

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@psw ltd.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-34016**.

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 - ‘Anything, Anywhere, Anytime Professionally - The Tet Offensive and its Aftermath’ & ‘From Penthouse to Workhorse’ (both in ‘The Aviation Historian’ magazine).

Jonathan Pote - ‘Shadows of the Fifties – Air America’

‘JP Airline Fleets’

Lao Air

Markus Herzig’s site at www.pc-6.com/

Rotorspot 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	ff	=	first flight
c/n	=	manufacturer's construction number	l/n	=	last noted
canx	=	date of cancellation / de-registration	mfg	=	manufactured
CASI	=	Continental Air Services Inc	ntu	=	not taken up
dbf	=	destroyed by fire	PLAAF	=	People's Liberation Army Air Force
dbr	=	damaged beyond repair	regd	=	date of registration
dd	=	delivered	w/o	=	written off
f/n	=	first noted	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 Yai 22Jly15		
RDPL-	Beech Duke Lao Central Airlines; noted 2012 parked at Wattay; Lao Central AL ceased operations May14; stored at Wattay thro' Feb17		
N16894	Douglas C-47A	c/n 10196	ex 42-24334, TC-ARZ <i>[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</i> <i>Note: this C-47 was probably registered in the late XW-PHx or early XW-PJx series</i>
N77777	Douglas C-47A	c/n 10107	ex 42-24245, FL524, TC-BUK, TC-YUK <i>[Sold by Turkish AL to Stan Air Inc = Stanley Booker (Fresno, CA) 22Jan71; Application for Aircraft Registration for N77777 30Jan71; CofR issued 05Feb71; letter 03Feb72 from Stan Air (Vientiane) to FAA advising being registered in Laos]; canx to Laos 22Feb72</i> <i>Note: this C-47 was probably registered in the late XW-PHx or early XW-PJx series</i>
N65385	Douglas DC-3C	c/n 20542	ex 43-16076 <i>[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); CofR issued for N65385 27May46; major overhaul carried out Jun46 by Dallas Aero Service; modified from C-47A to DC-3C Jun46 by Texas Engineering & Manufacturing Co Inc (Grand Prairie, TX); CofA issued 13Jun46; BoS from Executive Transport Corp to Pennsylvania-Central Airlines Corp (Washington, DC) 17Jun46; CofR issued 26Jun46; CofA issued 04Feb47; BoS from Pennsylvania-Central Airlines Corp to Summit Airways Inc (Salt Lake City, UT) 07Feb47; CofR 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; CofR 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</i>

taxy; nose shell replaced, wings etc repaired by CASI; based at Tan Son Nhut at 17Dec66 inspection (1,780:27hrs in previous 12 months); based at Tan Son Nhut at 17Dec67 inspection (1,560:00hrs in previous 12 months); based at Tan Son Nhut at 09Jly68 inspection (712:00hrs in previous 12 months); based at Wattay at 23Mar70 inspection (885:00hrs in previous 12 months); based at Tan Son Nhut 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
dd 2010; Ravansith Thammarangsy / Sabaidee Flying Club [Khoksa]; noted at Khoksa May11; re-branded 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; re-branded 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

RDPL-34nnn series (1977 to date)

- RDPL-34001 Yakovlev 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-BDRY, CN-CCE, F-BJHE, TU-TBQ, F-BJHE, XW-PNI
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 CofR or CofA 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 CofA 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; CofA 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 CofR or CofA 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; l/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
Lao Aviation; regd 1977; reported still at Wattay 04Oct77; allocated N92622 to J. D. Melvin Co (Glendale, CA) 04Sep81 (ntu, & finally canx 28Mar11); no CofR 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' Feb17

RDPL-34017 Antonov An-24
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 Apr98; 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-34119*

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
Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro' Sep16

RDPL-34023

RDPL-34024 Xi'an MA600
Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro' Sep16

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 l/n Jun97, but see RDPL-34036

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
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 2506 ? ex CCCP-26576 ?, XW-TC?
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, XT-870, B-914,
XW-EAA, XW-PBV
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

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-PHA, XW-PHB & 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

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 28Jly82(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 Toulouse, 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

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

01/10/17

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 Dec12 & Mar13; noted active at Xieng Khouang Sep16

Note: Also reported as an Mi-8MT

RDPL-34086 Mil Mi-17V-5
Lao Government; f/n Apr11; noted at Wattay Dec12 & Mar13

RDPL-34087 Mil Mi-17V-5
Lao Government; noted active at Wattay Mar14 & Sep16

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 Mar14; noted at Wattay Sep16

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

RDPL-34101

RDPL-34102

RDPL-34103

RDPL-34104

RDPL-34105

RDPL-34106

RDPL-34107

RDPL-34108

RDPL-34109

RDPL-34110

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 Apr16)
- 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
Note: Also reported as an An-26
- 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
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 for N7375F 31May72; BoS from

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 New York 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 361 Inc to de-register N63AF for export to India for Air Asiatic Ltd (Madras, India); canx 01Oct90 to India; regd VT-ERN 01Oct90; canx 21Jun91; Aircraft Registration Application by IAL 361 Inc for N63AF 24Jun91; canx 17Mar92 to Iceland; regd TF-ABH 25Mar92]; Lao Aviation; sub-leased from Air Atlanta as TF-ABH from Mar92; returned by Air Atlanta to IAL Aircraft Holding 31Mar93; lease to Lao Aviation continued by IAL Aircraft Holding; TF-ABH canx to Laos 23Apr93; noted at Wattay (as RDPL-34126) Oct93; temporary Lao CofA issued 03Jun94; canx 11Jun94; to N63AF Jun94; [IAL 361 Inc assumed renamed IAL Aircraft Holding Inc, a subsidiary of International Air Leases Inc; Aircraft Registration Application by IAL Aircraft Holding Inc 09Jun94; Standard CofA issued 12Oct94 (TT 39,439:00hrs); reported as leased to Amora Flight Charter Services; canx 23Mar95 to Malaysia; to 9M-PMR (reported as sub-leased from Amora Flight Charter Services); regd RP-C1938 to Air Philippines Corp 20Nov95 (reported as sub-leased from Amora Flight Charter Services); undated (probably Mar96) Aircraft Registration Application by IAL Aircraft Holding Inc for N63AF; assigned 15Mar96 but never registered; nevertheless canx 13Sep96 to Philippines; CofA expired 02Jly98; fuselage only noted at Manila Jun01; RP-C1938 canx 13Aug02]
- RDPL-34127 Xi'an Y-7-100C c/n 12706
 Lao Aviation; dd 1994; 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-34128 Xi'an Y-7-100C c/n 13701
 Lao Aviation; dd 1995; noted at Wattay 24Jan01; noted active Feb01; l/n Jan06; put on display outside Savannakhet football stadium mid-2015 with 'K-Airline' titles (still there Apr17)
- RDPL-34129 Harbin Y-12 II c/n 0085
 Lao Aviation; dd Nov94; noted at Wattay 24Jan01; renamed Lao Airlines 2003; wfu 2006; noted stored at Wattay Apr08
- RDPL-34130 Harbin Y-12 II c/n 0086
 Lao Aviation; dd Nov94; crashed into a mountain near Sam Neua, Laos 20Oct00
- RDPL-34131 Harbin Y-12 II c/n 0087

