviation colours; request 02Apr93 to FAA by Aircraft Leasing Inc to de-register on export to Laos; N7375F canx 02Apr93 to Laos; noted at Wattay Oct93; RDPL-34125 (listed as RDPL-34124 by Lao DCA) expected to be ferried from Wattay to Miami, FL 26Jan96 & canx on arrival there; reverted to N7375F [Aircraft Registration Application by Aircraft Leasing Inc for N7375F 02Feb96; Standard CofA issued 29May96 (TT 65,007:00hrs); canx 09Apr97 to Sweden; to SE-DTV; canx 11Mar98; Aircraft Registration Application by Aircraft Leasing Inc for N7375F 12Mar98; Standard CofA issued 08Jun98 (TT 65,651:00hrs); BoS from Aircraft Leasing Inc to International Air & Sea Leases Inc (Carolina, PR) 20Mar01; to Lion Air as PK-LID Jun01, but not canx by FAA; overran the runway after an aborted take-off & dbr 14Jan02 at Pekanbaru, Indonesia; N7375F canx 07Apr17 as Expired 30Sep11]

RDPL-34126  Boeing 737-222  c/n 19553  ex N9047U, N63AF, VT-ERN, N63AF, TF-ABH
[Standard CofA issued 03Feb69 (TT 1:55hrs); BoS from The Boeing Company to United Air Lines Inc (Chicago, IL) 10Feb69; Application for Aircraft Registration for N9047U 10Feb69; Application for Aircraft Registration for N9047U 25Sep69; BoS from United Air Lines Inc to Air Florida Inc (Miami, FL) 29Sep80; request to FAA by Air Florida 30Sep80 to change to N63AF; N63AF issued 15Nov80; leased by Air Florida Inc to Pan American World Airways Inc 12Apr82; BoS from Air Florida Inc to InterFirst Bank Dallas NA (Dallas, TX) 03Sep82; substantial repairs to nose skin and nosegear completed in Pan Am maintenance hangar, Berlin Mar84; BoS from InterFirst Bank Dallas NA to Aviation Sales Co. Inc (Miami, FL) 31Aug84; lease to Pan American World Airways Inc by Aviation Sales Co ‘restated’ Apr87; BoS from Aviation Sales Co to IAL 361 Inc (Hialeah, FL) 30Sep88; lease to Pan American World Airways Inc terminated 18May90; Special Flight Permit issued 10Aug90 (to expire 20Aug90) for ferry flight from Miami, FL to Madras, India; request 20Sep90 to FAA by IAL]
<table>
<thead>
<tr>
<th>Registration</th>
<th>Aircraft Type</th>
<th>Operator</th>
<th>Details</th>
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<tbody>
<tr>
<td>RDPL-34127</td>
<td>Xi’an Y-7-100C</td>
<td>Lao Aviation</td>
<td>c/n 12706, dd 1994, stored at Wattay until moved in 2011 following airport redevelopment; noted intact in a beer garden near Wattay Oct12 (still there Sep16)</td>
</tr>
<tr>
<td>RDPL-34128</td>
<td>Xi’an Y-7-100C</td>
<td>Lao Aviation</td>
<td>c/n 13701, dd 1995, active Feb01; l/n Jan06; put on display outside Savannakhet football stadium mid-2015 with 'K-Airline' titles (still there Apr17)</td>
</tr>
<tr>
<td>RDPL-34129</td>
<td>Harbin Y-12 II</td>
<td>Lao Aviation</td>
<td>c/n 0085, dd Nov94; noted at Wattay 24Jan01; renamed Lao Airlines 2003; wfu 2006; stored at Wattay Apr08</td>
</tr>
<tr>
<td>RDPL-34130</td>
<td>Harbin Y-12 II</td>
<td>Lao Aviation</td>
<td>c/n 0086, dd Nov94; crashed into a mountain near Sam Neua, Laos 20Oct00</td>
</tr>
<tr>
<td>RDPL-34131</td>
<td>Harbin Y-12 II</td>
<td>Lao Aviation</td>
<td>c/n 0087, dd Dec94; noted at Wattay 25Jan01; renamed Lao Airlines 2003; wfu 2006; preserved at Wat Hua Krabue, Thailand by Oct08</td>
</tr>
<tr>
<td>RDPL-34132</td>
<td>ATR72-202</td>
<td>Lao Aviation</td>
<td>c/n 396, ex F-WWEJ, F-OLAO; dd Aug95 &amp; operated as F-OLAO until re-regd Sep96; noted at Wattay 24Jan01; renamed Lao Airlines 2003; wfu 2006; returned off lease Dec10; to F-WNUA (later PR-AZV)</td>
</tr>
<tr>
<td>RDPL-34133</td>
<td>Boeing 737-2P5</td>
<td>Lao Aviation</td>
<td>c/n 21440, ex HS-TBA; regd Feb96; to HS-TFS Apr98</td>
</tr>
<tr>
<td>RDPL-34134</td>
<td>Cessna U-206G</td>
<td>Lao Flying Service</td>
<td>c/n U20603991, ex N756CU, VH-CPZ (canx 27Jun03); believed regd 1998; stored at Wattay 24Jan01; to HS- AZZ Dec04</td>
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<td>RDPL-34135</td>
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<td>RDPL-34136</td>
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<tr>
<td>RDPL-34137</td>
<td>ATR72-202</td>
<td>Lao Aviation</td>
<td>c/n 316, ex F-OHOB; dd 13Nov00; noted at Wattay 24Jan01; renamed Lao Airlines 2003; wfu 2006; returned off lease Dec10; to F-WKV (then PR-AZV)</td>
</tr>
<tr>
<td>RDPL-34138</td>
<td>Ilyushin II-76TD</td>
<td>Euro Asia Aviation</td>
<td>c/n 0033447365, ex CCCP-76562, 76562 (Ukraine AF), UR-76562, EP-RAJ; dd late 2002; to ST-AWR mid-2003</td>
</tr>
<tr>
<td>RDPL-34139</td>
<td>Mil Mi-8MTV-1</td>
<td></td>
<td>c/n 95946, ex CCCP-27114</td>
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23/02/19
Lao Air; believed operated from Jan02 (noted Jan04 thro’ Apr08); reported sold to Vietnam; to ZS-HRO Oct11

RDPL-34140 Mil Mi-17V-1
Lao Air; believed operated from Jan02; f/n May03 in green scheme; later repainted in white Lao Air scheme; noted active Feb12 thro’ Mar14; assumed rebranded to Lao Skyway 2014; noted Aug17 all white, no titles; noted active with BNPB titles Feb19

_Lao Air website says:- “24Jan02. Establishing Company by using two Russian Mi-8 MTV helicopters to provide chartered flight for the US government’s Missing In Action Project (MIA).” Also “1 Mi-8 bought 09Jly05 & I bought 01Aug06”_

RDPL-34141 Ilyushin II-76TD c/n 0053465941 ex CCCP-76667, UR-76667, EP-ALK, EP-RAB Regd 13Dec02; Euro Asia Aviation / Astro Air; crashed 2km short of the western end of the runway while attempting to land at Baucau, East Timor 31Jan03; the aircraft had made two previous attempts to land in conditions of low cloud and dense fog (6 killed)

RDPL-34142 Antonov An-12BP c/n 8345607 ex RA-11367, XU-395 (l/n Dec02)
To EK-12555 by May03

RDPL-34143 Antonov An-24RV c/n 67310609 ? ex RDPL-34005 ? Lao Airlines; f/n Jan04; believed to UR-CFU by Jly07

RDPL-34144 Cessna 208B c/n 208B0967 ex N52627, N1229M, VH-KCV (canx 29Jan04) Helicopters New Zealand (operated by Lao Air); substantially damaged in emergency landing in rice field 50km north of Vientiane after engine cut while flying at 2000m 11Apr09; NTSB Accident Report; repaired & to N428FC

RDPL-34145 Aerospatiale AS350B2 c/n 2532 ex F-OHEL, VR-HIJ, D-HLEA (canx 25Feb03)
Lao Air; to ZK-HUK Nov09

_Note: Lao Air website says:- “23Jly02. Buying AS350BA helicopter from Aerotecnica Company.” c/n 2532 was built as an AS350BA, but converted to a B2._

RDPL-34146 Ilyushin II-76TD c/n 0043449468 ex CCCP-76578, UR-76578, RA-76578 Intmec Aviation; f/n Feb04; noted active thro’ Mar08; possibly wet-leased to Lao Capricorn Air; to YA-KAN Oct09

RDPL-34147 Antonov An-24RV c/n 57310109 ex CCCP-46535, UN-46535, RA-46535, XU-375 Intmec Aviation; believed wet-leased to President Airlines (Cambodia); f/n Jun04; to UR-ELW 2005

RDPL-34148 Ilyushin II-76TD c/n 1013409310 ex CCCP-76815, EX-76815 Intmec Aviation; f/n Nov05; offered for sale Apr08; to EK-76310 Nov10

RDPL-34149 Cessna 208B c/n 208B1159 ex N12879 Exported to Laos 30Nov05; Lao Air; noted in service Nov11; assumed rebranded to Lao Skyway 2014; noted at Wattay Jly15, Sep16 & Oct17

RDPL-34150 Mil Mi-8T
mfg 1991; Lao Air; offered for sale 2011

RDPL-34151 Antonov An-24RV c/n 67310701 ex RDPL-34007 f/n Jly06; bt by Lao Capricorn Air Jun09; to CU-T1706 2009

RDPL-34152 Mil Mi-8
Lao Government; reported Mar11

RDPL-34153 Antonov An-12TB c/n 01347907 ex CCCP-11112, RA-11112, LZ-BRW, ER-AXA Intmec Aviation; dd 09Jun07 from storage at Brisbane; leased to South Asian Airlines Oct07 to Nov08; Lao Capricorn Air; l/n Dec09; to EK-12112 Apr10

23/02/19 15
RDPL-34154  Ilyushin Il-76T  c/n 073411331  ex CCCP-76505, RA-76505, ER-IBH, EX-032, ER-IBH (canx 30Oct07)  f/n Nov07; being cannibalised at Ras-al-Khaimah Mar10, and broken up there Dec10

RDPL-34155  Ilyushin Il-76T  c/n 073411338  ex CCCP-76507, RA-76507, ER-IBD (canx 27Oct07)  SkyLink Arabia; f/n Jan08; noted active Dec09; noted at Ras Al Khamah Nov12

RDPL-34156  Antonov An-12BP  c/n 402001  ex CCCP-11976, LZ-BAE, LZ-VEF  Lao Air; ferried Plovdiv to Ahmedabad 27Nov07, then to Vientiane; to UP-AN216 2009

RDPL-34157  Ilyushin Il-76T  c/n 093418556  ex CCCP-76516, RA-76516, ER-IBP  SkyLink Arabia (operated by Lao Capricorn Air); f/n Apr08; noted May09; noted stored at Fujairah Nov11 thro’ Feb13

RDPL-34158(1)  Antonov An-32B  c/n 3305 ?  ex RA-48002, HK-4021X, ER-ACM, OB-1869-T ?  Imtrec Aviation; dd Kiev, Ukraine to Ashgabat, Turkmenistan 16-17Jan08; probably only a delivery registration to Afghanistan; to 355 (Afghan AF) by Mar08

RDPL-34158(2)  LET 410UVP-E  c/n 902437  ex CCCP-67644, RA-67644, RF-00657, REG-67644, ER-LID  Lao Capricorn Air; f/n Nov09; noted Oct10 with Lao Capricorn Air titles; (note: Lao Capricorn Air taken over by Phonesavanh Airlines Jan10, & in turn renamed Lao Central Airlines); noted in Lao Central Airlines scheme Jly12 thro’ Mar13; Lao Central AL ceased operations May14 & parked at Wattay thro’ Feb19

RDPL-34159  Antonov An-32A  c/n 2206 ?  ex CCCP-48117, RA-48117, 9L-LDO, 9Q-CLS, 9Q-CIP ?  Imtrec Aviation; dd Trabzon, Turkey to Ashgabat, Turkmenistan 09Jan08 (then to Kabul 10Jan08); probably only a delivery registration to Afghanistan; to 354 (Afghan AF) by Feb08

RDPL-34160  Cessna 208B  c/n 208B2006  ex N2251Z  Exported to Laos 02Jly08; Lao Air; assumed rebranded to Lao Skyway 2014; noted in service thro’ Mar16

RDPL-34161  Antonov An-26  Lao Capricorn Air; f/n Dec08

RDPL-34162(1)  Antonov An-32B  c/n 3204 ?  ex UR-48131, OB-1652, HK-4240X ?  Lao Capricorn Air; dd Kiev, Ukraine to Ashgabat, Turkmenistan 17Sep08; probably only a delivery registration to Afghanistan; to 357 (Afghan AF) by Nov08

RDPL-34162(2)  Aerospatiale AS350B2  c/n 2262  ex C-GHML, N7087X, N911MV, ZK-HDM [Operated in Laos as ZK-HDM with Helicopters (NZ) Ltd; ZK-HDM canx 11May09]; sold to Lao Air; noted Jly12; assumed rebranded to Lao Skyway 2014; forced landing on a spot near Namgun 3 Mega dam construction area following in-flight engine shut down during mining survey flight 26Apr16; tail was partially cut off by rotor blades; to VH-LZI

RDPL-34163  Ilyushin Il-76TD  c/n 0053460832  ex CCCP-76482, RA-76482, ER-IBY, EX-065, ER-IBY, UN-76030, UP-17610  Lao Capricorn Air; f/n Mar10; (note: Lao Capricorn Air taken over by Phonesavanh Airlines Jan10); noted Jly11; to 3X-GGY by Aug11

RDPL-34164

RDPL-34165

RDPL-34166

23/02/19  16
RDPL-34167

RDPL-34168
Xi’an MA60  c/n 0402  ex B-761L
Lao Airlines; dd 31Jly06; noted active thro’ May14; reported to have been planned for freighter conversion 2012, but not proceeded with; wfs and stored at Wattay by May15 & thro’ Sep17

RDPL-34169
Xi’an MA60  c/n 0403
Lao Airlines; dd 20Sep06; noted active thro’ Mar13; wfs and stored at Wattay by May15 & thro’ Feb19

RDPL-34170

RDPL-34171
Xi’an MA60  c/n 0507
Lao Airlines; dd Dec07; noted active thro’ Mar13; wfs and stored at Wattay by May15 until refurbished, transferred to Lao Skyway, and entered their service 14Sep17

RDPL-34172
Xi’an MA60  c/n 0508
Lao Airlines; dd Apr08; noted active thro’ Mar13; wfs and stored at Wattay by May15 & thro’ Jun17; moved back onto active apron 23Jun17; still stored at Wattay Oct17 (no props); stored at Wattay thro’ Feb19

RDPL-34173
ATR72-212A  c/n 870  ex F-WWEU, F-WNUD
ff 17Jun09; Lao Airlines; dd 04Jly09; noted active thro’ Feb19

RDPL-34174
ATR72-212A  c/n 878  ex F-WWEG, F-WNUF
ff 21Aug09; Lao Airlines; dd 12Sep09; noted active thro’ Oct18

RDPL-34175
ATR72-212A  c/n 929  ex F-WWEE, F-WKVJ
ff 15Oct10; Lao Airlines; dd 28Oct10; noted active thro’ Aug18

RDPL-34176
ATR72-212A  c/n 938  ex F-WWEN, F-WKVJ
ff 10Dec10; Lao Airlines; dd 22Dec10; noted active thro’ Oct18

RDPL-34177
Antonov An-74TK100  c/n 365470991005  ex RDPL-34018
Lao Government; noted Mar11; noted active Jly12 thro’ Jun14; departed Wattay 04Jun16 & noted at Abakan, Russia 05Jun16; to RA-74051

RDPL-34178
Mil Mi-17
Lao Air; noted Feb12 thro’ Aug14; rebranded to Lao Skyway 2014; noted at Wattay Sep16

RDPL-34179
Twin Otter 300  c/n 593  ex N663MA, N169SG
Sold by Texas Aviation Sales LLC (Houston, TX) to Lao Air Corp (Vientiane); Export CofA E-448001 issued 22Feb11; arrived at Bournemouth on dd 12Mar11 (as N169SG), stayed with faulty fuel pump & left on dd 07Apr11; arrived at Wattay 13Apr11; exported to Laos 20Apr11; to Lao Skyway State Enterprise; noted active thro’ Jun14; canx 30Jun14; BoS from Lao Skysways to AMS Cloud TO 593 LLC (Delray Beach, FL) 18Jly14; to N564D Jly14; [ferried Vientiane to Fort Pierce, FL 22-30Aug14; later HB-LYR]

RDPL-34180
Twin Otter 200  c/n 231  ex N660MA, N168SG
Sold by Texas Aviation Sales LLC (Houston, TX) to Lao Air Corp (Vientiane); Export CofA E-448005 issued 03Jun11; arrived at Bournemouth on dd 01Nov11 (as N168SG); departed to Malta 13Dec11; exported to Laos 22Dec11; failed to clear the end of the runway on take-off from Nathong Airport, Huaphan province and crashed 17Apr13; 5 serious injuries; canx 30Jun14; BoS from Lao Skysways to AMS Cloud TO 593 LLC (Delray Beach, FL) 18Jly14; to N564E Jly14; [wreck arrived at Fort Pierce, FL 06Oct14]

RDPL-34181
Airbus A310-222  c/n 419  ex B-2303, LZ-JXB, B-2303, XY-AGD
23/02/19
Noted hangared at Singapore-Changi Sep11; to HS-PCC Oct11

*Note: The dates clash with AS350 RDPL-34181 below*

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**RDPL-34181**

2) **Aerospatiale AS350B2**  c/n 1661  ex G-BKMO, G-SORR, ZK-HND, VH-WCD, ZK-HND, VH-HRD, ZK-HND

*Operated in Laos as ZK-HND with Helicopters (NZ) Ltd;* sold to Lao Air; exported to Laos 16Jun11; noted active thro’ Mar13; assumed rebranded to Lao Skyway 2014; noted at Wattay Sep16

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**RDPL-34182**

**Aerospatiale AS350B2**  c/n 2811  ex HB-XLJ, ZK-HNE

*Operated in Laos as ZK-HNE with Helicopters (NZ) Ltd;* sold to Lao Air; exported to Laos 16Jun11; assumed rebranded to Lao Skyway 2014; noted at Wattay thro’ Sep16

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**RDPL-34183**

**Boeing 737-4K5**  c/n 24127  ex D-AHLL, SP-KEK, D-AHLL, OO-TUA

Lao Central Airlines; noted at Schiphol 18Oct11 (still there Dec11); dd to Wattay 27Dec11; inaugurated service to Bangkok 03May12; noted active thro’ Oct13; last service recorded to Bangkok 08May14; Lao Central AL ceased operations May14 & parked at Wattay; moved to Seletar by late Jun14; returned to Wattay 12Sep14 & stored thro’ Feb19

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**RDPL-34184**

**Aerospatiale AS350B2**  c/n 2382  ex N908BA, G-IINA, G-BWLI, HB-XJC, ZK-HDR

Exported to Laos 06Oct11; Helicopters (NZ) Ltd (operated as Lao WestCoast Helicopters); believed taken over by Lao Skyway after the acquisition of Helicopters (NZ) by CHL in 2011; noted Jly12 & Jun14; canx Dec17 (to Canada); to C-GDWJ Jan18

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**RDPL-34185**

**Aerospatiale AS350B2**  c/n 2463  ex HB-XVT, ZK-HNZ, ZK-HDO

*Operated in Laos as ZK-HDO with Helicopters (NZ) Ltd;* exported to Laos 06Oct11; Helicopters (NZ) Ltd (operated as Lao WestCoast Helicopters); believed taken over by Lao Skyway after the acquisition of Helicopters (NZ) by CHL in 2011; noted Jly12; canx Dec17 (to Canada); to C-GDWJ Jan18

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**RDPL-34186**

**Aerospatiale AS350B3 (H125)**  c/n 8321  ex 9V-HCD

Lao Skyway; dd Jan17

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**RDPL-34187**

**Airbus A320-214**  c/n 4596  ex F-WWIX, 5A-ONN

Lao Airlines; dd to Wattay 04Nov11; noted at Bangkok (probably training) 09Nov11; noted active thro’ Oct18

