LAO CIVIL AIRCRAFT REGISTER

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 steveozel@outlook.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.

Clicking on registrations shown thus RDPL-34001 or RDPL-34031 (ie. underlined) will open a PHOTO of the aircraft from my Flickr page. You will find lots more, 17,000+, photos directly on my Flickr page.

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

www.lao-aviation.net

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

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.

RDPL-34… Antonov An-26
Due ex Vietnam

RDPL-34…(1) Yiwei Balloons C40 HAFB
dd Dec23

RDPL-34…(2) Yiwei Balloons C60 HAFB
dd Jan24; ff in Laos 02Feb24

RDPL-34…(3) Yiwei Balloons C40 HAFB
dd Jan24

RDPL-34…(4) Yiwei Balloons C60 HAFB
dd 2023

(RDPL-34…) ATR72-600 c/n 1064 ex F-WWEZ, VT-JCY, EI-GIW, ES-ATH, OE-LTH, OY-NZD

www.thai-aviation.net

(RDPL-34…) Beech Duke
Lao Central Airlines; noted parked at Wattay in full livery, but no regn May12; Lao Central AL ceased operations May14; stored at Wattay at north end of apron [17.981120°, 102.563846°] thro' Feb26

In addition, the following Mil Mi-8/17 c/ns were dd to Laos, but not tied up to registrations (courtesy of Scramble / Soviet Transports):-

20512	205M02	205M06	418C01
20513	205M03	341M07	418M13
20514	205M04	341M08	418M14

ULnnn series (ULM's 2010 to date)

(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

(unmarked) Skyfox CA25N Gazelle
dd by trailer to Vangvieng 17Oct20; reported as ex-Thai; believed active, un-registered

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; owner Ravansith Thammarangsy died in crash of UL002 08Mar26; offered for sale Aug26 for $45,000 (TT 193:45)

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; current 2020; w/o 08Mar26 at Khoksa (2 killed, including Ravansith Thammarangsy)

UL003 FK9 ELA (Mark V) c/n 466
Francois Greck [Khoksa]; noted Oct13 with 'Lao Airsports Club' titles; noted at Khoksa Dec14; to Phongsavath Sebanphuang [Khoksa]; current 2020

UL004 Evektor Harmony c/n 2012-1517
Ravansith Thammarangsy [Khoksa]; noted Oct13 with 'Lao Airsports Club' titles; owner Ravansith Thammarangsy died in crash of UL002 08Mar26; offered for sale Aug26 for $190,000 (TT 323:10)

UL005 Paramotor
Marc Schiffman [Khoksa]; Thai-made frame, Paramania wings & Corsair engine; current 2020

UL006(1) Paramotor
Lao Airsports Club [Khoksa]; Thai-made frame, Paramania wings & Corsair engine

UL006(2) Zlin Aviation Savage Bobber c/n 346
Ravansith Thammarangsy [Khoksa]; owner Ravansith Thammarangsy died in crash of UL002 08Mar26; offered for sale Aug26 for $130,000 (TT 37:89)

UL007 Paramotor
Ravansith Thammarangsy [Khoksa]; Thai-made frame, Paramania wings & Corsair engine; current 2020

UL008 Paramotor

www.hal-aviation.net

Padeum Keopanhya [Khoksa]; Thai-made frame, Paramania wings & Corsair engine; current 2020

UL009 Paramotor
Xaynalong [Khoksa]; Thai-made frame, Paramania wings & Corsair engine; current 2020

UL010 LCA LH 212 Delta c/n 12
Ravansith Thammarangsy / Lao Airsports Club [Khoksa]; due at Khoksa Oct/Nov15; owner Ravansith Thammarangsy died in crash of UL002 08Mar26; offered for sale Aug26 for $250,000 (TT 101:10)

UL011 Pipistrel Virus SW c/n 732SW100
Volker Sobetzko [Khoksa]; noted active Jun20

UL012 Aeroprakt A22 c/n 249
Julian Derbidge [Khoksa]; current 2020

UL013 Not used

UL014 Pipistrel Virus 914 c/n 795SW115
Jean-Francois Remaux [Houaysay]; reported active Dec17; current 2020