Lao Aviation; dd Dec94; noted at Wattay 25Jan01; renamed Lao Airlines 2003; wfu 2006; noted stored at Wattay Apr08; preserved at Wat Hua Krabue, Thailand by Oct08

RDPL-34132 ATR72-202 c/n 396 ex F-WWEJ, F-OLAO
Lao Aviation; dd Aug95 & operated as F-OLAO until re-regd Sep96; noted at Wattay 24Jan01; renamed Lao Airlines 2003; returned off lease Dec10; to F-WNUA (later PR-AZV)

RDPL-34133 Boeing 737-2P5 c/n 21440 ex HS-TBA
Lao Aviation; regd Feb96; to HS-TFS Apr98

RDPL-34134 Cessna U-206G c/n U20603991 ex N756CU, VH-CPZ (canx 27Jun03)
Lao Flying Service; believed regd 1998; noted at Wattay 24Jan01; to HS-AZZ Dec04

RDPL-34135

RDPL-34136

RDPL-34137 ATR72-202 c/n 316 ex F-OHOB
Lao Aviation; dd 13Nov00; noted at Wattay 24Jan01; renamed Lao Airlines 2003; returned off lease Dec10; to F-WKVF (then PR-AZW)

RDPL-34138 Ilyushin Il-76TD c/n 0033447365 ex CCCP-76562, 76562 (Ukraine AF),
UR-76562, EP-RAJ
Euro Asia Aviation; dd late 2002; to ST-AWR mid-2003

RDPL-34139 Mil Mi-8MTV-1 c/n 95946 ex CCCP-27114
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

*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 & 1 bought 01Aug06"*

RDPL-34141 Ilyushin Il-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-HJF, 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 Il-76TD c/n 0043449468 ex CCCP-76578, UR-76578, RA-76578
 Imtrec 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
 Imtrec Aviation; believed wet-leased to President Airlines (Cambodia); f/n Jun04; to UR-ELW 2005

RDPL-34148 Ilyushin Il-76TD c/n 1013409310 ex CCCP-76815, EX-76815
 Imtrec 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

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 Mar10

RDPL-34153 Antonov An-12TB c/n 01347907 ex CCCP-11112, RA-11112, LZ-BRW, ER-AXA
 Imtrec 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

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 Khaimah 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 Fujeirah 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' Feb17

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

RDPL-34163 Ilyushin Il-76TD c/n 0053460832 ex CCCP-76482, RA-76482, ER-IBY, EX-065, ER-IBY,
UN-76030, UP-I7610
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

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'
Sep17

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 & thro' Sep17

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

RDPL-34173 ATR72-212A c/n 870 ex F-WWEU, F-WNUD
ff 17Jun09; Lao Airlines; dd 04Jly09; noted active thro' Jly17

RDPL-34174 ATR72-212A c/n 878 ex F-WWEG, F-WNUF
ff 21Aug09; Lao Airlines; dd 12Sep09; noted active thro' Sep16

RDPL-34175 ATR72-212A c/n 929 ex F-WWEE, F-WKVF
ff 15Oct10; Lao Airlines; dd 28Oct10; noted active thro' Aug17

RDPL-34176 ATR72-212A c/n 938 ex F-WWEN, F-WKVJ
ff 10Dec10; Lao Airlines; dd 22Dec10; noted active thro' Aug17

RDPL-34177 Antonov An-74TK100 c/n 365470991005 ex RDPL-34018

01/10/17

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; assumed 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 Skyways to AMS Cloud TO 593 LLC (Delray Beach, FL) 18Jly14; to N564D Jly14

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 Skyways to AMS Cloud TO 593 LLC (Delray Beach, FL) 18Jly14; to N564E Jly14

RDPL-34181(1)

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

Note: The dates clash with AS350 RDPL-34181 below

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

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

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' Feb17

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

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

RDPL-34186

Aerospatiale AS350B3 (H125) c/n 8321 ex 9V-HCD
Lao Skyway; dd Jan17

RDPL-34187

RDPL-34188

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' Aug17

RDPL-34189 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' Feb17

RDPL-34190 Mil Mi-8MTV-1
Lao Air; noted at Wattay Mar13; assumed rebranded to Lao Skyway 2014

RDPL-34191

RDPL-34192

RDPL-34193

RDPL-34194

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' Aug17

RDPL-34200

RDPL-34201

RDPL-34202

RDPL-34203

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RDPL-34222 ATR72-600 c/n 1049 ex F-WWEN F-WKVC
ff 21Sep12; Lao Airlines; dd to Wattay 19Oct12; noted active thro' Aug17

RDPL-34223 Airbus A320-214 c/n 5356 ex D-AUBN
ff 23Nov12; Lao Airlines; leased from ICBC Leasing; dd 05Dec12; noted active thro' Aug17

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' Aug17

RDPL-34225 ATR72-600 c/n 1155 ex F-WKVH
Lao Airlines; dd to Wattay 08Jun14; noted active thro' Aug17

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 Feb17

RDPL-34227

RDPL-34228 ATR72-600 c/n 1189 ex F-WWEF
ff 04Nov14; Lao Airlines; dd to Wattay 18Nov14; noted active thro' Aug17

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

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

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 CofA 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 CofA 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

RDPL-34262 Xi'an MA60 c/n 0802 ex RDPL-34028 ?
Lao Skyway; noted Mar14; noted active thro' Feb17

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, XT-870, B-914
Sold by Air America to USAID-Laos Mar63; 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 Mar63; 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

XW-PAF

XW-PAG 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

XW-PAJ

XW-PAK

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

XW-PAM

XW-PAN

XW-PAO

XW-PAP 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*
Veba 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

XW-PBD SAL Twin Pioneer 2 *Possibly an error for XW-PBO*

XW-PBE

XW-PBF

XW-PBG

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 Houei 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 Nhut, 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
 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)

canx 02Oct72 on export to USA; reverted to N83873 [*canx in 1985, probably as a result of accident at Albuquerque, NM 28Sep78*]