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**RDPL-34188**

**Boeing 737-4Y0**  c/n 24314  ex HL7256, F-GMBR, OO-VBR, EI-ELU, YR-BAI

Noted untitled at Bangkok 10Jly11; believed intended for Phonesavanh Airlines, but renamed Lao Central Airlines before operations started; noted in Lao Central Airlines scheme and titles at Bangkok Aug11 (still there 12Sep11); dd to Wattay mid Oct11; believed parked at Wattay until entered service early Nov12; last service recorded to Bangkok 06Aug13 & stored at Wattay; Lao Central AL ceased operations May14; still stored at Wattay thro’ Feb19

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**RDPL-34190**

**Mil Mi-8MTV-1**

Lao Air; noted at Wattay Mar13; assumed rebranded to Lao Skyway 2014

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23/02/19  18
RDPL-34195  Sukhoi RRJ-95B Superjet 100  c/n 95026  ex 97008
Lao Central Airlines; ordered May10; ff 12Dec12; dd to Wattay 15Feb13; first service 24Mar13; last service recorded to Bangkok 17Dec13 & parked at Wattay; Lao Central AL ceased operations May14; stored at Wattay; to 97009 [ferried to Zhukovsky 15Jly16; to RA-89074 Sep16]

RDPL-34196  Sukhoi RRJ-95B Superjet 100  c/n 95030
Lao Central Airlines; ordered May10; ff 20Mar13; handed over (on paper) 28Aug13, but not dd; to RA-89039 Apr15

RDPL-34197  Sukhoi RRJ-95B Superjet 100  c/n 95037
Lao Central Airlines; ordered May10; ff 26Sep13; not dd; to RA-89040 May15

RDPL-34198  possibly reserved for Lao Central Airlines Sukhoi RRJ-95B Superjet 100

RDPL-34199  Airbus A320-214  c/n 4639  ex F-WWBN, 5A-DNO
Lao Airlines; dd to Wattay 03Dec11; noted active thro’ Oct18
**RDPL-34220**

**RDPL-34221**

**RDPL-34222**

ATR72-600  c/n 1049  ex F-WWEN F-WKVC
ff 21Sep12; Lao Airlines; dd to Wattay 19Oct12; noted active thro’ Oct18

**RDPL-34223**

Airbus A320-214  c/n 5356  ex D-AUBN
ff 23Nov12; Lao Airlines; leased from ICBC Leasing; dd 05Dec12; noted active thro’ Oct18

**RDPL-34224**

Airbus A320-214  c/n 5396  ex D-AUBY
ff 11Dec12; Lao Airlines; leased from ICBC Leasing; dd to Kuala Lumpur 22Dec12; dd to Wattay 30Jan13; noted active thro’ Oct18

**RDPL-34225**

ATR72-600 c/n 1155 ex F-WKVH
Lao Airlines; dd to Wattay 08Jun14; noted active thro’ Oct18

**RDPL-34226**

Xi’an MA60  c/n 0801  ex RDPL-34026 ?
Lao Skyway; noted Mar14 thro’ Apr15; badly damaged when ran off the runway into a field on landing at Wattay 13Nov15; noted active by Aug16 & thro’ Feb19

**RDPL-34227**

**RDPL-34228**

ATR72-600 c/n 1189 ex F-WWEF
Lao Airlines; dd to Wattay 18Nov14; noted active thro’ Oct18

**RDPL-34229**

**RDPL-34230**

Mil Mi-17-1V
Lao Skyway; noted active Nov15 thro’ Jan16; noted at Wattay Sep16

**RDPL-34231**

Cessna 172S  c/n 172S10232  ex N6043S, HS-ITH
Exported to Laos Aug14; noted at Khoksa Dec14; canx; to HS-CHC Aug18

**RDPL-34232**

Cessna 172M
Mission Aviation Fellowship; leased by MAF to PACTEC / Civil Aviation Training Center

**RDPL-34233**

ATR72-600 c/n 1071  ex F-WWEH, F-WKVC
ff 06Mar13; Lao Airlines; at Muscat (as F-WKVC) on dd 30Mar13; w/o 16Oct13 when crashed into the Mekong on approach to Pakse (49 killed); wreckage recovered from Mekong 22Oct13

**RDPL-34234**

Cessna 172M
Mission Aviation Fellowship; leased by MAF to PACTEC / Civil Aviation Training Center; noted at Wattay Sep16 thro’ Oct17

*Note: this and RDPL-34232 are as below, but no confirmation of which is which:-*

N176PT  Cessna 172M  c/n 17266343  ex N80063, C-GFXD
[BoS from Cessna Aircraft Co to Modern Aero Inc (Dallas, TX) 28Nov75; Aircraft Registration Application for N80063 28Nov75; various owners until canx 07Apr76 to Canada; to C-GFXD; canx 05Jun12; BoS from Mission Aviation Fellowship Canada to Mission Aviation Fellowship (Nampa, ID) 05Jun12; to N176PT 05Jun12]; export CoF A E-448104 to Laos issued 17Nov14; canx to Laos 20Nov14; Mission Aviation Fellowship; operated by PACTEC / Civil Aviation Training Center [Vientiane]

N80828  Cessna 172M c/n 17266763
[BoS from Cessna Aircraft Co to Columbia-Caldwell Aviation (Jonesville, LA) 20Feb76; Aircraft Registration Application for N80828 20Feb76; various owners until BoS from John R. McGrew to Mission Aviation Fellowship (Nampa, ID) 06Feb12] ; export CoF A E-448105 to Laos issued
17Nov14; canx to Laos 12Feb15; Mission Aviation Fellowship; operated by PACTEC / Civil Aviation Training Center [Vientiane]

RDPL-34235  Aerospatiale AS350B—B2  c/n 1350  ex C-GALE
Exported to Laos 07Apr15; noted at Wattay Sep16; canx; to C-GAHP Apr17

RDPL-34236  Eurocopter EC155  c/n 7002
PLAAF; dd 11Oct15; noted active thro’ Mar17

RDPL-34237  Eurocopter EC155  c/n 6997
PLAAF; dd 11Oct15; noted active thro’ Mar17

Note: RDPL-34236 reported as c/n 7002, but tie-ups are not confirmed

RDPL-34238  Eurocopter EC130T2  c/n 8162  ex F-WTCV
PetroLao; dd via Hat Yai 19Jan16; canx; to S2-AGO by Jan19

RDPL-34245  Mil Mi-8
Noted active in Belarus & Budapest Jan18

RDPL-34262  Xi’an MA60  c/n 0802  ex RDPL-34028 ?
Lao Skyway; noted Mar14; noted active thro’ Feb19

To be continued …..

XW-xxx series (1960 to 1977)

XW-AFI  Douglas C-47
Royal Air Lao; reported derelict at Bangkok May84

XW-DKJ  Douglas DC-6  c/n 43126  ex SE-BDH, VH-BPF, ZK-BFA, ZK-BGA, NZ3631
[Sold to Australian Aircraft Sales & dd 12Aug68]; Lao United Airlines; dd 14Nov68 from Auckland; to XW-TDJ

XW-EAA  Curtiss C-46D  c/n 22232  ex 44-78409, XT-808, N8409C, B-870, B-914
[XT-808; BoS from C. L. Chennault & Whiting Willauer dba Civil Air Transport (Hong Kong) to C.A.T. Inc (Dover, DE) 05Jun50; Aircraft Registration Application for N8409C 05Jan50; CofR to C.A.T. Inc 05Jan50; CofA Application 10Feb50; canx 13Apr50 at Owner’s Request; to B-870; CSC from Air Asia Co. Ltd to Los Hermanos Sebastian y Gomez SA (Panama) 20Oct60; to B-914; sold by Air America to USAID-Laos 08Mar63; believed initially marked as ‘621’ or ‘630’ (the other being XW-EAB) in RLaoAF ‘Erawan’ marks; to XW-EAA by late-Mar63; Royal Lao Government; operated by Bird & Sons; to XW-PBV May64

XW-EAB  Curtiss C-46D  c/n 33451  ex 44-78055, N9895Z, HP-314P, B-918
Sold by Air America to USAID-Laos 08Mar63; believed initially marked as ’621’ or ’630’ (the other being XW-EAA) in RLaoAF ‘Erawan’ marks, then as XW-EAB by late-Mar63; Royal Lao Government; operated by Bird & Sons; to XW-PBW May64

XW-PAA  Douglas C-47B
Leased from Foshing AL by Air Laos?; Royal Air Lao

XW-PAB

XW-PAC

XW-PAD  Douglas C-47B  c/n 26696  ex 43-49435, B-1407
Leased from Foshing AL 12Mar60 by Air Laos; destroyed on ground by artillery fire at Wattay 15Dec60

XW-PAE

23/02/19  21
XW-PAF

Beech AT-11  c/n 3330  ex 42-36950, N4830N
[dd Roswell Bombardier Training School 05Nov42; RFC Wright Field 1946; regd N4830N: noted for sale by Sentas Skyways Nov52; to Kenneth L. Milan (San Francisco, CA); to Bird & Sons (Seattle, WA); Export Certificate 08Oct53 to Philippines; at Prestwick 13Oct53 on dd by Fleetways]; to XW-PAG; Willis H. Bird (operated under contract to USOM until Sep59); damaged by shellfire at Wattay 1961; to XW-TBF Feb63

XW-PAH

Douglas C-54
Royal Air Lao; noted at Hong Kong Oct62

XW-PAI

Curtiss C-46
Véha-Akat Airlines; noted 1963-64

XW-PAJ

XW-PAK

Curtiss C-46
Leased from China AL by Véha-Akat Airlines 1961; possibly the C-46 shot down near Pa Doung, Laos 19Feb61

XW-PAM

XW-PAN

XW-PAO

Douglas C-47B  c/n 25736  ex 43-48475, N7780C
[43-48475 bt from government (aircraft at Kelly AFB, Tx.) by Atlas Aircraft Service Corp (Santa Barbara, CA) 07Sep62; BoS for N7780C from Atlas Aircraft Service Corp to Edward R. Smith & Lloyd A. Rekow (Seattle, WA) 03Oct62; BoS from Edward R. Smith & Lloyd A. Rekow to Bird & Sons (San Francisco, CA) 26May64; Ferry Permit authorised for delivery from Santa Barbara, Ca, to Bangkok, Thailand via Oakland, CA 26May64; noted as based at Wattay, Laos Feb65; BoS from Bird & Sons to CASI (Reno, Nv.) 01Sep65; to XW-PAP; noted at Pakse 08Sep65; noted at Thakhek West (TK-2) 20Mar66; noted Jun68; [N7780C canx 08Jly70 (lack of Triennial Aircraft Registration Report)]

XW-PAQ

XW-PAR

Douglas C-47  Reported as ex B-1523 but this w/o 21Aug67
Véha-Akat Airlines; noted at Wattay 24Sep65; Royal Air Lao 1967

XW-PBA

XW-PBB

SAL Twin Pioneer 2  Reported as c/n 564 ex PI-C431, but this believed to be XW-PBJ

XW-PBC

SAL Twin Pioneer 2
Possibly an error for XW-PBO

XW-PBD

XW-PBE

XW-PBF

XW-PBG

23/02/19  22
**XW-PBH**

**XW-PBI**  
PC-6/A Turbo-Porter  c/n 553  ex HB-FBG  
Bird & Sons; regd 29Jan64; to CASI 01Sep65; crashed near Pa Doung (LS-05), Laos 24Aug63

**XW-PBJ**  
SAL Twin Pioneer 2  c/n 564  ex PI-C431  
[Sold by PAL to TAEC 1960]; bt by Bird & Sons from TAEC 1963; damaged 05Nov63 & repaired; hit by flak over Phou Nong (VS-71) 30Apr64 & repaired; noted at Wattay Jan65; to CASI 01Sep65; dbr in a heavy thunderstorm at Wattay 24Mar68

*XW-PBJ or XW-PBP became a restaurant in Vientiane, Laos*

**XW-PBK**

**XW-PBL**  
PC-6/A Turbo-Porter  c/n 556  ex HB-FBL  
Bird & Sons; regd 17Oct63; to CASI 01Sep65; crashed; noted 08Sep65 crated at Wattay for shipment to USA for rebuild; to Air America as a wreck Oct65; rebuilt and to N12235; [noted at Luang Prabang Jun66]

**XW-PBM**  
Cessna 180  Possibly c/n 32013 ex N3215D, F-LAAZ (canx 28Sep64 as ‘destroyed’)

**XW-PBN**  
SAL Twin Pioneer 2  c/n 565  ex PI-C432  
[dd to PAL 07Jan60; sold by PAL to TAEC 1960]; bt by Bird & Sons from TAEC 1963; crashed 07Apr64 due to lack of fuel whilst returning from the Houeui Sai area; wreck found next day in the Mekong river

**XW-PBO**  
SAL Twin Pioneer 2  c/n 566  ex PI-C433, G-APXL, PI-C433  
[dd to PAL 21Jun60; sold by PAL to TAEC 1960]; bt by Bird & Sons from TAEC 1963; dbr when skidded off runway at LS-48, Muang Hein, Vietnam 20Sep64

**XW-PBP**  
SAL Twin Pioneer 2  c/n 567  ex PI-C434  
[Not dd to PAL but sold directly to TAEC 1960]; sold to Bird & Sons Dec63; to CASI 01Sep65; noted at Wattay Oct65; dbr in a heavy thunderstorm at Wattay 24Mar68

*Note: XW-PBJ or XW-PBP became a restaurant in Vientiane, Laos*

**XW-PBQ**  
PC-6/A Turbo-Porter  c/n 554  ex HB-FBH  
Bird & Sons; regd 23Apr63; crashed at Chiang Khong (T-516) 26Jun64; formally to CASI 01Sep65; to Air America as a wreck 1965; rebuilt and to N152L

**XW-PBR**

**XW-PBS**  
Helio 395 Super Courier  c/n 530  ex N4179D, XV-NAE, 530 (Air America), N4179D, B-871  
[N4179D regd to Skyways Cargo Inc 08Aug63 to 08Nov63; bt by Air Asia 01Nov63 & to B-871; to Eurotransport Anstalt (Vaduz, Liechtenstein) May64]; Bird & Sons (Vientiane); regd May64; leased to Boun Oum Airways until at least Jun64; to CASI 01Sep65; to Pacific Corporation 15Apr67; to Air America 16Apr67;

- 28May67; taxied into a clump of bamboo roots at Phone Sai (LS-211); repaired and returned to service 12Jun67;
- 31Aug67; damaged at Ban Nam Feng (LS-223) when tail wheel broke;
- 12Dec67; damaged at Can Tho (V-017), Vietnam in a mortar attack, while parked;
- 26Feb68; damaged at Tan Son Nhat, Vietnam in a rocket attack;
- 21Apr69; right main gear collapsed on landing at Xieng Dat (LS-26); repaired and returned to service 27Apr69;
- 22Jly69; ran off the end of the runway into a deep creek after landing at Thong Kheun (LS-191); believed not repaired canx 12Dec72

**XW-PBT**  
Helio 395 Super Courier  c/n 566  ex B-863, N83873, B-873  
23/02/19
Bird & Sons; possibly leased from Eurotransport Anstalt (Vaduz, Liechtenstein); regd May64; Boun Oum Airways; to CASI 01Sep65; noted at Wattay 02Oct65; to Pacific Corporation 15Apr67; to Air America 16Apr67;

- 02Nov67; damaged at Wattay when backed into by a private car while parked;
- 25Sep68; struck whilst parked at Sadec (V-242), Vietnam by PC-6 N358F which was coming in to land;
- 07Sep71; ran off the runway on landing at Thong Khen (LS-317)

XW-PBU Dornier Do28A-1  c/n 3029  ex N4225G
[bt new from Dornier Werke GmbH by International Aviation Development Corp (Walnut Creek, CA), as distributor; German CoA 22/62 issued 29May62; BoS from Dornier Werke GmbH to Foreign Air Transport Development Inc (Washington, DC) 23May62; Application for Registration for N4225G 29May62; dry leased to Air America & dd to Air America mid-Jun62; CoR for N4225G to Foreign Air Transport Development Inc 26Jun62; Aircraft Use & Inspection Report 16Apr63 at Don Mueang (TT 568:00hrs); crashed and destroyed on take-off from Long Tieng (VS-98) 16Jul63 due to left engine failure; rebuilt at Tainan by Apr64; BoS from Foreign Air Transport Development Inc to Skysways Cargo (Miami, FL) 15Apr64; returned by Air America to Foreign Air Transport Development Inc 13May64; XW-PBU regd May64 (N-reg not cancelled until 1967); Boun Oum Airways; to Air America cSep65; to B-931 Dec65; [B-931 crashed into a rice paddy after take-off from My Tho (V-183), South Vietnam 17Nov67; N4225G canx 21Dec67 as Accident]

XW-PBV Curtiss C-46D  c/n 22232  ex 44-78409, XT-808, N8409C, B-870, B-914, XW-EAA
Royal Lao Government; regd 29May64; leased to Bird & Sons; inherited by CASI 01Sep65; transferred to Air America by 1969, then to Royal Air Lao 01Dec73; reported dbr 24Mar76 in Wattay storm, but to RDPL-34040

XW-PBW Curtiss C-46D  c/n 33451  ex 44-78055, N9895Z, HP-314P, B-918, XW-EAB
Royal Lao Government; regd 29May64 (as c/n 1887); leased to Bird & Sons, and then to CASI 01Sep65; transferred to Air America by 1966, then to Royal Air Lao 01Dec73; crashed 75 miles NNE of Vientiane 15Oct74

XW-PBX Helio 395 Super Courier  c/n 543  ex N4187D, XV-NAG, ‘543’ (Air America)
Air America; regd Sep64;
- 18Feb65; damaged in Laos when pilot lost control on take-off;
- 09Nov65; damaged at Houei Tong;
- 08Apr67; damaged at coordinates RC0005, Laos after battle damage, and resultant ground fire;
- 31May67; strong wind turned the aircraft over onto its back on landing at Pha Bong (LS-76); repaired and returned to service 13Jun67;
- 16Jul68; damaged at coordinates UG9315, Laos when made a hard landing;
- 14Aug68; damaged at Chiang Klang (T-504) when tail wheel was torn off after dropping into a ditch;
- 06Sep68; damaged at Ban Tham Tat (LS-81) when force-landed after engine failed;
- 03Oct69; damaged at Sam Thong (LS-20) when propeller struck a 500 gallon fuel drum;
- 02Jan70; on landing at Muang Nane (LS-254) the aircraft ground looped and struck a parked truck and motor cycle causing substantial damage to the right landing gear; not repaired canx 12Dec72

XW-PBY Helio 391B Courier  c/n 075  ex N4143D
[Donated by Pacific Corp to Air America Jun64; test flown at Saigon 04Sep64; ferried from Saigon to Wattay, Laos 05Sep64; flown from Chiang Khong (T-516) to Ban Soong Cha (T-304?), Thailand 23Sep64]; N4143D canx 02Oct64 on export to Laos; Air America; regd Sep64;
- 23Sep64; damaged on take-off from at Mak Phout (LS-137);
- 05May65; damaged in Laos following hard emergency landing after engine failure;
- 27Jun65; damaged northwest of Na Khang (LS-36) after engine blew up;
- 12Sep65; hard landing at Wattay; repaired & returned to service 24Sep65;
- 11Oct65; landed short of the runway and ground-looped at San Tieau (LS-2);

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20Nov65; hard landing in Laos; repaired & returned to service 24Nov65;
18Apr66; noted at Wattay;
28Jly66; damaged at Pha Khao (LS-14) when overshot due to horses on the runway;
11Aug66; remains noted at Wattay;
24Nov66; damaged at Thong Kheun (LS-191);
25Aug67; undercarriage collapsed following rough landing in Laos;
26Feb68; damaged in rocket attack at Tan Son Nhut, Vietnam;
10May68; damaged on landing at Ba Ria (V-216), Vietnam;
22Mar69; pilot lost control while trying to land at Sam Song Hong (LS-201) over the fuselage of Helio XW-PCD which was lying on the runway, and came to rest inverted on the 35 degree downslope on the east side of the airtip;
30Jly69; skidded off the end of the runway Moung Ao Neua (LS-227) during landing on wet grass and struck a tree; not repaired;
canx 12Dec72