UL015 Paramotor
Markus Neuer [Khoksa]; current 2020

UL016 FK9 SW Mk V c/n 496
Jean-Francois Remaux [Khoksa]; on floats; current 2020

UL017 Nirvana Thor 250 Paramotor
Boundeum Grages [Khoksa]; current 2020

UL018 Nirvana Thor 250 Paramotor
Holger Grages [Khoksa]; current 2020

UL019 Paramotor
Saysomkham Sayakone [Vangvieng]; current 2020

UL020 Paramotor
Kisoo Han [Vangvieng]; current 2020

UL021 Paramotor
Saysomkham Sayakone [Vangvieng]; current 2020

UL022 Paramotor
Saysomkham Sayakone [Vangvieng]; current 2020

UL023 – UL028 allocated to Lao Civil Aviation Authority

UL029 Aeroprakt A22 c/n 302
Exported from Ukraine to Lao AirSports Club 09Nov17; Bradley Dahm [Luang Prabang]; current 2020

UL030 ICP Ventura c/n 19-03-62-011
Jean-Francois Remaux [Khoksa]; noted active Sep20

UL031 Air Creation Skypper 912 / I-fun 16 c/n T18027
Holger Grages [Khoksa]; current 2020

UL032 Air Creation Pixel Thor 250 / I-fun 13 c/n T18031
Ravansith Thammarangsy / Lao Airsports Club [Khoksa]; owner Ravansith Thammarangsy died in crash of UL002 08Mar26; offered for sale Aug26 for $20,000 (TT 5:00)

UL033 Paramotor

www.thai-aviation.net

Anthony Frossard [Vangvieng]; current 2020

UL034 ICP Ventura c/n 21-05-62-0022 R
Noted active Jan24

UL035 – UL047 allocated to Lao Civil Aviation Authority

UL035 noted active Feb24

UL048 Chaize 720m^3 Gas Balloon

RDPL-34nnn series (1977 to date)

RDPL-34001 Yakovlev Yak-40 'Salon' c/n 9840559
[mfg 1979]; Lao Aviation; dd 1979; did not have *'Yak-40'* logo on nose; crashed in jungle 25May98 about 300km north of Vientiane, near Phonesavanh en route Xieng Khouang province, after flying into a heavy rainstorm; 26 killed, including members of a Vietnamese military delegation (call-sign reported as ZPX-001)

RDPL-34002 Yakovlev Yak-40 c/n 9431835 ex 974, XW-TCF/166
[mfg 1974]; Lao Aviation; dd 1979; *'Yak-40'* logo on nose; noted at Wattay 24Jan01; wfu prior to 2002; noted without wings in front garden of private house, Vientiane by Oct06 (still there Feb24; gone by Oct25)

Note: The identities of these Yak-40's are unconfirmed.
Note: The existence of a 3rd Yak-40, 976, has largely been discounted.

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 to Laos 21Feb74; still in Laos 1975; to Lao Aviation as RDPL-34004 (possibly ntu); 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 (except it seems to be the only candidate). RDPL-34004 is not mentioned in the FAA file.

RDPL-34005 Antonov An-24RV c/n 67310609
mfg 20Oct76; Lao Aviation; dd 1976; reported at Wattay 04Oct77; noted at Wattay (no titles) Oct93; wfu 1998; noted stored at Wattay 24Jan01 & Apr02; believed to RDPL-34143 by Jan04

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

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

www.lao-aviation.net

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

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 Dec24)

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 May12 thro' Jun14; noted in store Sep16 thro' Nov19; noted, apparently preserved but dirty, behind Lao Airlines maintenance hangar, near terminal [17.972709°, 102.569176°] at Wattay by Sep25 (not there Feb24)

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

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

RDPL-34018(2) Antonov An-74TK100 c/n 365470991005
ff 1998; Lao Government; f/n 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 c/n 097III07* ex B-015L

www.thai-aviation.net

Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro' Nov19; loaned to Lao Skyway as RDPL-34252 Dec19; returned to Lao Government as RDPL-34022 by Sep21 (after Apr21); noted active thro' May24; returned to Lao Skyway as RDPL-34252 by Jly24 (after May24)