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 CofA 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; CofR 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) 16Jly63 due to left engine failure; rebuilt at Tainan by Apr64; BoS from Foreign Air Transport Development Inc to Skyways 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, XT-870, B-914, XW-EAA
 Royal Lao Government; regd 29May64; leased to Bird & Sons, and then to 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 May64; 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;
- 16Jly68; 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 Tiau (LS-2);
- 20Nov65; hard landing in Laos; repaired & returned to service 24Nov65;
- 18Apr66; noted at Wattay;
- 28Jly66; damaged at Pha Khao (LS-14) when overshoot 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 airstrip;
- 30Jly69; skidded off the end of the runway Moug 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 overshoot 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 Moug 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;

01/10/17

- 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	<p>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;</p> <ul style="list-style-type: none"> • 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	<p>PC-6/A-H1 Turbo Porter c/n 568 ex HB-FBT Bird & Sons; regd 14Sep64; crashed in the Chiang Khong (T-516) area, Thailand, 22Feb65, & repaired; to CASI 01Sep65; w/o 21Jan67</p>
XW-PCD	<p>Helio 395 Super Courier c/n 531 ex N4180D, XV-NAJ, '531' (Air America), XV-NAJ, N4180D, B-873, XV-NAJ, '531' (Air America) <i>[N4180D regd to Skyways Cargo Inc 08Aug63 to 08Nov63]</i>; Air America; regd Oct64;</p> <ul style="list-style-type: none"> • 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; <p>Stored at Wattay 18May72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the SS <i>Weybank</i> for Manila; canx on export to Philippines; to RP-C2696 1974</p>

XW-PCE(1) Helio 395 Super Courier c/n 524 ex N4173D
Air America; ntu; to VT-DRL (later XW-PCS)

XW-PCE(2) PC-6/A-H2 Turbo Porter c/n 571 ex HB-FBX
Bird & 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

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

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 CofA 95/61 issued 28Nov61; CofR for N4225G to International Aviation Development Corp 27Feb62; BoS from International Aviation Development Corp to Bird & Sons Inc (Seattle, WA) 06Jun62; CofR 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 Jly64; 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 Pakse 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 CofA 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 CofA 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; CofR 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-FCC

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
[dd to Wattay (as B-1533) late Dec65]; Vaha 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

XW-PCR PC-6/B-H2 Turbo Porter c/n 603 ex HB-FCE
CASI; 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 Sorm (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 CASI (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); dd to Wattay 23Jan66]; CASI; XW-PCT regd cJan66 (*N-reg not cancelled until 1975*); Sarisporn 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
Vaha 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 1,898:35hrs); BoS from Bird & Sons Inc to CASI (Reno, NV) 01Sep65; noted at Wattay Jan66]; CASI; 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
CASI; regd May66; noted at Wattay Jun66; w/o

XW-PDD

XW-PDE 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 Brownsville, Tx.; XA-GAX canx 10Jun57; to N560 with The Ohio Oil Co (Findlay, Oh.) Jun57; BoS from The Ohio Oil Co to The Ohio Oil Co of Guatemala 04Sep57; regd to The Ohio Oil Co of Guatemala 17Jan58; BoS from The Ohio Oil Co of Guatemala to Continental Oil Co of Argentina 02Mar62; BoS from Continental Oil Co of Argentina to Jack Adams Aircraft Sales Inc (Walls, Ms.) 11Mar64; BoS from Jack Adams Aircraft Sales Inc to Bird & Sons Inc (San Francisco, CA) 21Mar64; noted as based at Wattay, Laos Feb65; BoS from Bird & Sons Inc to CASI (Reno, Nv.) 01Sep65]; CASI; regd Jun66 (note: no cancellation record in FAA file); noted Mar69 to Feb71; Sarispon logs Apr72 to Mar73; [N560 canx 24Oct72 at request of Continental Air Services as exported to Laos]; XW-PDE canx 19Sep73; to N82AC; [BoS for N82AC from Australian Aircraft Sales (NSW) Pty (only the dealer) to Jack M. Garfinkle (Encino, CA) 25Sep73; regd to Jack Garfinkle 05Nov73; leased to Air Cambodge; letter to FAA dated 28Apr80 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' 15Oct81]

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) 10Feb66; canx 08Jly70 (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) 03Aug66; canx 02Jly70 (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 25Aug66); regd Aug66; Boun Oum Airways; crashed at Moug Oum (LS-22), Laos 11Apr67 & repaired; Aircraft Registration Application by CASI (Los Angeles, CA) for N62150 19Sep74; XW-PDG canx 20Sep74; *[Standard CofA issued 23Nov74 (TT13,684:36hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; 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) 10Feb66; canx 08Jly70 (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) 03Aug66; canx 02Jly70 (lack of Triennial Aircraft Registration Report)

XW-PDI PC-6/B1-H2 Turbo-Porter c/n 620 ex HB-FCN
regd Sep66; CASI (owned since 24Jly70); noted Feb71; Aircraft Registration Application by CASI (Los Angeles, CA) for N62154 19Sep74; XW-PDI canx 20Sep74; *[BoS from CASI to Viking Helicopters Ltd (Ottawa) 08Nov76; canx to Canada 11Nov76]*

XW-PDJ PC-6/B1-H2 Turbo-Porter c/n 626 ex HB-FCP
CASI; regd 12Dec66; Sarispon logs Nov70 to Feb71; w/o Apr71 Ho Chi Minh trail

XW-PDK PC-6/B1-H2 Turbo-Porter c/n 631 ex HB-FCR
CASI; ntu; to XW-PFC Sep67

XW-PDL(1) Douglas C-47 c/n ? ex B-112 ?

Veha Akat Airlines; believed leased from Taiwan Aviation; crashed into a mountain ridge near Luang Prabang 25Jly67 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 Sep67

XW-PDM MS893A Commodore 180 c/n 10665 ex F-OBKL
Aeroclub du Laos; regd Apr67; *[F-OBKL canx 04Nov75 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-PEC

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 (Sarisporn logs); [N7962V canx 03Feb75 at request of registrant]; XW-PED canx 25Nov75; moved base from Udorn 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]

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 Feb69

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

XW-PEH 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

01/10/17

XW-PEJ Curtiss C-46D c/n 22215 ex 44-78392, XT-802, N8406C, XT-846, B-846, (HP-315P), VT-DRH, B-924
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)
 CASI (owned since 06Sep67); regd Sep67; Sarisporn logs Dec70 to Mar72; Aircraft Registration Application by CASI (Los Angeles, CA) for N62150 19Sep74; XW-PFC canx 20Sep74; *[Standard CofA issued 23Nov74 (TT14,062:47hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]*