XW-PBZ Helio 395 Super Courier c/n 087 ex N4137D
[Donated by Pacific Corp to Air America Jun64]: N4137D canx on export to Laos; Air America; regd Sep64;
29Nov64; damaged following hard landing in Laos;
19Feb65; damaged at Long Tieng (LS-20A);
09Aug65; damaged when overshot the runway in Laos;
11Sep65; damaged following hard landing in Laos; repaired and returned to service 23Sep65;
05Jan66; training pilot lost control after landing to the right of the strip at Mok Lok (LS-131). The left main gear struck a tree stump and the aircraft cartwheeled. Aircraft airlifted to Luang Prabang and on to Udorn; repaired and returned to service 02Feb66;
22May66; damaged at San Louang (LS-41) following hard landing; repaired and returned to service 28May66;
04Jun66; damaged at Phou So (LS-57) following hard landing; repaired and returned to service 20Jun66;
03Nov66; damaged at Na Khang (LS-36);
06Oct67; damaged at Long Tieng (LS-20A) when taxied behind C-123 “476” during engine run up; repaired and returned to service 08Oct67;
27Apr69; damaged at Sam Thong (LS-20) when contacted UH-34D H-50 at, or near, touchdown; repaired small hole in right wing and returned to service 28Apr69;
29Apr69; damaged in forced landing at TE4388, 2 miles east of Wattay; repaired and returned to service 11May69;
01Jun69; veered off the runway on landing at Long Tieng (LS-20A); airlifted to Wattay 02Jun69; repaired and returned to service 20Jun69;
28Aug69; undershot the runway on landing at San Tiau (LS-02); right main gear collapsed, with damage to right aileron, right wing, tail cone, propeller and engine; not repaired;
canx 12Dec72

XW-PCA Helio 395 Super Courier c/n 507 ex 58-7027, N7507S
N7507S canx 02Oct64 on export to Laos; Air America;
27Apr66; damaged at Udorn in a storm; repaired and returned to service 10May66;
15May66; damaged at Houei Ma (LS-107) following hard landing; was under attack, so although abandoned, it was later recovered;
02Apr69; damaged at Moung Soui (L-108) when pilot lost control on take-off and the left gear failed; repaired and returned to service 24Apr69;
08May69; ground looped on landing at Wattay (L-08); repaired and returned to service 19May69;
30Nov70; seriously damaged at Phu Cum (LS-50A) when pilot made an unsuccessful go-around due to severe turbulence and downdraft resulting in substantial damage to the fuselage, left main landing gear, props, left elevator and left wing tip; not repaired;
canx 12Dec72

XW-PCB PC-6/A-H1 Turbo Porter c/n 567 ex HB-FBO
Bird & Sons; regd 24Jly64; to CASI 01Sep65; noted at Wattay 24Sep65; noted at Sam Thong 09Jan66; to Air America 1967;

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damaged 14Sep67 on take-off from Khieu Manang (LS-192) when the engine failed; made a successful landing in a rice paddy, damaging the engine, the prop, the flap, the aileron and the main landing gear; repaired at a cost of $21,750 and returned to service 16Oct67;

- made a successful emergency landing 24Oct67 at Long Tieng (LS-20A) after losing the right rear door in-flight at coordinates TG9909; repaired;
- prop damaged 18Nov67 by a landing RLAF C-47 at Nam Bac (LS-203) while parked off the runway; repaired and returned to service on 20 November 67
- battle damaged 21Dec67 at coordinates QC1315, Laos;
- crash-landed 11May68 at coordinates UF8792, near Moung Nham (LS-63) due to engine failure; repaired;
- damaged 10Jly68 when propeller feathered upon engine shut down at coordinates TG8214; repaired;
- damaged 29Aug68 when tail wheel dropped into a pothole while taxiing at Khieu Manang (LS-192), damaging the fuselage and the tail; repaired;
- damaged 18Jan69 when side door, which was to be opened by a loader, was caught by another aircraft and struck the fuselage with considerable force causing damage to the skin;
- tail wheel damaged 11Jly69 at Bouam Long (LS-32); repaired;
- aborted take-off from Phu Cum (LS-50) 19Mar70 due to a mechanical failure; undamaged;
- propeller damaged when a Lao walked into it 15Apr70 at Nam Bu (LS-125); Lao was killed; repaired and returned to service 16Apr70
- damaged by ground fire 28Sep70 at coordinates UH0710, fatally injuring one passenger; aircraft returned to Phu Cum (LS-50);
- damaged 15Feb71 following emergency landing on a road at coordinates UD4599 near Nam Pong Dam (T-439) following an in-flight engine explosion; repaired;
- crashed into the slopes south of Tha Tam Bleung (LS-72) 21Mar71, 3 killed and aircraft dbf

**XW-PCC**

<table>
<thead>
<tr>
<th>PC-6/A-H1 Turbo Porter</th>
<th>c/n 568</th>
<th>ex HB-FBT</th>
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<tbody>
<tr>
<td>Bird &amp; Sons; regd 14Sep64; crashed in the Chiang Khong (T-516) area, Thailand, 22Feb65, &amp; repaired; to CASI 01Sep65; w/o 21Jan67</td>
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**XW-PCD**

<table>
<thead>
<tr>
<th>Helio 395 Super Courier</th>
<th>c/n 531</th>
<th>ex N4180D, XV-NAJ, ‘531’ (Air America), XV-NAJ, N4180D, B-873, XV-NAJ, ‘531’ (Air America)</th>
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<tbody>
<tr>
<td>[N4180D regd to Skyways Cargo Inc 08Aug63 to 08Nov63]; Air America; regd Oct64;</td>
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</table>
- damaged 29Oct64 at Sam Thong (LS-20) on landing;
- damaged 10Feb65 at T-20, Thailand when overshot on landing;
- damaged 02Apr65 at Chiang Khong (T-516) after engine failed on landing;
- damaged 26Jun65 in Laos after hard landing following engine failure;
- damaged 15Mar66 at Nam Lieu (LS-118A) when taxied into a barrel; repaired and returned to service 17Mar66;
- damaged 25May68 at Wattay (L-08) in a heavy thunderstorm, while parked;
- damaged 12Jan69 at Phu He (LS-255) in a hard landing;
- damaged 20Mar69 at Sam Song Hong (LS-201) when pilot lost control on landing; repaired and returned to service 03Apr69;
- damaged 20May69 at Long Tieng (LS-20A);
- damaged 11May72 at Wattay (L-08) when mechanic taxied aircraft into a ditch; repaired and returned to service 14May72;
- stored at Wattay 18May72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the SS Weybank for Manila; canx on export to Philippines; to RP-C2696 1974

**XW-PCE(1)**

<table>
<thead>
<tr>
<th>Helio 395 Super Courier</th>
<th>c/n 524</th>
<th>ex N4173D</th>
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<tbody>
<tr>
<td>Air America; nitu; to VT-DRL (later XW-PCS)</td>
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**XW-PCE(2)**

<table>
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<tr>
<th>PC-6/A-H2 Turbo Porter</th>
<th>c/n 571</th>
<th>ex HB-FBX</th>
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</thead>
<tbody>
<tr>
<td>Bird &amp; Sons; regd 23Nov64; to CASI 01Sep65; noted at Sam Thong 09Jan66; noted Jan69; exploded in mid-air and crashed about 5 miles west of Ban Y (LS-187) 12Feb69</td>
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**XW-PCF**

*Possibly Air America / Boun Oum Airways Bell 47G-2 B-803, but no direct evidence*

23/02/19
XW-PCG

Dornier Do28A-1  c/n 3026  ex N4222G
[BoS from Dornier Werke GmbH to International Aviation Development Corp (Walnut Creek, CA) 24Oct61; Application for Registration for N4225G 30Oct61; German CoF/A 95/61 issued 28Nov61; CoF/R for N4225G to International Aviation Development Corp 27Feb62; BoS from International Aviation Development Corp to Bird & Sons Inc (Seattle, WA) 06Jun62; CoF/R for N4225G to Bird & Sons Inc 26Jun62; Aircraft Use & Inspection Report 30Nov62 at Wattay (TT 814:07hrs); Aircraft Use & Inspection Report 04Dec63 at Wattay (TT 1,893:02hrs); damaged fuselage & tail repaired at Wattay Dec63; leased by Bird & Sons to Air America Jul64; further repair work carried out at Wattay Feb65]; Bird & Sons; XW-PCG regd cFeb65 (N-reg not cancelled until 1970); [BoS from Bird & Sons Inc to CASI (Reno, NV) 01Sep65]; to CASI 01Sep65; noted at Fkwe Sep65; to Boun Oum Airways by Nov65; w/o 15Nov65 Thakhek West (TK-2), Laos; [N4222G canx (8050-73) 02Jly70]

XW-PCH

PC-6/A-H2 Turbo Porter  c/n 576  ex HB-FBY
Bird & Sons; regd 27Feb65; to CASI 01Sep65; crashed; to Pacific Corp as a wreck, then to Air America; rebuilt and to N153L May66

XW-PCI

PC-6/B-H2 Turbo Porter  c/n 523  ex HB-FBA
Bird & Sons; regd Aug65; to CASI 01Sep65 (owned since 23Sep66); Aircraft Registration Application by CASI (Los Angeles, CA) for N62158 19Sep74; XW-PCI canx 14Dec74; [Standard CoF/A issued 29Jan75 (TT11,735:02hrs); BoS from CASI to Bangkok United Mechanical Co, Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]

XW-PCJ

Dornier Do28A-1  c/n 3021  ex N4224G
[bt new from Dornier Werke GmbH by International Aviation Development Corp (Walnut Creek, CA), as distributor; German CoF/A 96/61 issued 29Nov61; BoS from Dornier Werke GmbH to Foreign Air Transport Development Inc (Washington, DC) 04Dec61; Application for Registration for N4224G 20Dec61; dry leased to Air America & started contract flying with Air America 19Jan62; CoF/R for N4224G to Foreign Air Transport Development Inc 06Feb62; noted at Wattay 08Sep65; returned by Air America to Foreign Air Transport Development Inc 12Sep65]; CASI; XW-PCJ regd 12Sep65 (N-reg not cancelled until 1968); Boun Oum Airways at least Sep65 to Jun68; Sarisporn logs Sep65 to Mar66; [N4224G listed by FAA as 'exported to Swiss 26Jan68']; to XW-PKM Jan73

XW-PCK

PC-6/A-H2 Turbo Porter  c/n 591  ex HB-FCA
CASI; regd 15Nov65; noted at Wattay 26Dec65; crashed during a drop mission near Sam Thong (LS-20) 13Dec67

XW-PCL

PC-6/B-H2 Turbo Porter  c/n 583  ex N13202
CASI; regd 15Nov65; Boun Oum Airways; noted at Sam Thong 09Jan66; Sarisporn logs Jan71 to Jun71; w/o 1971 or 1972

XW-PCM

Douglas C-47B  c/n 27211  ex 43-49950, KN276, K-30/OT-CNQ
[K-30 soc, then transferred to Government Properties Administration 28Jan65; TT 5,967.55 hrs at 10Feb65; noted in open store at Melsbroek 30Aug65]; Air Vientiane; bt 17Feb66; departed Brussels – Melsbroek 18Feb66

XW-PCN

PC-6/A-H2 Turbo Porter  c/n 594  ex HB-FCB
CASI; regd 13Dec65; noted at Wattay 26Dec65; crashed on the drop zone in the Phou Kang Neua (LS-337), Laos 14Jly73

XW-PCO

PC-6/A-H2 Turbo Porter  c/n 595  ex HB-FCF
CASI; regd Dec65; noted at Sam Thong 09Jan66; crashed into a mountain west of LS-4 02Apr71

XW-PCP

Douglas DC-3A  c/n 2010  ex NC19843, N155A, B-1533
[idd to Wattay (as B-1533) late Dec65]; Véha-Akat Airlines; noted at Vientiane 29Dec65; noted Jan66

XW-PCQ

PC-6/B-H2 Turbo Porter  c/n 602  ex HB-FCD
CASI; regd Dec65; crashed at Long Tieng (LS-20A), Laos 29May66

23/02/19  27
XW-PCR  PC-6/B-H2 Turbo Porter  c/n 603  ex HB-FCE
CAIS; regd 19Jan66; noted Wattay May66; noted Mar71; crashed west of LS-20A near Pha Khe (LS-51) 01Dec71

XW-PCS  Helio 395 Super Courier  c/n 524  ex N4173D, (XW-PCE), VT-DRL
[VT-DRL canx Sep64]; Air America; regd Nov65; to Air America as a wreck & repaired at a cost of $24,000;
• damaged 19Apr67 at Houei Tong Ho (LS-184) when struck a pig on take-off; repaired and returned to service 25Apr67;
• damaged 01Nov67 at Tham Sorn (LS-74) when ran off the runway while landing in rain; repaired and returned to service 11Nov67;
• damaged 24Mar68 at Wattay in a thunderstorm and 70-knot winds;
• damaged 17May68 at Long Tieng (LS-20A) when blown into a fuel barrel during a thunderstorm;
• damaged 28Jan69 at San Louang (LS-41) when made a hard landing, with brakes locked; repaired and returned to service 09Feb69;
• seriously damaged 03Sep69 when made an emergency landing in a soccer field at Luang Prabang (L-54), Laos 03Sep69, due to fuel exhaustion; at the end of the roll-out, the aircraft nosed over and came to rest in an inverted position, causing substantial damage to the nose, the fuselage and the tail section; not repaired canx 12Dec72

XW-PCT  Dornier Do28A-1  c/n 3058  ex N9184X
[BoS from Dornier International GmbH (Wessling) to CAIS (Reno, NV) 15Dec65; German CofA 178/65 issued 27Dec65; Standard CofA issued 29Dec65; Application for Ferry Permit 29Dec65, from Munich to Vientiane (via Milan, Brindisi, Athens, Beirut, Dhahran, Karachi, Bombay, Calcutta & Bangkok); to Wattay 23Jan66]; CAIS; XW-PCT regd Jan66 (N-reg not cancelled until 1975); Sarispor logs Mar66 to Oct66; Boun Oum Airways; [Application for Aircraft Registration for N9184X 02Nov66; right wing damage repaired Mar69; canx to Laos 08May75]; leased to Air Vietnam (as XW-PCT) Jun68; dbr 24Mar76 in Wattay storm

XW-PCU  Curtiss C-46
Royal Air Lao; noted at Wattay 13Feb66

Note: noted in some sources as ex B-517 (B-1517 ?) and ex-Air Vietnam (?)

XW-PCV  Jodel D112  c/n 1342
possibly Wassmer-built; noted at Wattay Jun66

XW-PDA  Douglas C-47
Véhá-Akat Airlines; noted 21May66

XW-PDB  Dornier Do28A-1  c/n 3046  ex N4228G
[German CofA 5/63 issued 08Feb63; BoS from Dornier Werke GmbH to Bird & Sons Inc (Seattle, WA), through International Aviation Development Corp (Walnut Creek, CA), 12Feb63 (or 14Feb63); Application for Registration for N4228G 12Feb63; Standard CofA issued 13Feb63; Application for Ferry Permit 13Feb63, from Munich to Bangkok (via Brindisi, Athens, Beirut, Abadan or Bahrain, Karachi, Ahmedabad & Calcutta); Aircraft Use & Inspection Report 18Feb64 at Wattay (TT 1898-35hrs); BoS from Bird & Sons Inc to CAIS (Reno, NV) 01Sep65; noted at Wattay Jan66]; CAIS; XW-PDB regd cMay66 (N-reg not cancelled until 1970); noted at Thakhek West (TK-2) Jly66; probably w/o early 1967; [N4228G canx (8050-73) 02Jly70]

XW-PDC  PC-6/B-H2 Turbo Porter  c/n 547  ex HB-FBU
CAIS; regd May66; noted at Wattay Jun66; w/o

XW-PDD  Douglas C-47A  c/n 10160  ex 42-24298, XA-GAX, N560
[Sold by Aviation Maintenance Corp (Van Nuys, CA) to Aerovias Reforma S.A. (Mexico City) 16Jly46; to XA-GAX; sold by Aeronaves de Mexico to The Ohio Oil Co. 24May57; shipped to

23/02/19
Brownsville, Tx.; XA-GAX canx 10 Jun 57; to N560 with The Ohio Oil Co (Findlay, Oh.) Jun 57; BoS from The Ohio Oil Co to The Ohio Oil Co of Guatemala 04 Sep 57; regd to The Ohio Oil Co of Guatemala 17 Jan 58; BoS from The Ohio Oil Co of Guatemala to Continental Oil of Argentina 02 Mar 62; BoS from Continental Oil Co of Argentina to Jack Adams Aircraft Sales Inc (Walls, Ms.) 11 Mar 64; BoS from Jack Adams Aircraft Sales Inc to Bird & Sons Inc (San Francisco, CA) 21 Mar 64; noted as based at Wattay, Laos Feb 65; BoS from Bird & Sons Inc to CASI (Reno, Nv.) 01 Sep 65; CASI; regd Jun 66; (note: no cancellation record in FAA file); noted Mar 69 to Feb 71; Sarisopan logs Apr 72 to Mar 73; [N560 canx 24 Oct 72 at request of Continental Air Services as exported to Laos]; XW-PDE canx 19 Sep 73; to N82AC; [BoS for N82AC from Australian Aircraft Sales (NSW) Pty (only the dealer) to Jack M. Garfinkle (Encino, CA) 25 Sep 73; regd to Jack Garfinkle 05 Nov 73; leased to Air Cambodge; letter to FAA dated 28 Apr 80 from Jack Garfinkle to confirm that N82AC (together with C-47 N83AC, DC-4 N32AC & N33AC, Convair 440 N102KA & N103KA) all abandoned at Phnom Penh 1975, & requesting cancellation; canx as 'Destroyed' 15 Oct 81]

XW-PDF

Douglas C-47
CASI; regd 1966

Note: Probably either N79971 c/n 13184; BoS from Jack Adams Aircraft Sales to CASI (Los Angeles, CA) 10 Feb 66; canx 08 Jul 70 (lack of Triennial Aircraft Registration Report), or

N719A c/n 4309; BoS from Frank C. Hart Jr. (Miami Aviation Corp) to CASI (Los Angeles, CA) 03 Aug 66; canx 02 Jul 70 (lack of Triennial Aircraft Registration Report)

XW-PDG

PC-6/B-H2 Turbo Porter
c/n 517 ex D-ENLJ, HB-FCI
CASI (owned since 25 Aug 66); regd Aug 66; Boun Oum Airways; crashed at Moung Oum (LS-22), Laos 11 Apr 67 & repaired; Aircraft Registration Application by CASI (Los Angeles, CA) for N62150 19 Sep 74; XW-PDG canx 20 Sep 74; [Standard CofA issued 23 Nov 74 (TT13, 684:36hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30 Jun 77; canx 01 Jul 77; to Thai Army]

XW-PDH

Douglas C-47
CASI; regd 1966

Note: Probably either N79971 c/n 13184; BoS from Jack Adams Aircraft Sales to CASI (Los Angeles, CA) 10 Feb 66; canx 08 Jul 70 (lack of Triennial Aircraft Registration Report), or

N719A c/n 4309; BoS from Frank C. Hart Jr. (Miami Aviation Corp) to CASI (Los Angeles, CA) 03 Aug 66; canx 02 Jul 70 (lack of Triennial Aircraft Registration Report)

XW-PDI

PC-6/B1-H2 Turbo-Porter
c/n 620 ex HB-FCN
regd Sep 66; CASI (owned since 24 Jul 70); noted Feb 71; Aircraft Registration Application by CASI (Los Angeles, CA) for N62154 19 Sep 74; XW-PDI canx 20 Sep 74; [BoS from CASI to Viking Helicopters Ltd (Ottawa) 08 Nov 76; canx to Canada 11 Nov 76]

XW-PDJ

PC-6/B1-H2 Turbo-Porter
c/n 626 ex HB-FCP
CASI; regd 12 Dec 66; Sarisopan logs Nov 70 to Feb 71; w/o Apr 71 Ho Chi Minh trail

XW-PDK

PC-6/B1-H2 Turbo-Porter
c/n 631 ex HB-FCR
CASI; ntu; to XW-PFC Sep 67

XW-PDL(1)

Douglas C-47
c/n ?
Véha-Akat Airlines; believed leased from Taiwan Aviation; crashed into a mountain ridge near Luang Prabang 25 Jul 67 while circling in the air, waiting for better weather to land at Luang Prabang (16 killed)

XW-PDL(2)

PC-6/B1-H2 Turbo-Porter
c/n 632 ex HB-FCS
CASI; ntu; to XW-PFD Sep 67

XW-PDM

MS893A Commodore 180
c/n 10665 ex F-OBKL
Aeroclub du Laos; regd Apr 67; [F-OBKL canx 04 Nov 75 as 'sold abroad']
XW-PEA(1)  Helio 395 Super Courier  c/n 541  ex N4185D, B-847, N28927, VT-DRJ  
CASI; possibly leased from Eurotransport Anstalt (Vaduz, Liechtenstein); regd Mar66; noted at Thakhek West (TK-2) 23Jly66, possibly operated by Boun Oum Airways; to Pacific Corporation 15Apr67; to Air America 16Apr67;  
- 27Jun67; tail wheel damaged on landing at Houei Sang/H (LS-206);  
- 20Dec70; damaged at Phu Cum (LS-50A) when made a hard landing  
stored at Wattay 01Jly72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74;  
departed Bangkok 08Aug74 on board the SS Weybank for Manila; canx on export to Philippines; to RP-C2691 1974  

XW-PEA(2)  Helio 395 Super Courier  
Air America; believed loaned from USAF  

XW-PEA(3)  Helio 395 Super Courier  
Air America; believed loaned from USAF  

Note: All three noted as XW-PEA at Wattay at the same time; these 2nd & 3rd may have been 66-14334 (w/o 15Jan68) & 66-14345  

XW-PEB  

XW-PED  
Cessna 180H  c/n 51862  ex N7962V  
[BoS from Cessna to Robert D. Wachter (Omaha, NB) 12Jun67; regd to Robert D. Wachter 16Jun67; CofA issued 11Jly67]; to General Vang Pao as XW-PED; operated by CASI at least Apr69 to May73 (Sarisorn logs); [N7962V canx 03Feb75 at request of registrant]; XW-PED canx 25Nov75; moved base from Udon Thani RTAFB to Thai-Am, Don Mueang Jun77; BoS from Vang Pao to Brigadier General Harry C. Aderholt 26Apr78; regd N54530 to Brigadier General Harry C. Aderholt (c/o Sea Thai Ltd, Bangkok) 06Jun78; [N54530 canx 27Feb79 on sale to Thailand; letter from Sky of Siam to FAA 20Sep79 asking for information on Cessna 180 N54530 then parked and for sale at Don Mueang; believed to Thai Army as 1862]  

Note: Reported to Turkish AF as 6031 / ETI-31, but that was ex 42-93683 c/n 13622 delivered to Turkey in 1949  

XW-PEE  
Douglas C-47A  c/n 13623  ex 42-93684, VH-AII, VH-EBI, VH-TAV, VH-SBJ  
[VH-SBJ canx 09Oct68]; CASI; bt 09Oct68; regd Oct68; to N13622; [Application for Aircraft Registration by CASI for N13622 18Feb69; Standard CofA issued 25Mar69 (TT 38,998:00hrs); Aircraft Use & Inspection Report 25Mar69 shows based at Tan Son Nhat; BoS from CASI to Air Alliance Inc (Los Angeles, CA) 08Dec70; sold to Laos 26Nov71; canx 26May72 as exported to Laos]; to XW-???.  