RDPL-34023

RDPL-34024 Xi'an MA600 c/n 097III08
Lao Government; dd 14Apr13; officially handed over 29Apr13; noted active thro' Aug26

RDPL-34025(1) 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/Industrial, ID 03Mar11 at Aeroplanes Over Idaho Museum (closed in 2012); moved to Caldwell/Hubler Field, visible on GE image 07Jun14; last CofR renewal 30Jan20, still without a CofA; current on register Jan23]*

RDPL-34025(2) Antonov An-2R c/n 1G199-31 ex CCCP-31522, RA-31522 (canx mid-2019)
Olive green overall; noted at Wattay Mar20, Jun21, Nov22 & Mar24; noted parked behind 703 Regiment hangar at Wattay [17.971146°, 102.572124°] Oct25; noted, apparently preserved, behind Lao Airlines maintenance hangar, near terminal [17.972835°, 102.569473°] at Wattay by Aug26 (not there Oct25)

RDPL-34026 Xi'an MA60 c/n 0801
Lao Government; dd Apr12; noted active at Wattay May12 thro' Jun14; to RDPL-34226 by Mar14

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; to RDPL-34262 by Mar14

RDPL-34029(1) Antonov An-2
f/n 1988

RDPL-34029(2) Antonov An-26 c/n ex RF-46856
Donated by Russian Government to Lao Government; dd to Wattay 18Mar21; noted active thro' Aug26

RDPL-34030

RDPL-34031 Cessna 310R
Noted Aug21 & Sep25

Note: this is almost certainly Cessna 310R c/n 310R1223 ex N1761G, N818BW, HS-AMS which was reportedly shipped to Laos in early 2021, and possibly briefly RDPL-34039 (qv)

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

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

RDPL-34033

www.thai-aviation.net

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

RDPL-34035

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

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

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

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

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

RDPL-34039 ? Cessna 310R

Note: photo posted Aug21 shows an all white, except for the registration, Lao flag on fin & 'Cessna 310R' on the nose. The last letter of the registration is obscured but must be an '8' or a '9' (AeroLaos suggests a '9'). This is almost certainly Cessna 310R c/n 310R1223 ex N1761G, N818BW, HS-AMS which was reportedly shipped to Laos in early 2021. Assuming so, then it had been repainted with thin cheatlines & re-marked as RDPL-34031 by Nov21.

RDPL-34040(1) Curtiss C-46D c/n 22232 ex 44-78409, XT-808, N8409C, B-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(TV) c/n 23510 ex 23510 (Pakistan Army)
Lao Aviation; f/n Jan91; crashed in the mountains Long Tieng 25Jun00

RDPL-34040(3) Mil Mi-8T
PLAAF; f/n at Wattay Nov00; 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 hangared & 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

RDPL-34045

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RDPL-34046 Mil Mi-8MT
Lao Aviation / Lao Government; dd 12Jun78; landed at Ubon Ratchatani, Thailand 16May82; returned to Laos; noted hangared & 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 hangared & 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 hangared & possibly wfu at Wattay Oct93; noted at Wattay 03Feb01; noted in store at Wattay Nov09; noted at Wattay Mar13, Mar24, Sep25 & Feb26; reported as stored at Wattay Aug26

RDPL-34056 Mil Mi-17-1V
Lao Aviation / Lao Government; f/n Jan91; noted hangared & possibly wfu at Wattay Oct93; noted wfu at Wattay 03Feb01 & Nov09; noted active thro' Feb26; reported as stored at Wattay Aug26

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

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

RDPL-34061(1) Kamov Ka-32T c/n 8908 ? ex RA-31103 ?
mfg Nov92; PLAAF; canx as leased to Laos 06Jan94/01Jan99; f/n Jun97; believed to be the Ka-32 dbr on landing in the Bo Klua district, Nan province, Thailand 09Jun98, killing the 2 crew

Note: Also reported at Wattay Jan01, Jun01 and Feb02, condition not reported

RDPL-34061(2) Mil Mi-17
Lao Government; f/n Mar13

RDPL-34062 Mil Mi-17-1V
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 & Mar24; noted rotorless at Wattay Sep25

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 Toulose, Francazal, France, so is not a candidate.
It is however possible that RDPL-34069 is one of the surviving ex-Air America S-58T's (XW-PHA, XW-PHB & XW-PHE) which had their turbine kits removed in 1974.