XW-PFD PC-6/B1-H2 Turbo-Porter c/n 632 ex HB-FCS, (XW-PDL)
 CASI (owned since 06Sep67); regd Sep67; Sarisporn logs Jan71 to Mar72; Aircraft Registration Application by CASI (Los Angeles, CA) for N62153 19Sep74; XW-PFD canx 20Sep74; *[Standard CofA issued 23Nov74 (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 01Jly77; 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 Moug 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 Moug 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;
- 07Jly69; 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;
- 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;
- 07Jly72; 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-PFI

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 Moug 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 heli pad at coordinates UG5923, Laos, tipped to the right and the skids separated; repaired;
- 09Nov68; forced landing at Na Khang (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 Moug 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
01/10/17

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)

- XW-PFM 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
- XW-PFN Douglas C-47B c/n 20763 ex 43-16297, VHCHB, VHCDK, VR-HDJ, VR-SCC, VR-OAJ, 9M-ANF, 9V-BAM
[9V-BAM canx 31Jly68]; Laos Air Charter; regd Jly68; to XW-TDK Mar69
- XW-PFO *Possibly PC-6/B1-H2 Turbo-Porter c/n 704, but see XW-PEO*
- XW-PFP Curtiss C-46F c/n 22598 ex 44-78775, N74179
[Regd N74179 to USAF (lessor & owner) & Pan American Airways (lessee & operator) 30Sep48; canx 26Feb53; new lease agreement between USAF & Resort Airlines 29Jun54; regd N74179 to USAF (lessor & owner) & Resort Airlines (lessee & operator) 27Jly54; sold by USAF to Resort Airlines 01Dec54; regd to Resort Airlines 04May55; regd to Riddle Airlines (Miami, Fl.) 09Jun55; sold by Airlift International Inc to Zantop Air Transport Inc (Detroit, Mi.) 04Aug66; regd to Universal Airlines (Detroit, Mi.) 02Mar67; to Union Aviation Corp (Miami, Fl.) Feb68]; to Royal Air Lao as XW-PFP Mar68; to XW-TDG Apr68; [N74179 canx 19Mar79 (administrative status 6)]
- XW-PFQ 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 N62156 19Sep74; XW-PFQ canx 20Sep74; left Laos (to T-08 Udon) 25May75; *[BoS from CASI to Viking Helicopters Ltd (Ottawa) 08Nov76; canx to Canada 11Nov76]*
- XW-PFR PC-6/B1-H2 Turbo-Porter c/n 668 ex HB-FDS
CASI; regd 01Apr68; shot down near Sam Neua, Laos 09May73
- XW-PFS
- XW-PFT 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]*
- XW-PFU 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.
- XW-PFV 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 maybe just an allocation ntu as no mention in the FAA file

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; <i>[Standard CofA issued 29Jan75 (TT14,311:21hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]</i>
XW-PFX	Douglas C-47A	c/n 13529	ex 42-93599, VH-IND, ZK-BYE <i>[ZK-BYE (canx 06Feb68); Xieng Khouang Air Transport; Laos Air Charter; to XW-TDJ]</i>
XW-PFY	Douglas C-47A		<i>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 17Jly70 & was soc 18Jly70</i>
XW-PFZ	Douglas DC-6B	c/n 45550	ex B-1006 <i>[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]</i>
XW-PGA	Helio 395 Super Courier	c/n 564	ex B-857 Air America; regd May69; <ul style="list-style-type: none"> • damaged 30Nov70 at Long Tieng (LS-20A); • damaged 20Dec70 in Laos following hard landing after encountering whirlwinds stored at Wattay Jly72; stored at Udon by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the <i>SS Weybank</i> for Manila; canx on export to Philippines; to RP-C2698 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 <i>[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</i>
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
XW-PGF	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

XW-PGG

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.

XW-PGH

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

XW-PGI

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

XW-PGJ

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

XW-PGK

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

XW-PGL

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

XW-PGM

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

XW-PGN

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 (TT7,633:15hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]*

XW-PGO

XW-PGP

XW-PGQ

XW-PGR

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

XW-PGS

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) 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

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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
[CofA 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
[CofA 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 Ph1-1/19
- XW-PGV Twin Otter 300 c/n 266 ex CF-AKZ, 9V-BCE
[regd 9V-BCE 28Mar70 to Saber Air Pte; dd new to Air Charter Enterprises Pte Ltd 23Apr70; sold by Saber Air to Laos; canx 14Sep70]; Royal Air Lao; to N85TC Jan74
- 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
- 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
[dd new to Air Charter Enterprises Pte Ltd 23Apr70; regd 9V-BCF 24Apr70; canx 31Mar71]; Royal Air Lao; regd 08Apr71; to N86TC Jan74