Note: Reported to Turkish AF as 6031 / ETI-31, but that was ex 42-93683 c/n 13622 delivered to Turkey in 1949  

XW-PEF  
PC-6/B1-H2 Turbo-Porter  c/n 672  ex HB-FEI  
CASI (owned since 17Dec68); regd Nov68; Aircraft Registration Application by CASI (Los Angeles, CA) for N62149 19Sep74; XW-PEF canx 20Sep74; [BoS from CASI to Viking Helicopters Ltd (Ottawa) 08Nov76; canx to Canada 11Nov76]  

XW-PEG  
Douglas DC-6  c/n 43126  ex SE-BDH, VH-BPF, ZK-BFA, ZK-BGA, NZ3631, 
XW-DKJ, XW-TDJ  
Royal Air Lao; regd Nov68; operated for P.T. Survai Udara Penas (PENAS) from 1971; crashed 
during a forced landing due to fuel starvation near Tegal, Indonesia 01Feb72 after becoming lost due to 
a compass error on flight from Singapore to Jakarta (6 killed; 3 survived)  

XW-PEI  

XW-PEJ  
Curtiss C-46D  c/n 22215  ex 44-78392, XT-802, N8406C, XT-846, B-846, 
(HP-315P), VT-DRH, B-924  
23/02/19  
30
Air America; bt from Air Asia 28Nov68; regd Dec68; stored at Tainan Jly71 until broken up there Feb74

XW-PEK(1) Short Skyvan 3 c/n SH.1848 ex 6Y-JFL, N3201 [ff 04Jly68 (as 6Y-JFL)]; repainted XW-PEK for CASI; repainted N3201 for CASI; ff as such 31Jan69; dd by Shorts to CASI as XW-PEK 03Feb69; to XW-PGL

XW-PEK(2) PC-6/B1-H2 Turbo-Porter c/n 695 ex HB-FEX CASI; regd 15Mar69; noted Dec70; crashed and burned approx. 2kms from Long Tieng (LS-20A), Laos 15Aug71

Note: This aircraft also reported as XW-PEX

XW-PEL

XW-PEM(1) PA-18-150 Super Cub c/n 18-8435 ex N4215Z, probably also ex CASI ‘711’ or ‘712’ [New to Alaska Transportation Co (San Jose, CA) Jly66; BoS from Alaska Transportation Co to Aztec Aircraft Sales (Long Beach, CA) 08Aug66; BoS from Aztec Aircraft Sales to CASI (Los Angeles, CA) 09Aug66; probably operated by CASI as ‘711’ (Sarisporn logs Sep68 to May69) or ‘712’ (Sarisporn logs Oct68 to Jun69)]; N4215Z canx 30Jun71 on export to Laos; to CASI as XW-PEM; Sarisporn logs Nov70 to Feb72; to XW-PKU

XW-PEM(2) Cessna 180 CASI; current 1972

XW-PEN(1) PA-18-150 Super Cub c/n 18-4470 ex 55-4749, N4455D, N62417, probably also ex CASI ‘711’ or ‘712’ [Sold by US Army to Armed Forces Experimental Training Activity (Camp Peary, VA) 12Oct59; regd N4455D to Armed Forces Experimental Training Activity 05Nov59; sold by Armed Forces Experimental Training Activity to Electronic Systems Specialists; BoS from Electronic Systems Specialists to Paragon Air Services Inc (Miami, FL) 20Feb62; BoS from Paragon Air Services Inc to Intermountain Aviation Inc (Phoenix, AZ) 10Jly62; regd to Intermountain Aviation Inc 01Aug62; BoS from to Intermountain Aviation Inc to Continental Air Co (Miami, FL) 12Mar65; re-regd N62417; canx 11May65 at request of owner; probably operated by CASI as ‘711’ (Sarisporn logs Sep68 to May69) or ‘712’ (Sarisporn logs Oct68 to Jun69)]; to CASI as XW-PEN Jun69; Sarisporn logs Nov70 to Mar72; ‘remains’ sold by E. R. Britzius to Martha A. Robinson (Otter Rock, Or.) 30May75

XW-PEN(2) Cessna 180 CASI; current 1972

XW-PEO PC-6/B1-H2 Turbo-Porter c/n 704 ex HB-FFF CASI (owned since 03Nov69); regd Nov69; Sarisporn logs Jan71; Aircraft Registration Application by CASI (Los Angeles, CA) for N62160 19Sep74; XW-PEO canx 14Dec74; [Standard CofA issued 29Jan75 (TT9.084:23hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]

Note: This aircraft also reported as XW-PFO, but FAA files confirm XW-PEO

XW-PEX Possibly PC-6/B1-H2 Turbo-Porter c/n 695, but see XW-PEK(2)

XW-PFA Douglas C-47A c/n 13906 ex 42-30755, VHCHT, VH-ANK, VH-AVL, VH-ANK, VH-AVL, ZK-BYD [ZK-BYD canx 12Jly67]; Xieng Khouang Air Transport; regd 22Sep67; to Lao United Airlines c1969; to Laos Air Charter c1972; to XW-TDF

XW-PFB PC-6/B1-H2 Turbo-Porter c/n 581 ex N13200 CASI (owned since 06Sep67); regd May67; Sarisporn logs Oct70 to Apr72; to HS-CHE Jly74

XW-PFC PC-6/B1-H2 Turbo-Porter c/n 631 ex HB-FCR, (XW-PDK)

23/02/19 31
CASI (owned since 06Sep67); reg'd Sep67; Sarisporn logs Dec70 to Mar72; Aircraft Registration Application by CASI (Los Angeles, CA) for N62150 19Sep74; XW-PFC canx 20Sep74; [Standard CoA issued 23Nov74 (TT14,062.47hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jul77; to Thai Army]

XW-PFD

PC-6/B1-H2 Turbo-Porter c/n 632 ex HB-FCS, (XW-PDL)
CASI (owned since 06Sep67); reg'd Sep67; Sarisporn logs Jan71 to Mar72; Aircraft Registration Application by CASI (Los Angeles, CA) for N62153 19Sep74; XW-PFD canx 20Sep74; [Standard CoA issued 25Nov74 (TT12,048.51hrs); last Porter out of Laos (to T-08 Udorn) 26May75; BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jul77; to Thai Army]

XW-PFE Possibly a Douglas C-47, reported in error as XU-PFE

XW-PFF Bell UH-1D c/n 3208
Air America; bt 31Aug67; arrived at Udorn on delivery on 30Sep67;
- 25Nov67; made an emergency landing on a river bank at coordinates TJ04622 in north western Laos due to fuel exhaustion, damaging the tail rotor; subsequently damaged by enemy forces, but recovered and repaired;
- 09Feb69; struck a mound of dirt and a barbed wire fence with the right skid during an emergency evacuation landing at night with the aid of truck lights and in foggy weather at Moung Soui (L-108), damaging the engine and the tail rotor shaft; repaired and returned to service 18Feb69;
- 25Dec69; suffered problems with the MGB accessory section head during take-off from Houei Tong Ko (LS-184); repaired at Long Tieng (LS-20A) and returned to service on 26Dec69;
- late 1969; main rotor blades and the tail assembly were damaged by ground fire; repaired;
- 17Jan70; lost power after being hit by ground fire and autorotated to a safe landing, but was hit by mortar fire and destroyed after landing at “Echo” pad at coordinates UG0470, Plain of Jars; crew and one passenger were evacuated by Air America UH-34D H-59; the rescue helicopter and the observation aircraft, Porter N358F, were also hit by ground fire during those rescue operations; aircraft subsequently destroyed by enemy forces

XW-PFG Bell UH-1D c/n 3209
Air America; bt 31Aug67;
- 30Oct67; main rotor blade damaged by ground fire at Pha Peung (LS-21); repaired;
- 02Apr68; hit by small arms fire at coordinates WC6397 while hovering at 3500 feet; repaired;
- 09Feb69; received battle damage at coordinates UH5008, approximately 4 miles east of Na Khang (LS-36); repaired;
- 26Apr69; made a hard landing at coordinates UG1939, about 1 mile north northeast of Phou Khe (LS-19), slightly damaging the aft cross tube; repaired;
- 13Dec69; received battle damage at coordinates UG1858, about 8 miles northeast of Xieng Khouang (L-22); aircraft received only minor skin damage; repaired;
- 02Apr70; made a forced landing at Sam Thong (LS-20) because of rotor problems; repaired;
- 06Nov70; suffered an engine failure on take-off from a pad at coordinates UF7496 near Moung Nham (LS-63); repaired;
- 17Feb72; 2 indigenous people were killed at coordinates UG0931 near Phou Houang (LS-140) when they ran into the rotor blades; there was only minor damage to the rotor blades;
- 14May74; canx;
stored Saigon until to N47000 (Air America) Apr75; forced to ditch at sea alongside the USS Blue Ridge 29Apr75

XW-PFH Bell UH-1D c/n 3210
Air America; bt 30Sep67;
- 26Dec67; tail rotor damaged when it hit trees upon landing at coordinates UF0699; repaired;
- 26Sep68; unable to climb after take-off from Na Khang (LS-36), came down in soft soil causing the aircraft to tip over and come to rest in an inverted position; repaired;
- 07Jul69; crashed at coordinates UH1047 near the pad at Houei Tong Ko (LS-184); extensively damaged; repaired;
- 25Feb72; engine was damaged during landing at coordinates TG9905 near Pha Khao (LS-14); repaired and returned to service 26Feb72;

23/02/19 32
- 27Feb72: struck by Bell 204B N8513F while parked on the ramp at Wattay (L-08), damaging the main rotor blades and the hub assembly; repaired and returned to service 12Mar72;
- 07Jul72: engine lost power during cruise and malfunctioned, resulting in an autorotation landing at coordinates TF3546 near Phong Hong (LS-133); repaired;
- 16Aug72: suffered engine problems while on the ground at Long Tieng (LS-20A); repaired and back to service the same day;
- 17Dec72, damaged by rocket fire, when the aircraft was parked overnight at Luang Prabang (L-54) airport; repaired;
- 21May73: forced crash-landing at “T” helipad at coordinates TG4611, Laos, approximately 1 mile southeast of Ban Nam Song (LS-363) due to engine problems; repaired;
- 14May74; canx;
- 23Jun74; ferried by Air America pilots from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01);
- stored Saigon until to N47001 (Air America) Apr75; abandoned Saigon 29Apr75

**XW-PF**  
Bell UH-1D  
c/n 3212  
Air America; bt 30Sep67;
- 10Nov67; forced landing 10 miles east of Wattay (L-08) due to the loss of engine oil pressure because the oil cooler drain valve was open, damaging the engine; repaired and returned to service 17Nov67;
- 30Jan68; undershot a hill top pad at coordinates UG5923 near Ban Moung Ngan (LS-236); the tail and the rotor of the aircraft were substantially damaged; later repaired;
- 07Dec68; aircraft landed at Houei Ma (LS-107) or a nearby supply pad (discrepancy in the reports); while unloading, it is believed that a pin dislodged from a grenade that a disembarking passenger was carrying in a jute sack, and the ensuing explosion by the left side of the cargo door triggered other explosions from stacked ordinance; the aircraft was destroyed & 3 killed.

**XW-PFJ**  
Bell UH-1D  
c/n 3211  
Air America; bt 30Sep67;
- 30Jan68; main rotor blades struck the side of a slope near the helipad at coordinates UG5923, Laos, tipped to the right and the skids separated; repaired;
- 09Nov68; forced landing at Nkhang (LS-36) after engine failure; repaired;
- 30Oct69; received battle damage at coordinates UG1467, 12 miles northeast of Xieng Khouang (L-22); aircraft landed at L-22 and was later ferried to Udorn (T-08);
- 29Nov69; suffered an engine failure while on final approach to the helipad at coordinates UG2966, 13 miles northeast of Xieng Khouang (L-22) and made a hard landing, resulting in substantial damage to the landing gear; repaired;
- 16Aug70; struck by driverless jeep which rolled into the aircraft at Long Tieng (LS-20A), damaging the tail boom and the aft area of the fuselage; repaired and returned to service 23Aug70;
- 20Sep70; received battle damage at an unknown location in the Long Tieng (LS-46) area, as the damage was discovered only after the end of the operation at Moung Moc (LS-20A); repaired;
- 26Dec70; received battle damage during rapid take-off from a pad at coordinates TG8838 near Ban Na (LS-15) when a small calibre projectile narrowly missed the pilot, and the engine became too hot during take-off; aircraft managed to return to Udorn (T-08) for repair
- 26Mar72; suffered a loss of rounds per minute on take-off from Pa Doung (LS-05), causing substantial damage to the main rotor blades and the aircraft rolling onto the right side; repaired and returned to service 11Jun72;
- 14May74; canx;
- 23Jun74; ferried by Air America pilots from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01);
- stored Saigon until to N47004 (Air America) Apr75; evacuated from Saigon on *USS Hancock* and shipped to Cubi Point, Philippines, thence to USA (N47004 listed as ‘Expired’ 31Mar13)

**XW-PFK**  
Bell UH-1H  
Air America

**XW-PFL**  
Curtiss C-46D  
c/n 22228  
ex 44-78405, XT-806, N8408C, B-858  
Air America; regd Nov67; noted Nov68 to Feb71; crashed into a hill & destroyed near Bouam Long (LS-32), Laos 02Jun71, when it was hit by gunfire during a drop mission (1 killed; 1 missing)

23/02/19  
33
Douglas C-47
Lao Cathay Airlines; crashed following engine failure on supply dropping mission at Moung Soui, northern Laos 07Dec67; 8 crew & 2 passengers killed, 2 passengers survived

Douglas C-47B
c/n 20763
ex 43-16297, VHCHB, VHCDK, VR-HDJ, VR-SCC, VR-AQJ, 9M-ANF, 9V-BAM
[9V-BAM canx 31Jly68]; Laos Air Charter; regd Jly68; to XW-TDK Mar69

Possibly PC-6/B1-H2 Turbo-Porter c/n 704, but see XW-PEO

Curtiss C-46F
c/n 22598
ex 44-78775, N74179

[leased by USAF under contract W33-038 ac-21084 to Pan American Airways Inc (Miami, FL) 17Sep48; undated Aircraft Registration Application for N74179; CoR to Pan American Airways Inc as lessee 30Sep48; canx 26Feb53; presumed returned to USAF; leased by USAF under contract AF-33(600)-21091 dated 29Jun54 to Resort Airlines Inc (Miami, FL) 15Jly54; undated Aircraft Registration Application for N74179; CoR to Resort Airlines Inc as lessee 27Jly54; conditional BoS from USAF to Resort Airlines Inc Dec54; CoR to Resort Airlines Inc 04May55; CoR to Riddle Airlines Inc (Miami, FL) 09Jun55; Standard CoFA issued 02Sep56; Riddle Airlines Inc renamed Airlift International Inc 29Nov63; Standard CoFA issued 31Jly64; BoS from Airlift International Inc to Zantop Air Transport Inc (Inkster, MI) 04Aug66; Zantop renamed Universal Airlines Inc 21Sep66; International Inc 29Nov63; Standard CofA issued 31Jly64; BoS from Airlift International Inc to Zantop Air Transport Inc (Inkster, MI) 04Aug66; Zantop renamed Universal Airlines Inc 21Sep66; CoR to Universal Airlines Inc 02Mar67; sold by Universal Airlines Inc to Union Aviation Corp (c/o Boreas Corp, Miami, FL) 23Feb68; regd XW-PFP Mar68; Royal Air Lao; to XW-TDG Apr68; [N74179 Administrative canx 19Mar79 (still regd to Universal Airlines Inc)]

PC-6/B1-H2 Turbo-Porter
c/n 667
ex HB-FDR
CASI (owned since 01Mar68); regd 26Feb68; Aircraft Registration Application by CASI (Los Angeles, CA) for N6215 19Sep74; XW-PFQ canx 20Sep74; left Laos (to T-08 Udorn) 25May75;
[BoS from CASI to Viking Helicopters Ltd (Ottawa) 08Nov76; canx to Canada 11Nov76]

PC-6/B1-H2 Turbo-Porter
c/n 668
ex HB-FDS
CASI; regd 01Apr68; shot down near Sam Neua, Laos 09May73

Douglas C-47A
c/n 12539
ex 42-92708, A65-40, VHCUM, VH-TAW, VH-SBE
[VH-SBE canx 21May68]; CASI; regd May68; leased to Air America 24Jun69 for one flight; returned to CASI Jun69; Sarisporn logs Apr72 to May73; canx 19Sep73; to N83AC; [sold by Australian Aircraft Sales (NSW) Pty (only the dealer) to Jack M. Garfinkle (Encino, CA) Sep73; regd to Jack Garfinkle 05Nov73; leased to Air Cambodge; letter to FAA dated 28Apr80 from Jack Garfinkle to confirm that N83AC (together with C-47 N82AC, DC-4 N32AC & N33AC, Convair 440 N102KA & N103KA) all abandoned at Phnom Penh 1975, & requesting cancellation; canx as 'Destroyed' 15Oct81]

Cessna 180H
c/n 51862
ex N7962V
CASI; regd May68; Sarisporn logs Jun68 to Oct70

Note: Possibly Cessna 180H c/n 51863 ex N7963V [BoS from Cessna to Robert D. Wachter (Omaha, NB) 12Jun67; regd to Robert D. Wachter 16Jun67; CoFA issued 11Jly67; canx 03Feb75 at request of registrant]. See XW-PED.