RDPL-34069(2) Mil Mi-8MT
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 [17.982402°, 102.578166°] at least Jun05 thro' 01Nov18; moved onto main 'graveyard' apron [17.981218°, 102.576060°] by 05Nov18 & noted thro' May19; dismantled by Nov19

RDPL-34070 Kamov Ka-32T
PLAAF; believed to Harbin, China by Jly05

RDPL-34071

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RDPL-34072 Mil Mi-172 *possibly c/n 418C01*
Lao Government; f/n Mar00; noted at Wattay 24Jan01; noted in store at Wattay Nov09 (also reported as Mil-8MT); noted active at Houysai Apr15; noted active at Wattay Nov19; noted in store at Wattay Mar24

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-17-1V
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; noted active at Wattay Nov19 & Mar24; noted at Wattay Jan25; noted rotorless at Wattay Sep25; reported as stored at Wattay Aug26

RDPL-34077 Kamov Ka-32T c/n 8909 ex RA-31104
Sold to Laos 01Apr96; PLAAF; f/n Apr98; noted active Jun12 & Jun14; noted at Wattay Jun20 hangared, rotorless

RDPL-34078(1) Mil Mi-17
Wfu

RDPL-34078(2) Harbin Z-9A c/n Z9-0396*
PLAAF; dd Jun07; noted Jly14; noted stored at Wattay Sep25; noted active at Wattay Feb26; noted at Wattay Aug26

RDPL-34079 Harbin Z-9A c/n Z9-0397* ex B-807L
PLAAF; dd Jun07

RDPL-34080 *Reported as Z-9 with PLAAF, but no real evidence; only 4 reported to Laos*

RDPL-34081 *Reported as Z-9 with PLAAF, but no real evidence; only 4 reported to Laos*

RDPL-34082 Harbin Z-9A c/n Z9-0529* ex B-529L*
PLAAF; dd Dec08; noted at Wattay (still marked B-529L) Jan09, Nov09 & Mar24

RDPL-34083 Harbin Z-9A c/n Z9-0530 ? ex B-530L ?
PLAAF; dd Dec08; noted at Wattay Jan09 & Nov09

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 May12 & Mar13; noted active at Wattay (as 34084) Feb26 & (as 34084) Aug26

RDPL-34085 Mil Mi-17V-5
Lao Government; f/n Nov11; noted active at Xieng Khouang Sep16; noted at Wattay Jan25, Sep25, Feb26 & Aug26

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Note: Also reported as an Mi-8MT

RDPL-34086 Mil Mi-17V-5
Lao Government; f/n Apr11; noted at Wattay Dec12 & Mar13; noted active at Salavan Feb18; noted active at Wattay Nov19; noted at Wattay Sep25; noted active at Wattay Aug26

RDPL-34087 Mil Mi-17V-5
Lao Government; noted active at Wattay Mar14 & Sep16; noted active at Wattay Nov19; noted at Wattay Jan25, Sep25 & Feb26; noted active at Wattay Aug26

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 active at Wattay Nov19 & Feb21; noted at Wattay Jan25, Sep25 & Aug26

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 Mil Mi-17V-5
PLAAF; reported active from Wattay Aug26

(RDPL)-34094 Mil Mi-172 (VIP configuration; square-windows)
PLAAF; noted active from Wattay Aug26; noted at Pakse 24Aug26

RDPL-34095

RDPL-34096

RDPL-34097

RDPL-34098

RDPL-34099

RDPL-34100

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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 Dec17); moved to Na Deer Animal Farm [17.9800462°, 102.555010°] Jan18

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

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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; dd 1991; 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 thro' Mar21 (gone by Nov21); possibly to Sikeut [18.040178°, 102.555136°], which appeared between Mar21 & Nov21

RDPL-34120 Xi'an Y-7-100C
Lao Aviation; noted Apr99

Note: This is actually believed to be 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 to Laos 02Apr93; 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