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

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
[Converted to C-46R Nov57; LN-FOP canx 14Jly71]; CASI (owned since 29Jun71); departed Europe on delivery 29Jun71 (probably as LN-FOP); regd cJly71; Les Strouse logbook 03Aug72 to 28Nov73; canx 02Jly74; Aircraft Registration Application by CASI for N335CA 08Jly74; [Standard CofA issued 10Jly74 (TT 20,771:51hrs); 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 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 & CofA revoked; Max Moore / Kris Air confirmed to FAA 11Nov80 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
[C-46F; sold by Egyptian Government to Officine Aeronavali (Venice); arrived at Venice 16Feb56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9889F 28Sep56; CofR for N9889F 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CofR issued to Boreas Corp 01Nov56; converted to C-46R Oct57; canx 09Oct57 to Norway; LN-FOR canx 14Jly71]; CASI (owned since 29Jun71); regd cJly71; Les Strouse logbook 11Aug72 to 20Dec73; canx 02Jly74; Aircraft Registration Application by CASI for N336CA 08Jly74; [Standard CofA issued 10Jly74 (TT 20,513:56hrs); 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) 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; probably broken up at Seletar c1980; canx 07Oct14 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
[C-46F; sold by Egyptian Government to Officine Aeronavali (Venice); arrived at Venice 17Jly56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9889F 28Sep56; CofR for N9889F 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CofR issued to Boreas Corp 01Nov56; converted to C-46R; canx 04Dec57 to Norway; LN-FOR canx 14Jly71]; CASI (owned since 29Jun71); regd cJly71; Les Strouse logbook 09Aug72 to 29Dec73; canx 03Jly74; Aircraft Registration Application by CASI for N337CA 08Jun74; [Standard CofA issued 10Jly74; 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; maintenance carried out 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 Pte. Ltd (Singapore) 20Jly77; BoS from Kris Air Pte. Ltd to Daniel T. Cooley (Singapore) to 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 ChineseAF 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 28Jly71; 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; exported to Canada; to C-GAHV; canx 28May85; to N553PC; canx 24Jly87; exported to Venezuela]
- XW-PHP Twin Otter 300 c/n 280 ex 9V-BCJ
[dd new to Air Charter as 9V-BCJ 28Apr70; sold by Saber Air to Laos 06Aug71]; Royal Air Lao; regd 07Aug71; to CASI by 1973; to 9V-BCJ Feb74 [regd 9V-BCJ 28Feb74 to Air Charter Enterprises Pte Ltd; canx 28Nov74]
- XW-PHQ
- XW-PHR
- XW-PHS Twin Otter 300 c/n 285 ex 9V-BCL
[dd new to Air Charter as 9V-BCL 30Apr70; sold by Saber Air to Laos]; Royal Air Lao; regd 07Sep71; to A-060 (Laotian AF), XW-PKH
- XW-PHT Bell 206A JetRanger c/n 593 ex 9V-BCY
[regd 9V-BCY to Heli Orient 02Jan71; canx 13May71]; Lao Air Development; regd 1971; believed crashed and dbf in the LS-272 area 29Jun71 (5 killed)
- XW-PHU
- XW-PHV Douglas C-47
 Air Union; Cambodia Air Commercial; crashed on take-off from Phnom Penh (Pochentong) 03Dec73
- XW-PHW Douglas C-47
 Cambodia Air Commercial; overran runway 21 on landing at Kompong Som, Cambodia 07Jly72 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
- XW-PHY Sikorsky S-58T c/n 58-1723 ex Bu150727, 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 05Jan73 at Tainan
- XW-PJY Convair 340 c/n 188 ex PK-GCO (canx 01Jan71)
 Sold by Garuda to Tri-9 Corporation (San Diego, CA) 24Oct72 as XW-PJY; operated by Angkor International Airlines; sold by Tri-9 to John Morey (Airport International Hotel, Kemayoran Airport, Jakarta) 27Jly74; Application for Aircraft Registration for N57913 by John R. Morey 29Nov74; CofR issued 10Feb75; abandoned Phnom Penh (Pochentong) 1975; N57913 cancelled 22Oct76 (failed to submit an "Aircraft Registration Eligibility, Identification & Activity Report" due 01Apr76)
- XW-PJZ Convair 340 c/n 194 ex PK-GCS (canx 01Jan71)

Sold by Garuda to Tri-9 Corporation (San Diego, CA) 24Oct72 as XW-PJZ; operated by Angkor Wat Airlines; Royal Air Lao; escaped to Bangkok 14Apr75, and then presumably on to Seletar

XW-PKA Lockheed L-188A Electra c/n 1061 ex VH-TLA, N188LA
Royal Air Lao "Tiao Anou"; regd 1972; dd to Wattay from Miami, Fl. 18Jly72; grounded Dec73 to allow XW-PKB to keep flying; made airworthy again & left Wattay for Seletar 20Sep74, but diverted to Bangkok with engine trouble; left Bangkok 20Sep74 but diverted to Kuala Lumpur with further engine trouble, finally arriving at Seletar 21Sep74; sold to American Jet Industries 1975, but parted out at Seletar during 1976 still marked as XW-PKA; *[N188LA canx 16Mar76 as 'destroyed']*

XW-PKB Lockheed L-188A Electra c/n 1069 ex VH-TLB, N188LB
Royal Air Lao "Tiao Khoun Boulom"; regd 1972; dd to Wattay from Tulsa, Ok. 12Jun72; left Wattay for Hong Kong for overhaul by HAECO 08Aug74; ferried to Seletar 27Oct74; [leased to Mandala Airlines as PK-RLX 1974; sold to American Jet Industries 1975 & returned to USA for freighter conversion; *[N188LB canx 17May76 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) 15Mar72, to be based at Wattay, Laos; Application for Aircraft Registration for N6376 to Bird & Sons (Oakland, CA) 27Mar72]; 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) 15Sep73; BoS from Bird & Sons Inc to Fred Bollman (Reno, Nv.) 05Mar79; BoS from Fred Bollman to Global Rotors Inc (Klamath Falls, Or.) 19May80; sold to Domino Industries Group (Sydney, Australia) Aug80; exported to Australia (E-198774, 28Jly80); canx 27Aug80; to VH-SAI]

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 (Laotian AF)
Regd 20Jly72; to 9V-BCL Sep73; *[regd 9V-BCL 08Sep73 to Air Charter Enterprises Pte Ltd]*

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 from USAF (Davis-Monthan AFB) by G&G Steel Inc (Tucson, Az.) 12Apr65; sold as N91362 to C-46 Parts Inc (Miami Springs, Fl.) 06Dec65; sold to Ken-Air Inc (Sun Valley, CA) Jly67; regd to Ken-Air Inc (Sun Valley, CA) 08Aug67; canx 07Sep67 to Taiwan (ownership listed as Concord Aircraft & Parts Supply Co Ltd. 408 Princes Bldg, Hong Kong) for operation by China Airlines on services to South Vietnam; regd to China Airlines as 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 CofA 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 skin 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; CofR 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 'extended overwater flight' Mar72]; probably regd XW-PKL late 1972 or early 1973; 31Dec73 Activity Report says "Sold to Royal Air Lao, Vientiane, Laos April 1974"; N4963F canx 25Jly74

XW-PKM Dornier Do28A-1 c/n 3021 ex N4224G, XW-PCJ
CASI; regd 05Jan73; CofA #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 CofA issued 27Oct73 (TT 7,314:41hrs); Revoked 12Feb82]*

XW-PKN

XW-PKO 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 "XW-PKO" was reported to have been found in Feb07 in the jungle near the summit of Mt. Oral, Cambodia.