Douglas C-47A
c/n 11971
ex 42-92197, A65-22, VH-EAQ, VH-SBC, X-18 (NEIAF), VH-SBC
CASI; bt from Trans-Australia AL 11Jly68; regd cJun68; VH-SBC canx 15Nov68; to N7302 Feb69;
[Aircraft Registration Application by CASI for N7302 (as c/n 11870) 28Feb69; Standard CoFA issued 25Mar69 (TT 20,237:00hrs); ferry tanks installed Jly77; Special CoFA issued 11Aug77 for flight from Singapore to Long Beach, CA; BoS from CASI to Heady Aircraft Inc (Long Beach, CA) 04Nov77; BoS from Heady Aircraft Inc to Commercial Air Freight Inc (Westminster / Santa Ana, CA) 09May78; implication that it came back from Commercial Air Freight to Heady Aircraft, but no BoS; BoS from Heady Aircraft to Aircraft Associates (Long Beach, CA) 07Sep78; Aircraft Registration Application by
Aircraft Associates 08Sep78; BoS from Commercial Air Freight Inc to Spiller Structures Inc (Newport Beach, CA) 12Oct79; letter 07Dec79 from Spiller Structures Inc asking for cancellation of N7302 so it can be registered in Mexico; dbr Oaxaco, Mexico 11Dec79 (as N7302) & remains still there 2002; canx 08Jly13 (owner still Commercial Air Freight Inc) as Expired 30Jun11

Note:- N7302 consistently listed as c/n 11870 in FAA file, but that was 42-92106, NC57190. Also reported as regd N370 09Oct68, but that registration has never been allocated to a C-47.

XW-PFW(1) Douglas C-47 c/n 13524(?)

XW-PFW(2) PC-6/B1-H2 Turbo-Porter c/n 669 ex HB-FEH CASI (owned since 19Jun68); regd Jun68; Aircraft Registration Application by CASI (Los Angeles, CA) for N62161 19Sep74; XW-PFW canx 14Dec74; [Standard CofA issued 29Jun75 (TT14,311:21hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]

XW-PFX Douglas C-47A c/n 13529 ex 42-93599, VH-IND, ZK-BYE [ZK-BYE (canx 06Feb68)]; Xieng Khouang Air Transport; Laos Air Charter; to XW-TDJ

XW-PFY Douglas C-47A

Note: Reported as c/n 20049 ex 43-15583 with Laos Air Charter & w/o 23Dec69 nr Luang Prabang, Laos (this accident believed to have been XW-TDJ), but 43-15583 suffered an accident (1 killed, 3 survived) with USAF 14th SOW in Vietnam 17Jul70 & was sold 18Jul70

XW-PFZ Douglas DC-6B c/n 45550 ex B-1006 [E-32386 issued 29Sep58 for export of B-1006 by Douglas to Asiatic Aeronautical Co (Taipei, Taiwan) as B-1006 (date of flight test 27Sep58); Ferry Permit issued 30Sep58 for delivery from Santa Monica, CA to Taiwan via Portland, Or.; B-1006 canx Jly68]; leased by Royal Air Lao from Air Asia Co; regd 1968; noted Nov68 to Apr69; wfu Aug69; XW-PFZ canx 1969; stored at Tainan Aug69 to mid-1973; to N93459; [BoS from Air Asia Co to Air America Inc (Washington, DC) 02May73; BoS from Air America to Southern Air Transport Inc (Miami, Fl) 28Aug73; Conditional BoS from Southern Air Transport Inc to Rosenbaum Aviation (Ypsilanti, Mi) 26Apr77; Conditional BoS from Rosenbaum Aviation to Trans Continental Airlines Inc (Detroit, Mi) 17Dec77; sold to Mercury Air Freight Holdings Ltd (Feltham, UK); to G-SIXC]

XW-PGA Helio 395 Super Courier c/n 564 ex B-857 Air America; regd May69;
• damaged 30Nov70 at Long Tieng (LS-20A);
• damaged 20Dec70 in Laos following hard landing after encountering whirlwinds stored at Wattay Jly72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the SS Weybank for Manila; canx on export to Philippines; to RP-C26998 1974

XW-PGB Helio 395 Super Courier c/n 506 ex 58-7026, N9793F, B-835, B-865 Air America; regd May69; stored at Tainan by Aug71; sold to Aviation Associates (Manila) 12Mar74 (believed for parts)

XW-PGC Helio 395 Super Courier c/n 545 ex N4190D, B-869 [N4190D exported to Thailand (E-23050) 05Mar62 from Air Ventures Inc (New York, NY) to Air Ventures Inc (Bangkok); in fact to Air America as B-869 Nov63]; regd XW-PGC May69; sold to Aviation Associates (Manila) 12Mar74; to RP-C357 by 1987

XW-PGD Curtiss C-46D c/n 33372 ex 44-77976, NC51829, XT-156, N8379C, (XT-854?), B-854, (HP-312), VT-DRI, B-922, B-926 Air America; regd May69; noted Nov70 to Dec70; stored Tainan Jly71 until broken up there Feb74

XW-PGE Douglas C-54B c/n 10529 ex 42-72424, XT-T01, B-1801 Royal Air Lao; regd Sep69; noted Nov69 to Feb71; to B-1801 1971

23/02/19 35
Helio 395 Super Courier  c/n 568  ex N1014, XV-NAI, N48702, VT-DRK, B-881
Air America; regd Sep69;
• 10Feb70; undershot the runway in Laos; repaired and returned to service 20Feb70;
• 18Aug70; lost control during take-off from the undulating strip of Ban Nam Feng (LS-223),
damaging the main landing gear, the fuselage, the right wingtip, and the engine
stored at Tainan Jly71; canx 12Dec72

Helio 395 Super Courier
Bird & Sons; regd Sep69

Note: Reported as c/n 563 ex B-855, but this was destroyed 17Apr64 at Thakhet East (LS-40) when
pilot lost control on take-off. Aircraft was not recovered due to the tactical situation.

Helio 395 Super Courier  c/n 504  ex N4155D, 58-7025, ‘326’ (Air America), B-839
Air America; regd Sep69; seriously damaged 23Nov71 at Udorn when taxied into a construction area
and the left gear dropped into a hole, damaging the gear, propeller and engine; stored in damaged
condition until placed into inactive storage at Tainan; sold to Aviation Associates (Manila) 12Mar74

Helio 395 Super Courier  c/n 544  ex N4189D, XV-NAH, B-875
Air America; regd Oct69; stored at Tainan Jly71; stored at Wattay 01Jly72; stored at Udorn by
Nov73; sold to Aviation Associates (Manila) 12Mar74; canx on export to Philippines; to RP-C2692
1974

Douglas C-47
Bird & Sons; Xieng Khouang Air Transport; w/o 02Jan70 Long Cheng, Cambodia (4 killed)

Douglas C-47
Bird & Sons; Royal Air Lao?

Short Skyvan 3  c/n SH.1848  ex 6Y-JFL, N3201, XV-PEK(1)
CASI; regd Dec69; returned to Shorts as XW-PGL 30Nov72; to N70DA

Helio 395 Super Courier  c/n 546  ex N4191D, B-867
[N4191D exported to Thailand (E-23051) 05Mar62 from Air Ventures Inc (New York, NY) to Air
Ventures Inc (Bangkok); in fact to Air America as B-867 Oct63]; regd XW-PGM Jan70; damaged
30Mar71 at Long Tieng (LS-20A) when backed into by a garbage truck; probably not repaired &
stored at Wattay; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed
Bangkok 08Aug74 on board the SS Weybank for Manila; canx on export to Philippines; to RP-C2690

PC-6/B1-H2 Turbo-Porter  c/n 705  ex HB-FFG
CASI (owned from 26Mar70); regd Mar70; Aircraft Registration Application by CASI (Los Angeles,
CA) for N62162 19Sep74; XW-PGN canx 14Dec74; [Standard CofA issued 29Jan75
(TTT,633:15hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx
01Jly77; to Thai Army]

Boeing 307 Stratoliner  c/n 2000  ex 42-88626, NC19908, F-BELY
[F-BELY canx by DGAC 13Oct71 as ‘destroyed’]; Royal Air Lao; regd Apr70; noted Jan71 to Feb71;
dbr when a RLaoAF C-47 collided with the port wing on the ground at Luang Prabang 27Feb71; used
as spares for XW-TFR until scrapped at Luang Prabang

Cessna 150H  c/n 67251  ex N6451S
[CofA 30Sep67; BoS from Cessna by Business Aircraft Distributors Corp (Oakland, CA) 03Oct67;
BoS from Business Aircraft Distributors Corp to California Aviation Service Inc (Oakland, CA)
23/02/19
23Oct67: BoS from California Aviation Service Inc to Bird & Sons Co (San Francisco, CA) 05Aug70; BoS from Bird & Sons Co to Lao Air Development Co (Vientiane, Laos) 10Aug70; exported to Laos 09Apr71 (owner still given as Bird & Sons Co); to XW-PGS; Lao Air Development; escaped to Thailand 26May75; possibly to RThaiAF

XW-PGT  
Cessna 150H  
c/n 67563  
ex N6763S  
[CoA 21Oct67; BoS from Cessna by Business Aircraft Distributors Corp (Oakland, CA) 25Oct67 (?); BoS from Business Aircraft Distributors Corp to California Aviation Service Inc (Oakland, CA) 23Oct67; BoS from California Aviation Service Inc to Bird & Sons Co (San Francisco, CA) 05Aug70; BoS from Bird & Sons Co to Lao Air Development Co (Vientiane, Laos) 10Aug70]; exported to Laos 09Apr71 (owner still given as Bird & Sons Co); to XW-PGT; Lao Air Development

XW-PGU  
Cessna 150H  
c/n 67894  
ex N7194S  
[CoA 18Nov67; BoS from Cessna by Business Aircraft Distributors Corp (Oakland, CA) 18Nov67; BoS from Business Aircraft Distributors Corp to California Aviation Service Inc (Oakland, CA) 16Nov67 (?); BoS from California Aviation Service Inc to Bird & Sons Co (San Francisco, CA) 05Aug70; BoS from Bird & Sons Co to Lao Air Development Co (Vientiane, Laos) 10Aug70]; exported to Laos (or Thailand, both listed) 09Apr71 (owner still given as Bird & Sons Co); to XW-PGU; Lao Air Development; noted active Aug74 to May75; believed escaped to Thailand 1975; telex from FAA to Thai DCA 10Nov75 to confirm 09Apr71 cancellation; to RThaiAF Phi1-1/19

XW-PGV  
Twin Otter 300  
c/n 266  
ex N307MA, CF-AKZ, CF-AKZ-X, 9V-BCE  
[Canadian Export CoA YZX-302 issued 16Mar70 for export to Singapore; regd 9V-BCE 28Mar70 to Saber Air Pte; dd new to Air Charter Enterprises Pte Ltd 23Apr70 for Saber Air; c/n 14Sep70 to Laos]; leased by Air Charter Enterprises to CASI (note: not operated by Royal Air Lao); regd Sep70; c/n 05Sep74; to N85TC Oct74; [BoS from Air Charter Enterprises Pte Ltd to Omni Investment Corp (Washington, DC) 04Oct74; Aircraft Registration Application for N85TC 04Oct74; Standard CoA issued 09Oct74 (9,375; 49hrs); BoS from Omni Investment Corp to Williams / SEDCO / Horn Constructors (Houston, TX) 11Nov74; leased by Texas Ventures Inc (San Antonio, TX) to Construcciones Proteza SA de CV (Peruvian division) 01Jun77; BoS from Williams / SEDCO / Horn Constructors to Texas Ventures Inc 17Jun77; BoS from Texas Ventures Inc to Construcciones Proteza SA de CV (Peruvian division) (Monterey, Mexico) 16Nov78; N85TC c/n 15Dec78 to Mexico; to Peruvian AF 308 / OB-R-1157 Sep80]

XW-PGW  
Douglas C-47  
Xieng Khouang Air Transport (noted 15Jly74); personal aircraft of General Vang Pao; escaped to Udorn 10May75 with 1 American pilot, no passengers

XW-PHA  
Sikorsky S-58T  
c/n 58-1398  
ex Bu148811  
Air America; arrived Udorn 13Dec70 as a UH-34D; ff as a S-58T 17Mar71; officially returned to USMC (soc 01May74) after removing the Air America-owned S-58T kit and engines but reportedly scrapped 31May74

XW-PHB  
Sikorsky S-58T  
c/n 58-1203  
ex Bu148089  
Air America; arrived Udorn 13Dec70 as a UH-34D; conversion to S-58T completed 20Apr71; officially returned to USMC (soc 01May74) after removing the Air America-owned S-58T kit and engines but reportedly scrapped 31May74

XW-PHC  
Sikorsky S-58T  
c/n 58-1188  
ex Bu148074  
Air America; arrived Udorn 13Dec70 as a UH-34D; conversion to S-58T completed on 21May71; crashed on landing due to engine failure at Ban Laong / Phoummachedy (LS-257) 12Nov72; damaged by hostile fire during repairs 14Nov72; officially returned to USMC (soc 15Nov73); still not recovered by 01May74 and reported to have been abandoned on a hilltop east of LS20A (the Air America-owned S-58T kit and engines may not have been removed)

XW-PHD  
Sikorsky S-58T  
c/n 58-1229  
ex Bu148110  
Air America; arrived Udorn 13Dec70 as a UH-34D; converted to S-58T; damaged 03Oct73 near Tha Tam Bleung (LS-72); wreck at Udorn Oct73; officially returned to USMC (soc 03Apr74) after removing the Air America-owned S-58T kit and engines but probably scrapped at Udorn

23/02/19  
37
XW-PHE  Sikorsky S-58T  c/n 58-1243  ex Bu148113
Air America; arrived Udorn 13Dec70 as a UH-34D; conversion to S-58T completed 24Jun71; noted at Udorn Sep/Oct73; officially returned to USMC (soc 01May74) after removing the Air America-owned S-58T kit and engines but reportedly scrapped 31May74

Note: it is possible that three of these five S-58T’s, possibly XW-PHA, PHB & PHE, (after reverting to piston power) became RDPL-34052, RDPL-34058 & RDPL-34069, but no direct evidence

XW-PHF(1)  Twin Otter 300  c/n 274  ex 9V-BCF
[Canadian Export CofA YZX-304 issued 02Apr70 for export to Singapore; dd new to Air Charter Enterprises Pte Ltd 23Apr70 for Saber Air; regd 9V-BCF 24Apr70; canx 31Mar71cito Laos]; leased by Air Charter Enterprises to CASI (note: not operated by Royal Air Lao); regd 08Apr71; reverted to 9V-BCF Apr74; [9V-BCF canx 03Oct74; BoS from Air Charter Enterprises Pte Ltd to Omni Investment Corp (Washington, DC) 04Oct74; Aircraft Registration Application for N86TC 04Oct74; ferry tanks installed by Heli Orient (Pte) Ltd (Seletar) Oct74; Standard CofA issued 09Oct74 (7,036:21hrs); to Williams / SEDCO / Horn Constructors (Houston, TX) Nov74 (no BoS on file); leased by Texas Ventures Inc (San Antonio, TX) to Construcciones Protexa SA de CV (Peruvian division) 01Jun77; BoS from Williams / SEDCO / Horn Constructors to Texas Ventures Inc 17Jun77; BoS from Texas Ventures Inc to Construcciones Protexa SA de CV (Peruvian division) (Monterey, Mexico) 16Nov78; N86TC canx 15Dec78 to Mexico; to Peruvian AF 305 / OB-R-1154 Sep80]

XW-PHF(2)  Curtiss C-46A  Royal Air Lao; Lane Xang Airlines; Air Union; Cambodia International Airlines; noted Mar75

Note: possibly ex N9760Z c/n 22574 canx 11May74 on export to Laos

XW-PHG  PC-6/B1-H2 Turbo-Porter  c/n 711  ex HB-FFX
CASI; regd 20Apr71; w/o northwest of Sam Thong 01Jly74

XW-PHH

XW-PHI

XW-PHJ

XW-PHK

XW-PHL  Curtiss C-46R  c/n 27049  ex 42-107362, N9887F, LN-FOP
[sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 15Jly56; BoS from Officine Aeronavali Spa to Sanday & Co Inc (New York, NY) 04Sep56; Aircraft Registration Application for N9887F 28Sep56; CoR to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CoR to Boreas Corp 01Nov56; probably converted from C-46A to C-46R by Officine Aeronavali Spa in Venice; sold by Boreas Corp to Fred Olsen Air Transport (Oso, Norway) 06Mar58; canx 26Mar58 on export to Norway; to LN-FOP; sold by Fred Olsen Air Transport to Continental Air Services Inc (Los Angeles, CA) 29Jun71; LN-FOP canx 14Jul71; CASI; departed Europe on delivery 29Jun71 (probably as LN-FOP); regd XW-PHL c/1y71; Les Strouse logbook 03Aug72 to 28Nov73; canx 02Jly74; Aircraft Registration Application by CASI for N335CA 08Jly74; [Standard CofA issued 10Jly74; BoS from CASI to AMCO Air International Inc (Wilmington, DE, but Singapore-based) 16Feb76; BoS from AMCO Air International Inc to Tri-9 Singapore Pte. Ltd (Seletar) 25Jan77; maintenance carried out by Tri-9 at Seletar Mar77 suggests was airworthy at that time; BoS from Tri-9 Singapore Pte. Ltd to AMCO Air International Inc (Singapore) 07Jly77; BoS from AMCO Air International Inc to Daniel T. Cooley (= Kris Air) (Seletar) 13Sep77; operated by Kris Air; BoS from Daniel T. Cooley to Max Eugene Moore (Singapore) (= Kris Air) 06Nov78; photographed in Kris Air livery at Seletar Jly80; inspected by FAA at Seletar 18Sep80, found to be complete but not airworthy & CoFAR revoked; Max Moore / Kris Air letter 11Nov80 to FAA confirmed that aircraft was beyond economical repair, and will no longer be operated; probably broken up at Seletar c1981; canx 02Apr15 as Expired 31Dec13]

XW-PHM  Curtiss C-46R  c/n 30252*  ex 42-96590, N9889F, LN-FOR

23/02/19  38
[sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 16Feb56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9888F 28Sep56; CoF to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CoF issued to Boreas Corp 01Nov56; converted from C-46A to C-46R by Officine Aeronavali Spa in Venice Oct57; sold by Boreas Corp to Fred Olsen Airtransport Ltd (Oslo, Norway) 02Oct57; canx 09Oct57 on export to Norway; to LN-FOR; sold by Fred Olsen Airtransport Ltd to Continental Air Services Inc (Los Angeles, CA) 29Jun71; canx 14Jul71]; CASI; regd XW-PHM cJly71; Les Strouse logbook 11Aug72 to 20Dec73; canx 02Jul74; Aircraft Registration Application by CASI for N336CA 08Jul74; [Standard CofA issued 10Jul74; BoS from CASI to AMCO Air International Inc (Wilmington, DE, but Singapore-based) 16Feb76; BoS from AMCO Air International Inc to Tri-9 Singapore Pte. Ltd (Seletar) 14Dec76; BoS from Tri-9 Singapore Pte. Ltd to AMCO Air International Inc (Singapore) 07Jul77; BoS from AMCO Air International Inc to Daniel T. Cooley (= Kris Air) (Seletar) 15Sep77; operated by Kris Air; BoS from Daniel T. Cooley to Max Eugene Moore (Singapore) (= Kris Air) 06Nov78; probably broken up at Seletar c1980; canx 02Oct14 as Expired 31Dec13]

*Note: Consistently listed as c/n 30249 in all FAA & Lao DCA documents, but this is known to be wrong (OD-ACK, which was w/o 03Oct57). Listed in pre-1957 FAA documents as 42-96590 (= c/n 30252), which is believed to be the correct identity.

XW-PHN  Curtiss C-46R  c/n 30257*  ex 42-96595, N9888F, LN-FOS  [sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 17Jul56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9888F 28Sep56; CoF to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CoF issued to Boreas Corp 01Nov56; probably converted from C-46A to C-46R by Officine Aeronavali Spa in Venice; sold by Boreas Corp to Fred Olsen Airtransport Ltd (Oslo, Norway) 27Nov57; canx 04Dec57 on export to Norway; to LN-FOS; sold by Fred Olsen Airtransport Ltd to Continental Air Services Inc (Los Angeles, CA) 29Jun71; canx 14Jul71]; CASI; regd XW-PHN cJly71; Les Strouse logbook 09Aug72 to 29Dec73; canx 03Jul74; Aircraft Registration Application by CASI for N337CA 08Jul74; [Standard CofA issued 10Jul74; Les Strouse logbook 20Jan75 to 20Jun75; BoS from CASI to AMCO Air International Inc (Wilmington, DE, but Singapore-based) 16Feb76; BoS from AMCO Air International Inc to Tri-9 Singapore Pte. Ltd (Seletar) 25Jan77; BoS from Tri-9 Singapore Pte. Ltd to AMCO Air International Inc (Singapore) 07Jul77; BoS from AMCO Air International Inc to Kris Air Pte. Ltd & Daniel T. Cooley 20Jul77 not accepted as Kris Air did not meet the citizenship requirements for US aircraft registration; BoS from AMCO Air International Inc to Daniel T. Cooley (= Kris Air) (Seletar) 11Sep77; operated by Kris Air; BoS from Daniel T. Cooley to Max Eugene Moore (Singapore) (= Kris Air) 06Nov78; probably broken up at Seletar c1980; canx 02Oct14 as Expired 31Dec13]

*Note: Consistently listed as c/n 30254 in all FAA & Lao DCA documents, but this is known to be wrong (to Chinese AF Apr46). Listed in pre-1957 FAA documents as 42-96595 (= c/n 30257), which is believed to be the correct identity.