XW-PPK

XW-PKQ

XW-PKR

XW-PPS

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

XW-PPU PA-18-150 Super Cub c/n 18-8435 ex N4215Z, probably also ex CASI '711' or '712',
XW-PPM
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 Jly07; regd N266SC to Dennis E. Houdek 06Sep07; BoS from Dennis E. Houdek to Frank E. Swineheart (McElhattan, PA) 21Sep07; canx 21Aug12]*

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XW-PKV

XW-PKW Bell 206B JetRanger II
Bird Air

XW-PKX Douglas C-47
Khmer Airlines; w/o 08Oct74 Krakor

XW-PKY 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

XW-PLA Douglas C-47
Development Khmer Airlines; noted at Kampong Chhnang 1974

XW-PMF Curtiss C-46F c/n 22561 ex 44-78738, N1649M, PJ-CLC, N1447
[C-46F c/n 22561 leased by Skyways International Trading & Transport Co (Miami, FL.) from USAF 19May48; NC1649M registered to Skyways International Trading & Transport Co 02Jun48; re-regd N1649M 1Jan49; registered to Skyways International Trading & Transport Co 14Feb49; leased by Seaboard & Western Airlines Inc (New York) from USAF 21Mar50; registered to Seaboard & Western Airlines Inc 30Mar50; leased by Slick Airways Inc (Burbank, CA) from USAF 14Jly52; registered to Slick Airways Inc 28Jly52; sold to Slick Airways Inc 30Nov56; sold by Slick to AAXICO Airlines Inc (Miami, FL.) 09Sep57; registered to AAXICO Airlines Inc 11Sep57; sold by AAXICO to William N. Hahn (Miami, FL.) by 16Nov64; registered to William N. Hahn 22Dec64; major overhaul by Shannon Repair Services Ltd (Shannon, Ireland) 1965; sold by William N. Hahn to Caraibische Lucht Transport Maatschappij NV (Willemstad, Curacao, Netherland Antilles) 01Jly65; export CofA issued 19Aug65 on sale to Netherland Antilles; ferry permit applied for 19Aug65 for flight from Miami, FL. to Curacao, Netherland Antilles; N1649M cancelled 15Sep65 to PJ-CLC; sold by Caraibische Lucht Transport Maatschappij NV to Millard C. Berry (Miami, FL.) (listed as CLTM's General Manager) 16May67; PJ-CLC cancelled 19May67; registered N1447 to Millard C. Berry May67; CofA issued 7Jun67; sold by Millard C. Berry to CASI (Los Angeles, CA) 8Sep67; fitted with ferry tanks in USA Sep67; N1447 flown by Les Strouse with CASI on rice drops May71 to Jun73]; N1447 cancelled 10May74 on sale to Laos; to XW-PMF; Royal Air Lao; Cambodia Air Commercial; escaped from Wattay to Bangkok 24May75; noted stored at Don Muang Jan76 (as XW-PMF); noted Jan78 as HS-SKD which regd 17Nov78 to Sahakol Air Cargo; did not enter commercial or cargo service; canx Apr80 & stored at Don Muang until at least Jan84; moved to Lad Phrao, Bangkok to become 'Apichart' coffee shop by 1985; moved to Chonburi 2001 (still there Jan17)

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 7460 ex 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 04Oct77

XW-PNF Douglas C-54A c/n 10393 ex 42-72288, Bu50845, NC????, XA-GUO, OB-SAE-174, F-BFGS, CN-CCD, F-BJHD, TU-TBP, F-BJHD
[CofA 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]*

XW-PNI Douglas C-54A c/n 10420 ex 42-72315, NL-305, PH-TAG, F-BDRY, CN-CCE, F-BJHE, TU-TBQ, F-BJHE
[F-BJHE 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-PAA

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; CofR to Southwest Airways Co 23Apr46; CofR 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
Veha 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

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-TAO

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

XW-TAQ

XW-TAR

XW-TAS

XW-TAT

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

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-OAMJ, 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

XW-TBE

XW-TBF Beech AT-11 c/n 3330 ex 42-36950, N4830N, XW-PAG
Lao Air Commercial; regd Feb63; *[N4830N canx 17May74 to Cambodia]*

XW-TBG DHC-2 Beaver
Société Akat Lao Neua & listed 1961

XW-TBH Beech C-18S
Vientiane Air Transport; Air Mekong

XW-TBI DH.89A Dragon Rapide possibly c/n 6724 ex NF853, G-AIUJ, VT-CHZ, F-OAIL, F-LAAB
Veha Akat Airlines; noted Jly63 being rebuilt

XW-TBJ Dornier Do28A-1 c/n 3013 ex N4223G
[bt new from Dornier Werke GmbH by International Aviation Development Corp (Walnut Creek, CA), as distributor; German CofA 94/61 issued 28Nov61; BoS from Dornier Werke GmbH to Foreign Air Transport Development Inc (Washington, DC) 04Dec61; Application for Registration for N4223G 08Dec61; CofR for N4223G to Foreign Air Transport Development Inc 06Feb62; ferried new to Vientiane, Laos, probably early 1962; leased to Bird & Sons; Aircraft Use & Inspection Report 28Nov62 at Wattay (TT 1,485:43hrs); sold by Foreign Air Transport Development Inc to Bird & Sons (Seattle, WA) 15Jan63; N4223G canx 12Mar63]; Bird & Sons; XW-TBJ regd cApr63; crashed at Long Tieng 02Mar64 & repaired; noted at Wattay Oct65 & Dec65; fate unknown

XW-TBK Cessna 185A c/n 0239 ex N4039Y, N11B
[CofA 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; CofA suspended 12Sep77; to Georges Montagnat (Noumea) 15Sep77; canx as 'sold abroad' 22May78; to ZK-ELY Dec78; w/o Rotorua 30Aug81; canx 24May84]

XW-TCA ? Antonov An-24
Pathet Lao Airlines; crashed 08Mar74 on approach to Hanoi (all 3 crew & 15 passengers, including the Algerian Foreign Minister, killed)

XW-TCB Douglas C-47
Reported at Wattay 04Oct77

XW-TCC Antonov An-26
Lao Government; dd 09Jun76; reported at Wattay 04Oct77; to RDPL-????? 1977

XW-TCD Antonov An-26
Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-????? 1977

XW-TCE Antonov An-26
Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-????? 1977

Note: The above three An-26's are probably RDPL-34036, 34037 & 34038

XW-TDA Douglas C-47A c/n 13729 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; Cambodia Air Commercial; shot down by a mortar shell while approaching to land at Kampot, Cambodia 02Oct72 (9 killed)

XW-TDB Douglas C-47
Air Cambodge; Lane Xang Airlines; dbr 11Apr75 Phnom Penh (Pochentong)

XW-TDC Douglas C-47B c/n 33612 ex 44-77280, N87636, HP-393
Xieng 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 14Sep67]; 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 24Jun68]; 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 22Oct68]; 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 19Nov68]; 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 03Oct69]; 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) 21Apr69]; canx by DGAC as 'registered abroad'; Aeroclub du Laos; regd Nov69; active Jun75 & Jly75

XW-TDQ

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 Seletar 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 Seletar 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 Seletar 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 Cambodge 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 Seletar by Jun75; Air Cambodge 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; 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-DJA
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 12Apr75; 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, VH-CFF, VH-ANZ
[VH-ANZ canx 05Jan72]; Air Union; Cambodia Air Commercial; Kang Chak; w/o 20Apr74 Suay Rieng

XW-TFM

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

XW-TFO 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; CofR 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 (Shaw, MS) 19Jun64; BoS from C. J. Collier to Wings Inc (Dallas, TX) 26Aug66; BoS from Wings Inc to Jack Adams Aircraft Sales (Walls, MS) 30Jan67; BoS from Jack Adams Aircraft Sales to CASI (Los Angeles, CA) 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; CofR for N1778G to Brigadier General Harry C. Aderholt (c/o Sea Thai Ltd, Bangkok) 06Jun78; canx 27Feb79 to Thailand]

XW-TFP Boeing 307 Stratoliner c/n 1998 ex NC19906, 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

XW-TFR 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 Mansdorf (Compton, CA) 02Feb46; BoS from Lee Mansdorf to James F. Conroy & Hubert E. McKelvey (Compton, CA) 27Mar46; CofR for N63161 to James F. Conroy & Hubert E. McKelvey t/a Long Beach Aeromotive Inc (Compton, CA) 22May46; CofR 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; CofR to Will J. Reid 16Oct46; BoS from Will J. Reid to The Hancock Oil Co of California (Long Beach, CA) 15Aug47; CofR to The Hancock Oil Co of California 22Aug47; BoS from The Hancock Oil Co of California to Stater Brothers Markets (Bloomington, CA) 30May50; CofR to Stater Brothers Markets 20Jly50; BoS from Stater Brothers Markets to Transocean Air Lines (Oakland, CA) 06Apr51; CofR to Transocean Air Lines 19Jly51; 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; CofR 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 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-LAAA Noorduyn UC-64A Norseman 6 c/n 794 ex 44-70529, N56438, F-OACY
 Regd 05Jly55 to Veha 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-LAAB DH.89A Dragon Rapide c/n 6724 ex NF853, G-AIUI, VT-CHZ, F-OAIL
 CofR #193338 13Oct55 (or regd 05Jly55) to Veha Akat Airlines; CofA suspended 27Mar61; canx 31Aug62 by DGAC as 'sold abroad'; possibly to XW-TBI

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

F-LAAD Noorduyn UC-64A Norseman c/n 643 ex 44-70378, SE-ASI, F-OALR
 CofR #193340 13Oct55 (or regd 05Jly55) to Veha Akat Airlines; sold by Veha Akat to Edgerton & Sons (College, Ak.) 21Apr69; fuselage & wings completely recovered & other maintenance work carried out by Veha 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-LAAE DH.89A Dragon Rapide c/n 6845 ex NR769, G-ALWL, F-BGPH, F-BEPE
 CofR #193341 20Oct55 (or regd 05Jly55) to Veha Akat Airlines; w/o 23Dec60 Ban Ban, Laos; canx 07Feb61 by DGAC as 'destroyed'

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

F-LAAG 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-LAAH 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-LAAI 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-LAAJ 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-LAAK 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'

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 Vaha Akat Airlines; CofR #193349 07Jun57 (or regd 12Jan59) to Vaha Akat Airlines; CofA suspended on 12Apr61; canx 02Apr70 by DGAC as 'destroyed'

F-LAAN DHC-2 Beaver c/n 991
bt Jun57 by Vaha Akat Airlines; CofR #193350 07Jun57 (or regd 12Jan59) to Vaha 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 Aerien; 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 04Jly58 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 18Jly60 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 18Jly60 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) 11Jly50; BoS from Personal Airplane Sales Corp to Lockwood, Kessler & Bartlett Inc (Great Neck, NY) 18Jly50; CofR to Lockwood, Kessler & Bartlett Inc 27Jly50; 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
[BoS for N1011D from Cessna to Straley Flying Service (Clinton, Ia.) 27Nov50; BoS from Straley Flying Service to Keokuk Steel Castings (Keokuk, Ia.) 27Nov50; CofR to Keokuk Steel Castings 17Jan51; BoS from Keokuk Steel Castings to The Collis Co (Clinton, Ia.) 14Sep51; CofR to The Collis Co 26Oct51; BoS from The Collis Co to The Snow Co (Omaha, NB) 19Sep53; CofR to The Snow Co 09Oct53; BoS from The Snow Co to Vest Aircraft & Finance Co (Denver, Co.) 03Jun54; BoS from Vest Aircraft & Finance to Gates & Sons Inc (Denver, Co.) 17Sep54; CofR to Gates & Sons Inc 28Sep54; BoS from Gates & Sons Inc to John T. Valdes (Princeton, NJ) 27Jan56; CofR to John T. Valdes 09Feb56; BoS from John T. Valdes to Air Carrier Service Corp (Washington, DC) 20Feb59; BoS from Air Carrier Service Corp to Robert J. Cros / Air Carrier Service Corp (Saigon, Vietnam) 20Feb59]; exported to Laos (E-39568, 17Mar59); N1011D canx 25Mar59; CofR #193361 03Aug59 (or regd 04Aug59) to Isabelle Thibaut Mittard; canx 11Aug60 by DGAC as 'sold abroad', probably to XW-???

F-LAAZ Cessna 180 c/n 32013 ex N3215D
[BoS from Cessna to The Air Oasis Co (Long Beach, CA) 11Aug55; BoS from The Air Oasis Co to Alamo Airways (Las Vegas, Nv.) 18Aug55; CofR to Alamo Airways 09Sep55; BoS from Alamo Airways to Lalif Wood (Las Vegas, Nv.) 01May56; CofR to Lalif Wood 26Jun56; BoS from Lalif Wood to Alamo Airways (Las Vegas, Nv.) 15Jun57; BoS from Alamo Airways to Miller Amusements Inc (Las Vegas, Nv.) 28Nov58; CofR to Miller Amusements Inc 13Jan59; BoS from Miller Amusements Inc to Vest Aircraft & Finance Co (Denver, Co.) 16Apr59; BoS from Vest Aircraft & Finance Co to American Aircraft Sales Co (Hayward, CA) 14May59; BoS from American Aircraft Sales Co to Air Carrier Service Corp (Washington, DC) 03Dec59; BoS from Air Carrier Service Corp to Air Carrier Service Corp (Saigon, Vietnam) 05Jan60; exported to Vietnam (E-35269, 07Dec59); canx 13Jan60]; CofR #193362 22Jun60 to Felix Simon-Jean; regd 27Oct61 to Pierre Guichaoua; w/o Dec61; canx 28Sep64 by DGAC as 'destroyed'; possibly to XW-PBM

Foreign-Registered Aircraft

The following have been associated with Laos, but have never appeared (and are unlikely to) on the civil register.