XW-PHO  Bell 206A JetRanger  c/n 553  ex 9V-BDF  [mfg 1970; regd 9V-BDF to Heli Orient 02Jun71; canx 28Jul71; possibly a lease agreement between Heli Orient & Bird & Sons Inc]; Bird & Sons / Lao Air Development; regd 1971; BoS from Heli Orient (PTE) Ltd (Singapore) to Bird & Sons Inc (Oakland, CA) 30Apr74; Application for Aircraft Registration by Bird & Sons Inc as N57903 15May74; XW-PHO canx 03Jun74; to N57903 with Bird & Sons Inc (Oakland, CA) Jly74; believed remained in SE Asia & noted with Cambodair titles as “Yvette”; [N57903 canx 11Jun79 to Canada; to C-GAHV; canx 28May85; to N553PC; canx 24Jly87 to Venezuela]

XW-PHP  Twin Otter 300  c/n 280  ex 9V-BCJ  [dd new to Air Charter Enterprises Pte Ltd as 9V-BCJ 28Apr70 for Saber Air; canx 06Aug71 to Laos]; leased by Air Charter Enterprises to CASI (note: not operated by Royal Air Lao); regd Aug71; reverted to 9V-BCJ Feb74 [regd 9V-BCJ 28Feb74 to Air Charter Enterprises Pte Ltd; canx 28Nov74; to ZS-JEU]

XW-PHQ  23/02/19  39
XW-PHR
Twin Otter 300  c/n 285  ex 9V-BCL
[dd new to Air Charter Enterprises Pte Ltd as 9V-BCL 30 Apr 70 for Saber Air]; leased by Air Charter Enterprises to CASI (note: not operated by Royal Air Lao); regd 07 Sep 71; canx 19 Jan 72; to A-060 (noted as such at Singapore 19 Jan 72); later XW-PKH

XW-PHT
Bell 206A JetRanger  c/n 593  ex 9V-BCY
[regd 9V-BCY to Heli Orient 02 Jan 71; canx 13 May 71]; Lao Air Development; regd 1971; believed crashed and dbf in the LS-272 area 29 Jun 71 (5 killed)

XW-PHU
Douglas C-47
Air Union; Cambodia Air Commercial; crashed on take-off from Phnom Penh (Pochentong) 03 Dec 73

XW-PHW
Douglas C-47
Cambodia Air Commercial; overrun runway 21 on landing at Kompong Som, Cambodia 07 Jul 72 and ended up in a 1m deep drain (the pressure in the hydraulic system was 700 instead of 800-1050 & the pressure in the braking system 600 instead of 600-800)

XW-PHX
Sikorsky S-58T  c/n 58-1723  ex Bu 150727, H-79, ‘727’ (Air America)
Air America; ‘727’ converted to S-58T 1971; to XW-PHY early 1972; reverted to ‘727’ mid-1972; w/o 05 Jan 73 at Tainan

XW-PHY
Convair 340  c/n 188  ex PK-GCO (canx 01 Jan 71)
Sold by Garuda to Tri-9 Corporation (San Diego, CA) 24 Oct 72 as XW-PJY; operated by Angkor International Airlines; sold to Tri-9 to John Morey (Airport International Hotel, Kemayorom Airport, Jakarta) 27 Jul 74; Application for Aircraft Registration for N57913 by John R. Morey 29 Nov 74; CoF issued 10 Feb 75; abandoned Phnom Penh (Pochentong) 1975; N57913 cancelled 22 Oct 76 (failed to submit an "Aircraft Registration Eligibility, Identification & Activity Report" due 01 Apr 76); assumed broken up at Phnom Penh (Pochentong)

XW-PJY
Convair 340  c/n 194  ex PK-GCS (canx 01 Jan 71)
Sold by Garuda to Tri-9 Corporation (San Diego, CA) 24 Oct 72 as XW-PJZ; operated by Angkor Wat Airlines; Royal Air Lao; escaped to Bangkok 14 Apr 75, and then presumably on to Seletar

XW-PKA
Lockheed L-188A  c/n 1061  ex VH-TLA, N188LA
Royal Air Lao “Tiao Anou”; regd 1972; dd to Wattay from Miami, Fl. 18 Jul 72; grounded Dec 73 to allow XW-PKB to keep flying; made airworthy again & left Wattay for Seletar 20 Sep 74, but diverted to Bangkok with engine trouble; left Bangkok 20 Sep 74 but diverted to Kuala Lumpur with further engine trouble, finally arriving at Seletar 21 Sep 74; sold to American Jet Industries 1975, but parted out at Seletar during 1976 still marked as XW-PKA; [N188LA canx 16 Mar 76 as 'destroyed']

XW-PKB
Lockheed L-188A  c/n 1069  ex VH-TLB, N188LB
Royal Air Lao “Tiao Khoun Boulom”; regd 1972; dd to Wattay from Tulsa, Ok. 12 Jun 72; left Wattay for Hong Kong for overhaul by HAECO 08 Aug 74; ferried to Seletar 27 Oct 74; [leased to Mandalay Airlines as PK-RLX 1974; sold to American Jet Industries 1975 & returned to USA for freighter conversion; [N188LB canx 17 May 76 on sale to El Salvador]

XW-PKC
Bell 206B JetRanger  c/n 729  ex N6376
[Lease agreement from Heli Orient (PTE) Ltd (Singapore) to Bird & Sons Inc (San Francisco, CA) 15 Mar 72, to be based at Wattay, Laos; Application for Aircraft Registration for N6376 to Bird & Sons (Oakland, CA) 27 Mar 72]; Lao Air Development; regd 1972 (note: no cancellation record in FAA file); [BoS for N6376 from Heli Orient (PTE) Ltd (Singapore) to Bird & Sons Inc (San Francisco, CA) 15 Sep 73; BoS from Bird & Sons Inc to Fred Bollman (Reno, NV) 05 Mar 79; BoS from Fred Bollman to Global Rotors Inc (Klamath Falls, OR) 19 May 80; sold to Domino Industries Group (Sydney, Australia) Aug 80; exported to Australia (E-198774, 28 Jul 80; canx 27 Aug 80; to VH-SAI]

23/02/19  40
XW-PKD  Douglas C-47
Lane Xang Airlines; Cambodia Air Commercial; dbr 12Sep73 Kampot, Cambodia

XW-PKE  Beech Twin Bonanza

Note: Photo shows an XW-registered Twin Bonanza, almost certainly XW-PKE. D50C c/n DH-295 ex N9316Y was current (as N9316Y) with Bird & Sons Oct65 until Dec85 (noted as N9316Y at Bangkok 06Sep70 thro’ 03Jun71), but this may have worn XW-marks without any formal cancellation of the N-reg. XW-PKE would be a 1972 registration. Bird Air / Lao Air Development are reported to have operated N9316Y Sep75.

XW-PKF

XW-PKG

XW-PKH(1)  Twin Otter 300  c/n 285  ex 9V-BCL, XW-PHS, A-060
Regd 20Jly72; CASI; to 9V-BCL Sep73; [regd 9V-BCL 08Sep73 to Air Charter Enterprises Pte Ltd; to JA8797 Mar74]

XW-PKH(2)  Douglas C-54A  c/n 7466  ex 42-107447, LV-ABP, VH-TAC, HS-VGX, G-BCDT
G-BCDT canx 21Nov74 as sold to Norway for Norwegian Overseas Airways A/S; Royal Air Lao; regd Jan75; destroyed in attack on Phnom Penh (Pochentong) 10Apr75

XW-PKI  PC-6/B1-H2 Turbo-Porter  c/n 2011  ex N352F
CASI (owned since 01Jan73); Aircraft Registration Application by CASI (Los Angeles, CA) for N62157 19Sep74; XW-PKI canx 14Dec74; [BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]

XW-PKJ  Curtiss C-46A  c/n 26493  ex 41-12366, N91362, B-1547
[bt at DoD sale 12Apr65 (located at Davis Monthan, AZ) by G&G Steel Inc (Tucson, AZ); BoS from G&G Steel Inc to C-46 Parts Inc (Miami Springs, FL) 06Dec65; Aircraft Registration Application for N91362 25Jan66; CoR to C-46 Parts Inc 03Feb66; BoS from C-46 Parts Inc to Ken-Air Inc (Sun Valley, CA) 1Jly67; CoR to Ken-Air Inc 08Aug67; sold by Ken-Air Inc to Concord Aircraft & Parts Supply Co Ltd (Hong Kong), to be registered in Taiwan, Aug67; canx 07Sep67 on export to China; China Air Lines (Taipei, Taiwan); regd B-1547 12Sep67]; B-1547 canx 21Mar74; to XW-PKJ; Lane Xang Airlines; Air Union; Cambodia International Airlines; crashed at Bannak, Pursat en route Battambang to Phnom Penh 25Dec74 (1 fatality)

XW-PKK  Curtiss C-46
Air Union; Cambodia Air Commercial; dbr 15Dec73 Phnom Penh (Pochentong)

XW-PKL  Cessna 206
Lao Air Development; dbr 24Mar76 in Wattay storm

Note: almost certainly Cessna TU-206B c/n U206-0663 ex N4963F
[Application for Aircraft Registration by Cessna Aircraft Co for N4963F 15Sep66; Standard Co/A issued 22Sep66; BoS from The Cessna Aircraft Co to Walston Aviation Sales Inc (East Alton, IL) 31Oct67; TT 337:00hrs in 12 months up to 17Aug67 (based at Dayton Municipal Airport, Vandalia, OH); TT 302:00hrs in 12 months up to 12Dec67 (based at Civic Memorial Airport, East Alton, IL); BoS from Walston Aviation Sales Inc to Walston Aviation Inc (East Alton, IL) 18Dec67; BoS from Walston Aviation Inc to Seven Eleven Investment Corp (Kansas City, MO) 19Dec67; BoS from Seven Eleven Investment Corp to Dr. R. S. Clark (Kansas City, MO) 19Dec67; substantially damaged after hitting guy wire following engine failure near Anoka, MN 10Aug68; repossessed by Union Finance Co (mortgagee) 11Nov68; both wings & vertical fin replaced Jan69 (presumably following the 10Aug68 accident); Aircraft Registration Application by Union Finance Co (Kansas City, MO) 15Jan69; BoS from Union Finance Co to John D. Greenstreet (Wichita, KS) 01Feb69; CoR for N4963F to Union Finance Co 04Feb69; BoS from John D. Greenstreet to John W. Myers MD (Canby, MN) 26Sep69; BoS from John W. Myers MD to Bird & Sons Inc (San Francisco, CA) 19Jan72 (confirmed also by 31Dec71 Activity Report); fitted with ferry tanks, long-range transceiver etc for

23/02/19  41
'extended overwater flight’ Mar72]; probably regd XWPKL late 1972 or early 1973; 31Dec73
Activity Report says “Sold to Royal Air Lao, Vientiane, Laos April 1974”; N4963F canx 25Jly74

XWP KM
Dornier Do28A-1 c/n 3021 ex N4224G, XWP-PCJ
CASI; regd 05Jan73; CoF A #165 issued 05Jan73; canx 10Sep73 (or 11Oct73); BoS from Richard L.
Hunt & Vernon Lane (= CASI) to Cecil E. Wroten (Vientiane) 05Oct73; aircraft located at Phnom
Penh; Aircraft Registration Application by Cecil E. Wroten (Pompano Beach, FL) for N89AC
16Oct73; [Standard CoF issued 27Oct73 (TT 7,314:41hrs); Revoked 12Feb82]

XWP KN

XWP KO
Douglas DC-4 c/n 42951 ex EC-DAO, EC-ACD, G-BANP
G-BANP canx as ‘sold to Laos’ 06Feb74; noted at Wattay (as G-BANP) 06Feb74; Hanuman Airlines;
Angkor International; Deva Airlines / J M Garfinkle; dbr on landing during rocket attack 10Apr75
Phnom Penh (Pochentong)

Note: the wreckage of a Douglas C-47 marked “XWP-KO” was reported to have been found in Feb07
in the jungle near the summit of Mt. Oral, Cambodia.

XWP KP

XWP KQ

XWP KR

XWP KS

XWP KT
Douglas C-47
Lane Xang Airlines; Sorya Airlines; w/o 03Jly74 Kompong Som (Sihanoukville ?)

XWP KU
PA-18-150 Super Cub c/n 18-8435 ex N4215Z, probably also ex CASI ‘711’ or ‘712’,
XWP-PEM
Monsieur E. R. Britzius (Vientiane); noted active Apr75 & May75; sold by E. R. Britzius to Martha
A. Robinson (Otter Rock, OR) 30May75; canx 02Sep75; reverted to N4215Z; [BoS from Martha A.
Robinson to Charles E. Heckler (Buxton, OR) 17Apr77; canx 30Sep81 as Destroyed (in hangar fire);
BoS from Charles E. Heckler to Dennis E. Houdek (Roseburg, OR) 08Sep07; request by Dennis E.
Houdek to register c/n 18-8435 as N266SC 07Jly07; regd N266SC to Dennis E. Houdek 06Sep07; BoS
from Dennis E. Houdek to Frank E. Swineheart (McElhattan, PA) 21Sep07; canx 21Aug12]

XWP KV

XWP KW
Bell 206B JetRanger II
Bird Air

XWP KX
Douglas C-47
Khmer Airlines; w/o 08Oct74 Krakor

XWP KY
Douglas C-47
Khmer Akas; Khmer Airlines

Note: reported w/o 04May73 Kampot, Cambodia, but a photo exists showing it taking part in the
evacuation of Phnom Penh Apr75

XWP LA
Douglas C-47
Development Khmer Airlines; noted at Kampong Chhnang 1974

XWP MF
Curtiss C-46F c/n 22561 ex 44-78738, N1649M, PJ-CLC, N1447
[leased by USAF under contract W33-038 ac-20516 dated 3Mar48 to Skyways International Trading
& Transport Co Inc (Miami, FL) 19May48 (1 of 6); Aircraft Registration Application for N1649M
24May48; CoF R (as c/n 2505) to Skyways International Trading & Transport Co Inc as lessee

23/02/19
**XW-PNA**

HS748 (?)

*Note: Possibly Royal Air Lao; noted in 1989 ‘Air America’ film, but that aircraft was an RTAF aircraft painted for the movie*

**XW-PNB**

Douglas C-47

Sorya Airlines; struck by hostile fire and dbr on take-off from Phnom Penh (Pochentong) 11Apr75

**XW-PNC**

Douglas C-47

Sorya Airlines; Angkor International; Sakami Khmer Airlines; dbr 10Mar75 Phnom Penh (Pochentong)

**XW-PND**

Douglas C-54A

c/n 7460ex 42-107441, NC41898, LV-ADH, HK-332, N1544V, F-OARE, N1544V, F-OARE, F-OAYT, 7T-VAT, F-BRAP, TU-TXP, F-BRAP

[F-BRAP canx as ‘destroyed’ 24Nov72]; Royal Air Lao; noted at Hong Kong Oct75; dbr 24Mar76 in Wattay storm; reported still at Wattay Oct77

**XW-PNE**

**XW-PNF**

Douglas C-54A

c/n 10393 ex 42-72228, Bu50845, NC????, XA-GUO, OB-SAE-174, F-BFGS, CN-CCD, F-BJHD, TU-TBP, F-BJHD

[CoA for ferry flight issued to F-BJHD 20Jun74; F-BJHD canx 10Sep74]; Royal Air Lao; regd 1974; dbr 24Mar76 in Wattay storm

**XW-PNG**

Viscount 768D

c/n 196 ex VT-DII

Lane Xang Airlines; regd Nov74; stored in 1984, then reported b/u at Bangkok, but very unlikely

**XW-PNH**

Caravelle 3

c/n 83 ex F-BJTC, OD-ADY, F-BKGZ

[F-BKGZ canx 10Oct74]; Royal Air Lao; regd Oct74; to F-BSGZ Dec75; [involved in attempted hijack 28Aug76 while parked at Tan Son Nhut when a South Vietnamese was killed by his own two grenades, which exploded in the cockpit; aircraft was rushed by security forces and the hijacker released all 20 passengers and crew; aircraft declared dbr and stripped for spares Dec76; canx 14Dec76; hulk visible on a dump of aircraft in 1985, and reportedly survived until 1991 when all abandoned aircraft at Tan Son Nhut are understood to have been bulldozed into a landfill to facilitate airport expansion]

23/02/19 43
XW-PNI  Douglas C-54A  c/n 10420  ex 42-72315, NL-305, PH-TAG, F-BDRY, CN-CCE, F-BIHE, TU-TBQ, F-BIHE
[F-BIHE canx as 'sold to Laos' 11Mar75]; Royal Air Lao; noted Sep75; reported dbr 24Mar76 in Wattay storm; reported still at Wattay 04Oct77; to RDPL-34003

XW-PNJ  Douglas C-54  Reported to have come from Air France / Aerospatiale; noted at Wattay Mar75; Royal Air Lao

XW-PSB  Douglas C-54A  c/n 10386  ex 42-72281, N30059, CR-IAF, CS-TDJ, TF-SIF TF-SIF canx as 'sold to Cambodia' 30Nov71; reported to have operated ad hoc charters from Singapore to Jakarta in Dec71 as TF-SIF; believed then used for spares only; abandoned Phnom Penh (Pochentong) 1975

XW-TAA  Boeing 307 Stratoliner  c/n 1999 ex NC19907, 42-88625, NC1942, F-BELX Air Laos; regd Sep60; reverted to F-BELX Dec60; to XW-TFR Feb74

XW-TAB  Boeing 307 Stratoliner  c/n 1996  ex NC19905, 42-88624, NC1941, F-BELV Air Laos; regd Sep60; reverted to F-BELV Nov60; w/o (shot down?) 18Oct65 near Hanoi whilst operated by Commission Internationale de Contrôle

Note: Also reported as DH.89A Dragon Rapide c/n 6832, but believed to be error for XW-TAJ

XW-TAC  Boeing 307 Stratoliner  c/n 1995  ex ZS-BWU, NX19902, NC19902, HC-SJC, F-BHHR Air Laos; regd Sep60; reverted to F-BHHR Dec60; crashed during a storm at Tan Son Nhut 22May61 whilst operated by Société Aigle Azur Extreme Orient

XW-TAD  Douglas C-47B  Royal Air Lao; crashed into Mekong River at Ban Napa after hitting a mountain in bad weather about 100 miles north of Vientiane 24Feb68, en route Wattay to Sayaboury (28 passengers & 3 crew killed, including the British Military Attaché in Vientiane, Lt-Col Horace Moore; also reported as 37 killed); see also XW-PA

XW-TAE  Douglas C-47B  c/n 32991  ex 44-76659, VH-ASJ, VR-HDA, B-1409 Royal Air Lao; noted Dec68

XW-TAF  Douglas C-47A  c/n 20328  ex 43-15862 Royal Air Lao; regd 22Feb62; noted Sep70; dbr 24Mar76 in Wattay storm

XW-TAG  Douglas C-54  Royal Air Lao; noted at Wattay 02Oct65 & Nov65

XW-TAH  Douglas C-47A  c/n 20213  ex 43-15747, N63105 [BoS for 43-15757 from WAA to Southwest Airways Co (Phoenix, Az.) 18Apr46; CoR to Southwest Airways Co 23Apr46; CoR to Pacific Air lines Inc 23Apr46; BoS from Pacific Air lines Inc to Banfe Aviation (San Francisco, CA) 07Apr64; CoR to Banfe Aviation 12May64]; BoS from Banfe Aviation to Air Vientiane (Vientiane, Laos) 26May64; exported to Laos (E-43839) 11Jun64; Ferry Permit authorised 11Jun64 for flight from Oakland, CA to Vientiane, Laos; N63105 canx 23Jly64; XW-TAH regd Jly64; Air Vientiane; Royal Air Lao; to B-807 Mar67