5Y-AMM Helio H-250 Super Courier c/n 2505 ex N5447E, ZS-EEV, 7P-FDA, ZS-EEV, 7P-EEV
 5Y-AMM listed for sale in 'Flight International' 17Mar79 by A. Dyer, Kisima Farm, Nanyuki, Kenya; listed with Marc Rene Lekou, Nairobi as 'expired' 31Jly04; CofA expired 09Mar06; moved with Marc Lekou to Vientiane, Laos by 2008; listed for sale by Marc Lekeu, Luang Prabang, Laos for US\$150,000 Jly09; 5Y-AMM canx 20May10 on 'transfer to Bangkok'; still hangared at Wattay Mar11; moved outside late-Nov13 / early-Dec13 (Mark Lekou believed died); still parked outside at Wattay Feb17

5Y-BDD Piper Super Cub c/n 18-8849 ex N9728N, N8447Y, 5H-MOP

CofA expired 25Mar94 (last owner Miss Juweriya Ali Abdi); believed brought to Laos by Dr Murray Watson (husband of Juweriya Ali Abdi); noted stored at Wattay 03Feb01

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 Thoungpeng 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		
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' Sep16		
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:-

Operator	Type	Nr.	<u>Presumed</u> to be:-
Air Laos:			
	Boeing Stratocruiser	5	XW-TAA, TAB, TAC, + ?
	Beaver	5	
	DC-3	2	
	C-46	1	
Laos Air Service:			
	Dragon	1	
Laos Air Transport:			
	Beechcraft C-45	1	XW-THS
Office Commercial d'Approvisionnement:			
	Cessna 190	2	
Société Akat Lao Neua:			
	Beaver	1	XW-TBG
Société Tourisme et Travail Aerien:			
	Tri-Pacer	1	F-LAAO
Sithon Akat:			
	Dragon	1	
01/10/17			51

Veha Akat Airlines:

Rapide	3	XW-TAJ, F-LAAB/XW-TBI, F-LAAC, F-LAAE, F-LAAF
Norseman	1	F-LAAA
Beaver	2	

Airline / Operator Active operators highlighted thus Lao Airlines	IATA / ICAO	Website	Dates	Notes
Air Lao			1997 ?	
Air Laos			1952 to 1962	Absorbed by Royal Air Lao 1962
Air Laos Commerciale			1955 to 1968	(Bonaventure "Rock" Francisci)
Air Vientiane Laos			1964 to c1967	
Civil Aviation Training Center			???? to date	See MAF & PACTEC
Euro Asia Aviation	-- / EUL		2002 to 2003	
Lane Xang Airlines			c1973/1974	
Lao Air	-- / LLL	www.lao-air.com	2002 to 2014	Rebranded as Lao Skyway 2014
Lao Air Lines			1968 to 1973	Absorbed by Royal Air Lao 1973
Lao Airlines	QV / LAO	www.laoairlines.com	2003 to date	ex Lao Aviation
Lao Aviation			1976 to 2003	Rebranded as Lao Airlines 2003
Lao Capricorn Air	-- / LKA		2008 to 2010	Rebranded as Phongsavanh Airlines 2010
Lao Cathay Airlines			1967	
Lao Central Airlines	LF / LCI	www.flylaocentral.com	2011 to 2014	ex Phongsavanh Airlines; operations suspended May14
Lao Flying Service				Formed by Thai Flying Service
Lao Skyway	-- / LLL	www.laoskyway.com	2014 to date	ex Lao Air
Lao WestCoast Helicopters		www.laowestcoast.com	1993 to 2011	Subsidiary of Helicopters (NZ); believed taken over by Lao Skyway after the acquisition of Helicopters (NZ) by CHL in 2011
Laos Air Charter			1969 to 1976	
MAF (= Mission Aviation Fellowship)			???? to date	NGO; Cessna 172's leased to PACTEC
Northern Aviation Co	-- / NLP			
PACTEC (= Partners in Aviation & Communication Technologies)			2013 to date	Operator of Civil Aviation Training Center
Pathet Lao Airlines			c1974	
Phongsavanh Airlines	-- / LKA		2010 to 2011	Rebranded as Lao Central Airlines 2011

Royal Air Lao			1962 to 1976	
Samaki Peanich Airlines				
Sorya Airlines				
Tahprohm Airlines				
Veha Akat Airlines			c1955 to c1967	
Xieng Khouang Air Transport			1967 to c1972	

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
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Phin - War Museum [16.534670°, 106.022030°]

64-14222	Sikorsky CH-3C	derelict aft section; noted thro' Feb16; [lost 06Oct69 Muang Phin airport, Savannakhet]
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Savannakhet - Provincial Museum [16.550108°, 104.746175°]

(unmarked)	T-28	derelict in front yard
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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' Apr17; [ex RDPL-34128; reg on top of stbd wing & 'Lao Aviation' on top of port wing]
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Vientiane – private house [17.989611°, 102.603852°]

RDPL-34115	Harbin Y-12 II	arrived by Jan10; noted thro' Apr16
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Vientiane - beer garden near Wattay airport [17.989003°, 102.553960°]

RDPL-34119	Xi'an Y-7-100C	arrived after Jan11; noted Mar13 thro' Sep16
RDPL-34127	Xi'an Y-7-100C	Lao Aviation; arrived after Jan11; noted Mar13 thro' Sep16

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

074	Antonov An-2	displayed outside; noted thro' Sep16; [ex RDPL-34123]
725	MiG-21bis	PLAAF; arrived 11Oct15 ex Xieng Khouang; noted thro' Sep16
RDPL-34043	Mil-8T	displayed outside; noted thro' Sep16
(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 Skyeye 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]
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Vientiane – private house [17.972080°, 102.598471°]

(RDPL-34002)	Yakovlev Yak-40	no wings, but in good condition; noted at least Oct06 thro' Apr16
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01/10/17

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' Sep16
	Antonov An-2	stored outside [17.982719°, 102.577742°]; noted at least Nov03 thro' Mar17 (was moved from 17.982067°, 102.578736° mid-2012)
21 ?	MiG-21MF	stored outside [17.982825°, 102.577878°]; noted at least Nov03 thro' Mar17
24 ?	MiG-21MF	stored outside [17.982825°, 102.577878°]; noted at least Nov03 thro' Mar17
	MiG-21	stored outside [17.982066°, 102.578265°]; noted at least Nov03 thro' Mar17
RDPL-34069	Mil Mi-26T	stored outside [17.981407°, 102.578657°]; noted at least Jun05 thro' Mar17

Vientiane – Sokpaluang Road, private house [17.945143°, 102.625010°]

(XW-PBx) Twin Pioneer cockpit section only; noted Jan14

Xieng Khouang air base [19.443583°, 103.152300°]

RDPL-34015	Xi'an Y-7-100C	noted derelict at least Jan06 thro' Sep16
	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