XW-TAI

XW-TAJ  DH.89A Dragon Rapide  c/n 6832  ex NR744, G-ALET, F-OALD Véha-Akat Airlines; regd Sep60; nosed over on landing at Vang Vieng before 1966

Note: DH.89 c/n 6832 reported as XW-TAB, but conflict with Boeing 307 Stratoliner c/n 1996, and photo at Vang Vieng seems to confirm XW-TAJ

XW-TAK  DHC-2 Beaver  c/n 385  ex N1550V, F-OAMJ, F-LAAK, XW-TAX Royal Air Lao

23/02/19  44
XW-TAL  Cessna 182G/Wren 460  c/n 55348/6  ex N2148R
[BoS from Aircraft Sales Company (owner: John D. Wallace) to Missionary Aviation Fellowship 26May64, as N2148R]; canx on sale to Laos 24Feb65; Missionary Aviation Fellowship; reported regd Nov64; to PK-MCI Jly74 (with Missionary Aviation Fellowship, Jakarta)

XW-TAM

XW-TAN

XW-TOA

XW-TAP  Beech C-18S
Noted at Wattay 24Sep65

XW-TAQ

XW-TAR

XW-TAS

XW-TAT

XW-TOU  DHC-2 Beaver  c/n 905  ex F-LAAG
[F-LAAG canx 18Jly60]; regd Sep60; to F-OBXV Dec60 (then VH-IDB)

XW-TAV  DHC-2 Beaver  c/n 879  ex F-LAAI
[F-LAAI canx 18Jly60]; regd Sep60; to F-OBXT Dec60

XW-TAW  DHC-2 Beaver  c/n 883  ex F-LAAJ
[F-LAAJ canx 18Jly60]; regd Sep60; to F-OBXS Dec60 (then VH-IDB)

XW-TAX  DHC-2 Beaver  c/n 385  ex N1550V, F-OAMI, F-LAAK
Regd Sep60; to XW-TAK

XW-TAY  DHC-2 Beaver  c/n 1042  ex F-LAAQ
[F-LAAQ canx 18Jly60]; regd Sep60

XW-TAZ  DHC-2 Beaver  c/n 1043  ex F-LAAR
[F-LAAR canx 18Jly60]; regd Sep60; to F-OBXU Dec60

XW-TBA

XW-TBB  DHC-2 Beaver  c/n 246  ex VR-RCB, F-LAAS
Air Laos; regd Sep60; to Royal Air Lao; noted at Wattay 24Sep65 & 02Oct66; noted Apr71; noted stored at Seletar Nov75

XW-TBC  Beech C-18S  c/n 8467  ex 44-87208, PI-C121, AP-ABU, F-OAOF
[44-87208 USAAF in the Far East; left San Francisco 16Jly45; still USAAF Far East 30Apr47; FLC 12Aug47; to Philippine Airlines as C-18S PI-C121 06Nov47; canx 24Jun53; regd to Orient Airways (Karachi) as AP-ABU 28Dec47 & canx 24Jun53; regd to High Commissioner to Indo-China as F-OAOF 07Dec53; to Dept of Civil Aviation (Saigon) 1954; regd to Francisco Bonaventure (Vientiane, Laos)16Feb62; to Lao Air Commercial Feb63 as XW-TBC; canx Jly63; [F-OAOF canx 03Dec71 as wfu]

XW-TBD  Beech C-18S  c/n 6812  ex 43-35927
[43-35927 to Republic Aviation (Evansville, In.) 30Jun44 for mod. to F-2B; to 311th Photo Wing, 16th Photo Sqdn (Bolling Fld.); to Far East Asia 06Apr48; redesignated RC-45F Tachikawa 20Jly48; redesignated C-45F Kadena 22Jun50; to Naha Oct54]; to Lao Air Commercial as XW-TBD Feb63; canx
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<th>Code</th>
<th>Description</th>
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<tr>
<td>XW-TBE</td>
<td>Beech AT-11</td>
<td>c/n 3330</td>
<td>ex 42-36950, N4830N, XW-PAG, Lao Air Commercial; regd Feb63; [N4830N canx 17May74 to Cambodia]</td>
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<tr>
<td>XW-TBF</td>
<td>DHC-2 Beaver</td>
<td>c/n 3013</td>
<td>ex N4223G, possibly c/n 6724, ex NF853, G-AIUJ, VT-CHZ, F-OAIL, F-LAAB, Véha-Akat Airlines (in English script); noted Jly63 being rebuilt</td>
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<tr>
<td>XW-TBG</td>
<td>Beech C-18S</td>
<td>c/n 3013</td>
<td>ex N4223G, possibly c/n 6724, ex NF853, G-AIUJ, VT-CHZ, F-OAIL, F-LAAB, Véha-Akat Airlines (in English script); noted Jly63 being rebuilt</td>
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<tr>
<td>XW-TBH</td>
<td>Dornier Do28A-1</td>
<td>c/n 3013</td>
<td>ex N4223G, possibly c/n 6724, ex NF853, G-AIUJ, VT-CHZ, F-OAIL, F-LAAB, Véha-Akat Airlines (in English script); noted Jly63 being rebuilt</td>
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<tr>
<td>XW-TBI</td>
<td>Cessna 185A</td>
<td>c/n 0239</td>
<td>ex N4039Y, N11B, [CoA issued 12Dec61; sold by Cessna to Société des Riz d’Indochine / Denis Freres (Saigon, Vietnam) 01Feb62; allocated export registration N11B 21Feb62]; XW-TBK possibly ntu; [regd F-OBYC to Pierre Guichaoua (Vientiane, Laos) 27Feb62; to Association Para Club Caledonien (Noumea) 15Feb71; to Didier Leroux (Noumea) 16Jly74; to Dennys Famin (Noumea) 16Jly74; to Jean Lafleur (Noumea) 12Apr76; CoF suspended 12Sep77; to Georges Montagnat (Noumea) 15Sep77; canx as ‘sold abroad’ 22May78; to ZK-ELY Dec78; w/o Rotorua 30Aug81; canx 24May84]</td>
</tr>
<tr>
<td>XW-TCA</td>
<td>Antonov An-24</td>
<td>Pathet Lao Airlines; crashed 08Mar74 on approach to Hanoi (all 3 crew &amp; 15 passengers, including the Algerian Foreign Minister, killed)</td>
<td></td>
</tr>
<tr>
<td>XW-TCB</td>
<td>Douglas C-47</td>
<td>Reported at Wattay 04Oct77</td>
<td></td>
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<tr>
<td>XW-TCC</td>
<td>Antonov An-26</td>
<td>Lao Government; dd 09Jun76; reported at Wattay 04Oct77; to RDPL-?????? 1977</td>
<td></td>
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<tr>
<td>XW-TCD</td>
<td>Antonov An-26</td>
<td>Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-?????? 1977</td>
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<tr>
<td>XW-TCE</td>
<td>Antonov An-26</td>
<td>Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-?????? 1977</td>
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*Note: The above three An-26’s are probably RDPL-34036, 34037 & 34038*

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<th>Code</th>
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<tr>
<td>XW-TDA</td>
<td>Douglas C-47A</td>
<td>c/n 13729</td>
<td>ex 42-93779, KG728, G-AKPW, VR-SCQ, VR-RCQ, 9M-ALQ, 9V-BAO [9V-BAO canx 16Mar67]; Royal Air Lao; regd Mar67; Laos Air Charter; Samaki Peanich Airlines (in English script); Cambodia Air Commercial; shot down by a mortar shell while approaching to land at Kampot, Cambodia 02Oct72 (9 killed)</td>
</tr>
<tr>
<td>XW-TDB</td>
<td>Douglas C-47</td>
<td>Air Cambodge; Lane Xang Airlines; dbr 11Apr75 Phnom Penh (Pochentong)</td>
<td></td>
</tr>
<tr>
<td>XW-TDC</td>
<td>Douglas C-47B</td>
<td>c/n 33612</td>
<td>ex 44-77280, N87636, HP-393</td>
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23/02/19
Xiwong Khouang Air Transport; regd Dec67; current 1970; dbr 23Jly70 in a landing accident in bad weather at Long Tieng

**XW-TDD**  
Douglas DC-3  
c/n 4119  
ex NC33656, 41-7697, VH-CDK, VH-ANI, ZK-BKE  
\[ZK-BKE canx 14\text{Sep}67\]; Lao Air Lines; regd Mar68; to XW-TFI

**XW-TDE**  
Douglas C-54A  
c/n 3098  
ex 41-37307, NC90409, F-BELI, XU-GAH  
Royal Air Lao; regd Feb68; noted Dec69 to Jun71; shot down near Vientiane while flying at 10,000 feet 11Feb72 en route from Saigon to Wattay; aircraft not found (23 killed)

**XW-TDF**  
Douglas C-47B  
c/n 13906  
ex 42-30755, VHCHT, VH-ANK, VH-AVL, VH-ANK, VH-AVL, ZK-BYD, XW-PFA  
Hang Meas Airlines; Royal Air Lao; dbr 24Mar76 in Wattay storm

**XW-TDG**  
Curtiss C-46F  
c/n 22598  
ex 44-78775, N74179, XW-PFP  
Air Union; regd Apr68; Cambodia Air Commercial; Air Union; dbr 24Mar75 Phnom Penh (Pochentong)

**XW-TDH**  
Douglas C-47B / DC-3C Skyliner  
c/n 26008  
ex 43-48747, NZ3527, ZK-AYL  
\[ZK-AYL canx 24\text{Jun}68\]; Lao Air Lines; bt 29May68; regd Jun68; noted Dec68; Royal Air Lao; w/o Laos

*Note: This is also reported as to Somerset Area Vocational School (Somerset, KY) as N8056 1971, but that was C-47 c/n 25735*

**XW-TDI**  
Douglas C-47B / DC-3C Skyliner  
c/n 27145  
ex 43-49884, NZ3533, ZK-AOJ  
\[ZK-AOJ canx 22\text{Oct}68\]; Lao Air Lines; bt 28Oct68; w/o 30Jun71

**XW-TDJ(1)**  
Douglas DC-6  
c/n 43126  
ex SE-BDH, VH-BPF, ZK-BFA, ZK-BGA, NZ3631, XW-DKJ  
Possibly ntu; to XW-PEH Nov68

**XW-TDJ(2)**  
Douglas C-47A  
c/n 13529  
ex 42-93599, VH-IND, ZK-BYE; XW-PFX  
Laos Air Charter; w/o 23Dec69 when port wing hit a mountain nr. Luang Prabang

**XW-TDK**  
Douglas C-47B  
c/n 20763  
ex 43-16297, VHCHB, VHCDK, VR-HDJ, VR-SCC, VR-OAJ, 9M-ANF, 9V-BAM, XW-PFN  
Laos Air Charter; regd Mar69; noted Dec69; derelict at Wattay Mar75

**XW-TDL**  
Douglas C-47B  
c/n 27082  
ex 43-49821, KN216, AP-ACY, N4044A, 49821  
(French AF)  
Laos Air Charter; noted Sep70 to Mar71

**XW-TDM**  
Douglas C-47A  
c/n 10078  
ex 42-24216, VH-ANT  
\[VH-ANT canx 19\text{Nov}68\]; Laos Air Charter; regd Dec68; Air Union; Cambodia Air Commercial; noted Nov70; shot down shortly after take-off from Svay Rieng, Cambodia 19May73 (11 killed)

**XW-TDN**  
Viscount 806  
c/n 396  
ex G-APKF (canx 25Sep69)  
Regd Sep69; painted in Lao Air Lines livery by Marshalls and dd from Cambridge as XW-TDN 20Sep69; noted Dec69 to Jun71; to Royal Air Lao 07Dec73; to Lane Xang Airlines Aug74; w/o Mar75 when tried to take-off from Phnom Penh (Pochentong) with non-pilot at controls (4 killed)

**XW-TDO**  
Douglas C-47B / DC-3C Skyliner  
c/n 26006  
ex 43-48745, NZ3525, ZK-AYK  
\[ZK-AYK canx 03\text{Oct}69\]; Lao Air Lines; bt 06Oct69; Royal Air Lao; w/o 29Jun70

**XW-TDP**  
MS880B Rally Club  
c/n 1312  
ex F-OCNP  
\[F-OCNP regd to Guy Lariviere (Vientiane) 21\text{Apr}69\]; canx by DGAC as ‘registered abroad’; Aeroclub du Laos; regd Nov69; active Jun75 & Jly75

**XW-TDQ**  
23/02/19  
47
XW-TDR  Douglas C-47B / DC-3C Skyliner  c/n 33481  ex 44-77149, NZ3550, ZK-AZN  
[ZK-AZN canx 17Jan70]; Royal Air Lao; bt 16Jan70; noted Mar71; dbr 24Mar76 in Wattay storm; reported still at Wattay 04Oct77

XW-TFA

XW-TFB  Douglas C-47B  c/n 34298  ex 45-1030, B-829  
[B-829 in Les Strouse logbook 08Nov66]; Xieng Khouang Air Transport; regd 1970; current with Xieng Khouang Air Transport May72; to Tri-9 Corp (Phnom Penh) & leased to Khemara Air Transport (Phnom Penh) 1972/73, but also recorded as bt by Tri-9 Corp from a ‘Laotian general’ (BoS ‘lost’) early 1974; XW-TFB regd (CofR #236) 13Mar74 to Mr. John Sung Yim / Tri-9 Corp (c/o Lane Xang Airlines, Laos) for operation by Lane Xang Airlines; leased to Golden Eagle Airlines (Phnom Penh) 1974 & Golden Eagle authorised 18May74 by Khmer Ministry of Public Works & Transports to operate it domestically (in Cambodia); XW-TFB canx verbally Mar75 by Lao DCA, but no written confirmation; probably escaped to Sæletar cMar75; letters 13Jun75 from Tri-9 to both the Lao DCA & the US Embassy, Laos asking that the aircraft be de-registered in Laos, and stating that the aircraft is in Singapore under maintenance; Aircraft Registration Application 18Jun75 by Tri-9 Corp (Singapore & San Diego, CA) for N48230; CofR issued for N48230 11Aug75; [letter 07Oct75 from Singapore DCA to FAA requesting confirmation that XW-TFB had been cancelled, and/or that N48230 had never been canx prior to becoming XW-TFB, ie. to confirm that N48230 was a valid registration at that date (this letter is clear that the aircraft was in fact at Sæletar on the letter date); letter 21Oct75 from FAA to Tri-9 stating that the new CofR for N48230 had been issued ‘prematurely’ and was invalid, as there was no confirmation of XW-TFB having been canx (similar letter same date from FAA to Singapore DCA); late 1975 / early 1976 correspondence between FAA, Tri-9 & Lao DCA resulted in a new CofR being issued for N48230 18Feb76 (still dated 11Aug75), even though no response regarding canx of XW-TFB had been received from Lao DCA (other than verbal confirmation of Mar75 given to US Embassy, Laos); no airworthiness data; N48230 canx as ‘totally destroyed or scrapped’ 23Nov77; probably scrapped at Sæletar late 1970’s]

Note:
1. This aircraft was not N48230 before XW-TFB, as reported elsewhere;
2. XW-TFB has been reported as leased to Air Cambodia 1974, but believed in error;
3. XW-TFB has also been reported as destroyed by a rocket attack at Pochentong 11Apr75, but is known to have been at Sæletar by Jan75; Air Cambodia N85AC may be the aircraft destroyed 11Apr75.

XW-TFC  Douglas C-47  
Lao Air Lines; w/o 21Dec71 at Ban Boum Lao

XW-TFD

XW-TFE

XW-TFF

XW-TFG

XW-TFH  Douglas C-47  
Lao Air Lines; noted engineless at Wattay Jun75; noted at Wattay 04Oct77

XW-TFI  Douglas DC-3  c/n 4119  ex NC33656, 41-7697, VH-CDK, VH-ANI, ZK-BKE,  
XW-TDD  
Lao Air Lines; Lane Xang Airlines; Khemara Air Transport; w/o 15Dec74 Takeo

XW-TFJ  Douglas C-47  c/n 26651  ex 43-49390, NZ3530, ZK-AUJ  
[ZK-AUJ canx 31Aug73]; Samaki Peanich Airlines (in Cambodian script); regd Aug73; Capt. Chen & Mrs. Chi; escaped from Kompong Som to Don Muang 14Apr75 and noted stored there May75, Mar78, Nov83 & May84 until broken up in the mid-1980’s
XW-TFK  Viscount 768D  c/n 294  ex VT-DIA  
Lane Xang Airlines; Royal Air Lao; bt Nov74; was the subject of an alleged 'Insurance scam' in that the owner filed a claim in which he said the aircraft suffered an accident at Phnom Penh (Pochentong) on 12 Apr75; however, people later came forward and claimed on oath that no such accident happened; to XU-LAM Sep75 (later RDPL-34016)

XW-TFL  Douglas C-47  c/n 9559 ex 42-23697, VHCF, VH-ANZ
[VH-ANZ canx 05Jan72]; Air Union; Cambodia Air Commercial; Kang Chak; w/o 20Apr74 Suay Rieng

XW-TFM  Douglas C-47
Air Union; Cambodia Air Commercial; w/o 28May74 Kompong Som

XW-TFN  Beech 95-A55 Baron  c/n TC-303  ex N1778G
[BoS from Beech Aircraft Corp to Currey Sanders Aircraft Co Inc (Shreveport, LA) 22May62; BoS from Currey Sanders Aircraft Co Inc to Jim Hankins Air Service (Jackson, MS) 22May62; CoR issued 19Jun62; BoS from Jim Hankins Air Service to South Central Heating & Plumbing Co Inc (Jackson, MS) 28Jan63; BoS from South Central Heating & Plumbing Co Inc to C. J. Collier (Shreveport, LA) 01Mar67; request 31Oct73 to FAA to cancel on export to Laos; canx 15Nov73 to Laos; to XW-TFO; General (Division Commander) Vang Pao; canx 25Nov75; [BoS from Vang Pao to Brigadier General Harry C. Aderholt 26Apr78; CoR for N1778G to Brigadier General Harry C. Aderholt (c/o Sea Thai Ltd, Bangkok) 06Jun78; canx 27Feb79 to Thailand]

XW-TPF  Boeing 307 Stratoliner  c/n 19906, 42-88623, NC1940, F-BELU
[F-BELU canx 13Feb74]; Cambodia Air Commercial; bt 1974; Royal Air Lao; crashed somewhere in Laos 13Mar75 en route from Hong Kong to Wattay; Captain Jimmy Lieu and the copilot were held prisoner by the Pathet Lao until released about May 1975; wreck reportedly seen (unconfirmed) in the Mekong river, near the Laos-Thailand border, in 1986

XW-TFQ  Boeing 307 Stratoliner  c/n 1999  ex NC19907, 42-88625, N1942, F-BELX, XW-TAA, F-BELX
[F-BELX canx 13Feb74]; Cambodia Air Commercial; bt 1974; force-landed in a ricefield when engines no.1, 2 and 3 failed in succession 3 minutes after take-off from Battambang, Cambodia 27Jun74; the right wing struck a tree and separated just before touchdown; the aircraft slid and caught fire; probable cause was mechanical failure due to faulty maintenance; the heavy loss of life (19 of 33 on board were killed) was attributed to the fire which erupted, probable panic among the passengers, and insufficient training of cabin attendants

XW-THS  Beech AT-11  c/n 3441  ex 42-37061, N63161, JA5101, N9886F
[42-37061 USAAF dd 31Dec42 Carlsbad Bombardier Training School; accident 01Aug45 there; to RFC Ponca City 02Oct45; BoS for AT-11 42-37061 c/n 3441 from RFC to Lee Mansford (Compton, CA) 02Feb46; BoS from Lee Mansdorf to James F. Conroy & Hubert E. McKelvey (Compton, CA) 27Mar46; CoR for N63161 to James F. Conroy & Hubert E. McKelvey t/a Long Beach Aeromotive Inc (Compton, CA) 22May46; CoR to Long Beach Aeromotive Inc (Los Angeles, CA) 14Aug46; BoS from James F. Conroy & Hubert E. McKelvey t/a Long Beach Aeromotive Inc to Will J. Reid (Long Beach, CA) 10Aug46; CoR to Will J. Reid 16Oct46; BoS from Will J. Reid to The Hancock Oil Co of California (Long Beach, CA) 15Aug47; CoR to The Hancock Oil Co of California 22Aug47; BoS from The Hancock Oil Co of California to Stater Brothers Markets (Bloomington, CA) 30May50; CoR to Stater Brothers Markets 20Jul50; BoS from Stater Brothers Markets to Transocean Air Lines (Oakland, CA) 06Apr51; CoR to Transocean Air Lines 19Jul51; sold to Japan Air Lines 06Aug53; to JA5101; N63161 canx 10Aug54 as Exported to Japan; JA5101 canx 25Jan56; BoS from Japan Air Lines to Willis H. Bird (Bangkok, Thailand) 09Feb56; CoR to Willis H. Bird for N9886F 23Mar56; major overhaul by Philippine Air Lines at Nichols Field Aug58 to Oct58; TT 6,309:30 hrs at 18Oct58 inspection; operated under contract to USOM in Laos until Sep59; N9886F canx 03Aug60]; bt by

23/02/19  49
Laos Air Transport 1959 & listed 1961; to Indhanu (Rainbow) Airlines; leased to Phnom Penh Airways; dbr 1975 when landed gear up at Battambang, Cambodia

**F-Lxxx series (1955 to 1960)**

**F-L AAA**
Noorduyn UC-64A Norseman 6  c/n 794  ex 44-70529, NS6438, F-OACY
Regd 05Jly55 to Véha-Akat Airlines; had been seriously damaged at Luang Prabang 26Feb55 whilst still F-OACY, so possibly spares only or ntu; canx by 1958; canx 02Apr70 by DGAC as 'destroyed'

**F-L AAB**
DH.89A Dragon Rapide  c/n 6724  ex NF853, G-AIUJ, VT-CHZ, F-OAIL,
CofR #193338 13Oct55 (or regd 05Jly55) to Véha-Akat Airlines; CofA suspended 27Mar61; canx 31Aug62 by DGAC as ‘sold abroad’; possibly to XW-TBI

**F-L AAC**
DH.89A Dragon Rapide  c/n 6729  ex NF858, G-ALWN, F-BGPG
CofR #193339 13Oct55 (or regd 05Jly55) to Véha-Akat Airlines; w/o Oct58 Luang Prabang; canx 07Feb61 by DGAC as ‘destroyed’

**F-L AAD**
Noorduyn UC-64A Norseman  c/n 643  ex 44-70378, SE-ASI, F-OALR
CofR #193340 13Oct55 (or regd 05Jly55) to Véha-Akat Airlines; sold by Véha-Akat to Edgerton & Sons (College, AK) 21Apr69; fuselage & wings completely recovered & other maintenance work carried out by Véha-Akat in Wattay on behalf of Edgerton & Sons & completed 21Oct69; F-LAAD canx 26Mar70 by DGAC as ‘sold abroad’; to N3099; letter from R.S. Edgerton (CASI, San Francisco, CA) 17Apr70 to FAA requesting N-marks; Application for Registration by Edgerton & Sons as N3099 17Apr70; TT 5391.20 hrs at 15Jun70; CofA issued 25Jun70; BoS from Edgerton & Sons to Charles W. Heckman (Queens Village, NY, but with a correspondence address of Vientiane, Laos) 02Sep71; Application for Registration by Charles W. Heckman 02Sep71; Triennial Aircraft Registration Report 27Aug84 has a note by Heckman stating 'Confiscated in Communist takeover of Vientiane' (which was 02Dec75); assumed destroyed in Vientiane; canx 13Dec84

**F-L AAE**
DH.89A Dragon Rapide  c/n 6845  ex NR769, G-ALWL, F-BGPH, F-BEPE
CofR #193341 20Oct55 (or regd 05Jly55) to Véha-Akat Airlines; w/o 23Dec60 Ban Ban, Laos; canx 07Feb61 by DGAC as ‘destroyed’

**F-L AAF**
DH.89A Dragon Rapide  c/n 6935  ex RL953, G-AHGI, F-OANF
CofR #193342 27Sep56 (or regd 21Feb56) to Véha-Akat Airlines; w/o Phonesavanh 02May58; canx 02Apr70 by DGAC as ‘destroyed’

**F-L AG**
DHC-2 Beaver  c/n 905
CofR #193343 30Nov56 (or regd 04Dec56) to Société Compagnie Laotienne de Transports Aeriens; canx 18Jly60 by DGAC as ‘sold abroad’; to XW-TAU Sep60

**F-L AHI**
Beech C-45F  c/n 6284  ex 43-35700, F-BEDC
CofR #193344 02Apr57 (or regd 02Jly56) to Rene Enjalbal & Maurice LeCorre (t/a Société Laotienne de Transports Aeriens); to F-BEDC Oct57; canx 05Dec57 by DGAC as ‘sold abroad’

**F-L AII**
DHC-2 Beaver  c/n 879
CofR #193345 30Nov56 to Société Compagnie Laotienne de Commerce et de Transports; regd 01Dec58 to Colin Roger; regd 29Apr59 to Société Aigle Azur Extreme Orient; regd 24Mar60 to Société Compagnie Aigle Azur International; canx 18Jly60 by DGAC as ‘sold abroad’; to XW-TAV Sep60

**F-L AJ**
DHC-2 Beaver  c/n 883
CofR #193346 30Nov56 to Société Compagnie Laotienne de Commerce et de Transports; regd 01Dec58 to Colin Roger; regd 29Apr59 to Société Aigle Azur Extreme Orient; regd 24Mar60 to Société Compagnie Aigle Azur International; canx 18Jly60 by DGAC as ‘sold abroad’; to XW-TAV Sep60

**F-L AK**
DHC-2 Beaver  c/n 385  ex N1550V, F-OAMJ
CofR #193347 18Apr57 (or regd 24Jun57) to Société Akat Lao Neua; to XW-TAX Sep60; canx 22Oct64 by DGAC as ‘sold abroad’

23/02/19  50
F-LAAL  DH.89A Dragon Rapide  c/n 6408  ex G-AFEZ, X9451, G-AFEZ
Exported to France 03Nov56; CofR #193348 21Jan57 (or regd 20Jan57) to Société Laos Air Service; to F-OBHI Mar58

F-LAAM  DHC-2 Beaver  c/n 989
bt Jun57 by Véha-Akat Airlines; CofR #193349 07Jun57 (or regd 12Jan59) to Véha-Akat Airlines; CofA suspended on 12Apr61; canx 02Apr70 by DGAC as ‘destroyed’

F-LAAN  DHC-2 Beaver  c/n 991
bt Jun57 by Véha-Akat Airlines; CofR #193350 07Jun57 (or regd 12Jan59) to Véha-Akat Airlines; CofA suspended on Oct61; canx 02Apr70 by DGAC as ‘destroyed’

F-LAAO  Piper PA-22-150  c/n 22-4338  ex N10F
Export Certificate (Application?) 30Oct56; CofR #193351 05Jun57 (or regd 07Jun57) to Société Laos Air Service; regd 30Dec57 to Société Comptoirs Lao d’Approvisionnement Cola; regd 16Apr59 to Société Tourisme et Travail Aérien; w/o Mar61; canx 22May62 by DGAC as ‘destroyed’

F-LAAP  PA-18-150 Super Cub  c/n 18-5452  ex N10F
Export Certificate (Application?) 04Jan57; CofR #193352 05Jun57 (or regd 07Jun57) to Société Laos Air Service; regd 04Jul58 to Société Transimex; canx Nov58; canx 03Dec71 by DGAC as ‘wfu’

F-LAAQ  DHC-2 Beaver  c/n 1042
CofR #193353 20Nov57 to Colin Roger (or regd 11Dec58); to Société Compagnie Laotienne de Commerce et de Transports; regd 29Apr59 to Société Aigle Azur Extreme Orient; regd 24Mar60 to Société Compagnie Aigle Azur International; canx 18Jul60 by DGAC as ‘sold abroad’; to XW-TAY Sep60

F-LAAR  DHC-2 Beaver  c/n 1043
CofR #193354 20Nov57 to Colin Roger (or regd 11Dec58); to Société Compagnie Laotienne de Commerce et de Transports; regd 29Apr59 to Société Aigle Azur Extreme Orient; regd 24Mar60 to Société Compagnie Aigle Azur International; canx 18Jul60 by DGAC as ‘sold abroad’; to XW-TAZ Sep60

F-LAAS  DHC-2 Beaver  c/n 246  ex VR-RCB
CofR #193355 29Apr59 (or regd Oct58) to Roger Lasen Zoile; to XW-TBB Sep60

F-LAAT  not traced, but possibly ntu with CofR 193356

F-LAAU  not traced, but possibly ntu with CofR 193357

F-LAAV  not traced, but possibly ntu with CofR 193358

F-LAAW  not traced, but possibly ntu with CofR 193359

F-LAAX  Cessna 195  c/n 7535  ex N9842A
[BoS for N9842A from Cessna to Personal Airplane Sales Corp (Long Island, NY) 11Jul50; BoS from Personal Airplane Sales Corp to Lockwood, Kessler & Bartlett Inc (Great Neck, NY) 18Jul50; CofR to Lockwood, Kessler & Bartlett Inc 27Jul50; BoS from Lockwood, Kessler & Bartlett Inc to Long Island Airways Inc (Ronkonkoma, NY) 27Jan56; CofR to Long Island Airways Inc 02Feb56; BoS from Long Island Airways Inc to Naylor Aviation Inc (Westwood, Md.) 16Oct57; CofR to Naylor Aviation Inc 17Oct57; BoS from Naylor Aviation Inc to Jack Adams Aircraft Sales Inc (Memphis, Tn.) 16Oct57; BoS from Jack Adams Aircraft Sales Inc to Albert Baum (St. Louis, Mo.) 26Nov57; CofR to Albert Baum 24Jan58; BoS from Albert Baum to St. Louis Flying Service Inc (St. Louis, Mo.) 18Aug58; BoS from St. Louis Flying Service Inc to Air Carrier Service Corp (Washington, DC) 07Nov58; BoS from Air Carrier Service Corp to Robert J. Cros / Air Carrier Service Corp (Saigon, Vietnam) 12Nov58]; exported to Vietnam (E-33398); N9842A canx 03Dec58; CofR #193360 22Jun59 (or regd 24Jun59) to Isabelle Thibaut Mittard; canx 11Aug60 by DGAC as ‘sold abroad’, probably to XW-???

F-LAAY  Cessna 195  c/n 7619  ex N1011D
23/02/19  51
The following have been associated with Laos, but have never appeared on the civil register.

- **5Y-AMM**: Helio H-250 Super Courier c/n 2505 ex N5447E, ZS-EEV, 7P-FDA, ZS-EEV, 7P-EEV. Listed for sale in ‘Flight International’ 17Mar79 by A. Dyer, Kisima Farm, Nanyuki, Kenya; moved to Mogadiscio (Mark Lekou believed died); still hangared at Wattay Apr12.

- **5Y-BDD**: Piper Super Cub c/n 18-8849 ex N9728N, N8447Y, 5H-MOP. Listed as ‘valid’ by FAA 03Feb01; believed brought to Laos by Dr Murray Watson; noted stored at Wattay 03Feb18.

*Note: Dr Murray Watson was a prominent environmentalist who returned to Somalia, was kidnapped 01Apr08, and has not been released.*

- **N58JR**: Agusta A.109A Mk.II c/n 7361 ex JA9651, N109BP, N3E. Listed by FAA May11 as status ‘in question’, with a Sale Reported address of Thongpeng District, Bokeo Province, Laos; there is also a note saying ”Sold To Kingromans Group Ltd”. Listed as ‘valid’ by FAA with Integrity Aircraft Title Holdings LLC (Portland, OR) by Apr12.

- **N4226G**: PC-6/A Turbo-Porter c/n 526. Exported to Laos 06Dec62; Bird & Sons; w/o Dec62, possibly before XW-registry.

- **YL-HME**: Mil Mi-8T c/n 99147444. Lao Air; operated for United Nations-WFP 2009; code ‘UN-30W’.

- **ZK-HDE**: Aerospatiale AS350BA c/n 1491. Lao WestCoast Helicopters; based in Laos; noted at Wattay 03Feb01.

23/02/19
ZK-HNW  Aerospatiale AS350B2  c/n 3908  
Lao WestCoast Helicopters; based in Laos; later to Helicopters (Cambodia)

ZK-IVZ  Aerospatiale AS350B2  c/n 4256  
Lao WestCoast Helicopters; based in Laos; later to Helicopters (Cambodia)

ZS-ATK  LET 410UVP-E20  c/n 062637  ex PR-NHB  
Lao Skyway; noted Jly15 thro’ Feb19

ZS-ATN  LET 410UVP-E20  c/n 072639  ex PR-NHC  
Lao Skyway; noted Jly15 thro’ Sep16

ZS-DIH  LET 410UVP-E20  c/n 082630  ex CCCP-67699  
Lao Skyway; noted Sep16

Notes on Operators

Below is a table with brief details of known Lao airlines. Those defunct by 1960 have not been included.

World Survey of Civil Aviation, 1961, lists:-

<table>
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<th>Operator</th>
<th>Type</th>
<th>Nr.</th>
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<td>Boeing Stratocruiser</td>
<td>5</td>
<td>XW-TAA, TAB, TAC, + ?</td>
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<td>Beaver</td>
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<td>XW-THS</td>
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<td>Office Commercial d’Approvisionnement:</td>
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<td>Air Vientiane Laos</td>
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<td>1964 to c1967</td>
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<td><strong>Civil Aviation Training Center</strong></td>
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<td></td>
<td>c1973/1974</td>
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<tr>
<td>Euro Asia Aviation</td>
<td>-- / EUL</td>
<td><a href="http://www.lao-air.com">www.lao-air.com</a></td>
<td>2002 to 2014</td>
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<td>Lane Xang Airlines</td>
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<td>Lao Air</td>
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<tr>
<td>Lao WestCoast Helicopters</td>
<td></td>
<td><a href="http://www.laowestcoast.com">www.laowestcoast.com</a></td>
<td>1993 to 2011</td>
</tr>
<tr>
<td>Laos Air Charter</td>
<td></td>
<td></td>
<td>1969 to 1976</td>
</tr>
<tr>
<td><strong>MAF (= Mission Aviation Fellowship)</strong></td>
<td></td>
<td></td>
<td>c1973/1974</td>
</tr>
<tr>
<td>Northern Aviation Co</td>
<td>-- / NLP</td>
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</tr>
<tr>
<td><strong>PACTEC (= Partners in Aviation &amp; Communication Technologies)</strong></td>
<td></td>
<td></td>
<td>2013 to date</td>
</tr>
<tr>
<td>Pathet Lao Airlines</td>
<td></td>
<td></td>
<td>c1974</td>
</tr>
<tr>
<td>Phongsavanh Airlines</td>
<td>-- / LKA</td>
<td></td>
<td>2010 to 2011</td>
</tr>
</tbody>
</table>

23/02/19
<table>
<thead>
<tr>
<th>Airline</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Air Lao</td>
<td>1962 to 1976</td>
</tr>
<tr>
<td>Sorya Airlines</td>
<td></td>
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<tr>
<td>Tahprohm Airlines</td>
<td></td>
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<tr>
<td>Véha-Akat Airlines</td>
<td>c1955 to c1967</td>
</tr>
<tr>
<td>Xieng Khouang Air Transport</td>
<td>1967 to c1972</td>
</tr>
</tbody>
</table>
**Preserved Aircraft**

Ban Dong - War Museum [16.634810°, 106.428990°]

- (unmarked) T-28 wreck
- 68-16242 Bell UH-1H restored; noted Jan14

Kings Roman Casino (approx. 55km NE of Chiang Rai, on Lao side of Mekong river)

- Mil-8 moved from Vientiane c2012

**Phin** - War Museum [16.534670°, 106.022030°]

- 64-14222 Sikorsky CH-3C derelict aft section; noted thro’ Feb16; [lost 06Oct69 Muang Phin airport, Savannakhet]

**Savannakhet** - Provincial Museum [16.550108°, 104.746175°]

- (unmarked) T-28 derelict in front yard

**Savannakhet** – Football Stadium [16.5879697, 104.763416°]

- K-080A Xi’an Y-7-100C ‘K-Airline’ titles; put on display mid-2015 (not there Jan15); noted thro’ Apr18; [ex RDPL-34128; reg on top of stbd wing & ‘Lao Aviation’ on top of port wing]

**Vientiane** – Na Deer Animal Farm [17.9800462°, 102.555010°]

- RDPL-34115 Harbin Y-12 II arrived Jan18

**Vientiane** - beer garden near Wattay airport [17.989003°, 102.553960°]

- RDPL-34119 Xi’an Y-7-100C arrived after Jan11; noted Mar13 thro’ Feb18
- RDPL-34127 Xi’an Y-7-100C Lao Aviation; arrived after Jan11; noted Mar13 thro’ Feb18

**Vientiane** - Lao People’s Army History Museum [17.982166°, 102.631173°]

- 074 Antonov An-2 displayed outside; noted thro’ Nov18; [ex RDPL-34123]
- 725 MiG-21bis PLAAF; arrived 11Oct15 ex Xieng Khouang; noted thro’ Nov18
- RDPL-34043 Mil-8T displayed outside; noted thro’ Nov18
- (67-15163) Cessna T-41B PLAAF; noted at least 2003 thro’ Sep16 wreck; [probably taken over by Pathet Lao after PLAAF]
- (66-15094) Bell UH-1C US Army; wreck; noted at least 2003 thro’ Sep16; [shot down 05Mar71 during Operation Lam Son 719]
- (51-7746) T-28D PLAAF; fin only; noted thro’ Mar14
- (unmarked) Lear-Siegler / BAe Systems Skyeeye R4E-30 UAV RThaiAF; wreck; noted thro’ Mar14; [shot down 1987/88]
- (64-0728) F-4C Phantom USAF; canopy only; noted thro’ Mar14; [shot down over Laos 21Feb66]

**Vientiane** - Lao National Museum

- (unmarked) T-28 small part of wing; noted thro’ Mar14; [shot down in Houay Hok village, Luang Prabang]

**Vientiane** – private house [17.972080°, 102.598471°]

- (RDPL-34002) Yakovlev Yak-40 no wings, but in good condition; noted at least Oct06 thro’ May17
- 23/02/19 56
Vientiane – Wattay airport [17.971176°, 102.570827°]

073 Antonov An-2 displayed at entrance to air base off highway 13; noted at least Nov03 thro’ Nov18
Antonov An-2 stored outside [17.982719°, 102.577742°]; noted at least Nov03 thro’ Feb18 (was moved from 17.982067°, 102.578736° mid-2012)
21 ? MiG-21MF stored outside [17.982825°, 102.577878°]; noted at least Nov03 thro’ Feb18
24 ? MiG-21MF stored outside [17.982825°, 102.577878°]; noted at least Nov03 thro’ Feb18
MiG-21 stored outside [17.982066°, 102.578265°]; noted at least Nov03 thro’ Feb18
RDPL-34069 Mil Mi-26T stored outside [17.981407°, 102.578657°]; noted at least Jun05 thro’ Feb18

Vientiane – Sokpaluang Road, private house [17.945143°, 102.625010°]
(unmarked) Twin Pioneer cockpit section only (believed to be a mockup); noted Jan14; gone by late 2018

Xieng Khouang air base [19.443583°, 103.152300°]

RDPL-34015 Xi’an Y-7-100C noted derelict at least Jan06 thro’ Apr18
MiG-21 at least 17 derelict aircraft noted Dec04 thro’ Oct15; 725 moved to Vientiane, then 16 noted thro’ Sep16:
01 MiG-21PFM noted thro’ Sep16
03 MiG-21PFM noted thro’ Sep16
05 MiG-21PFM believed still there thro’ Sep16
07 MiG-21PFM noted thro’ Sep16
08 MiG-21PFM noted thro’ Sep16
11 MiG-21PFM noted thro’ Sep16
14 MiG-21PFM noted thro’ Sep16
17 MiG-21bis noted thro’ Sep16
18 MiG-21bis noted thro’ Sep16
710 MiG-21US noted thro’ Sep16
722 MiG-21bis noted thro’ Sep16
724 MiG-21bis noted thro’ Sep16
727 MiG-21bis noted thro’ Sep16
729 MiG-21bis noted thro’ Sep16
731 MiG-21bis noted thro’ Sep16
??? MiG-21bis noted thro’ Sep16

Apr18. 7 noted neatly parked on apron at 19.444281°, 103.151610°, plus 7 parked on rough ground 150m south of those