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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 Feb26)

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 Feb24)

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; noted on display at Tha Kham, Wat Hua Krabue, Thailand [13.619546°, 100.449639°] Dec08 thro' Sep10; gone by May11; to Buriram Business Administration College, Nang Rong by Feb17

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 Xi'an Y-7
Lao Aviation; noted at Luang Prabang c1998; reported to have been leased from China Northern for about a year

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

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Euro Asia Aviation; dd late 2002; to ST-AWR mid-2003

RDPL-34139 Mil Mi-17-1V 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-17-1V c/n 95984 ex RA-25407
Lao Air; believed operated from Jan02; f/n May03 in green scheme; later repainted in white Lao Air scheme; noted active Feb12 thro' Mar14; assumed rebranded to Lao Skyway 2014; noted Aug17 all white, no titles; leased to Indonesian BNPB *(Badan Nasional Penanggulangan Bencana)* 2018; noted active with BNPB titles Feb19; noted at U-Tapao, all white with BNPB titles, 16Nov19, probably en route back to Laos; leased to Indonesian BNPB Jly20; returned to Wattay by Mar21

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(1) 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-34141(2) Mil Mi-8 c/n ex YL-…
Noted active at Accra, Ghana Dec23, Abuja, Nigeria Jun24 & Chad early 2026

RDPL-34142(1) Antonov An-12BP c/n 8345607 ex RA-11367, XU-395 (l/n Dec02)
To EK-12555 by May03

RDPL-34142(2) Chaize CS.3000F24 HAFB c/n NG-025
Lao AirSports Club [Vangvieng]; noted by Oct19

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(1) 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-34147(2) Mil Mi-17V-5
PLAAF; dd Oct24

RDPL-34148(1) 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-34148(2) Mil Mi-17V-5
PLAAF; noted on dd 2024

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RDPL-34149 Cessna 208B c/n 208B1159 ex N12879
Canx to Laos 30Nov05; Lao Air; noted active Nov11; rebranded to Lao Skyway 2014; noted at Wattay thro' Nov19; noted active thro' 2022; noted at Wattay Feb26; possibly leased to Elang Nusantara Air as PK-ELM, departing Don Mueang 17Sep26 on dd

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(1) 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-34153(2) Mil Mi-8T
Reported coded UNO-078H Sep22 & in South Sudan Feb23; noted tracking over Poland Apr23

RDPL-34154(1) 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-34154(2) Mil Mi-8T
Reported coded UNO-077H Sep22; noted tracking over Poland Apr23

Note: RDPL-34153 or -34154 is likely to be c/n 99147444 ex YL-HME

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; stored at Wattay at north end of apron [17.981120°, 102.563846°] thro' Feb26

RDPL-34159(1) 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-34159(2) ATR72-212A c/n 925 ex F-WWEZ, VN-B237
Lanexang Airways; dd Ho Chi Minh – Vientiane 05Aug23; entered service 26Dec23; noted active thro' Oct26

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RDPL-34160 Cessna 208B c/n 208B2006 ex N2251Z
Canx to Laos 02Jly08; Lao Air; rebranded to Lao Skyway 2014; noted active thro' Mar25; ferried to Indonesia 08Dec25; regd PK-ELN to Lao Skyway, operated by Elang Nusantara Air, 15Dec25

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

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

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

RDPL-34163(1) 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-34163(2) ATR72-212A c/n 906 ex F-WWEW, VN-B231, XU-236
Lanexang Airways; dd Ho Chi Minh – Vientiane 31Oct23; entered service 06Nov24; noted active thro' Feb26

RDPL-34164

RDPL-34165 AgustaWestland AW119 Mk.II c/n 14781 ex N486SM, RP-C778
Noted at Kuala Lumpur/Subang Feb25; Phonsak Group Co.; operated by Lao Skyway

RDPL-34166(2) ATR72-212A c/n 899 ex F-WWEJ, VN-B227, XU-235
Lanexang Airways; dd Ho Chi Minh – Vientiane 29Apr25; ferried to Kuala Lumpur/Subang 23Sep25; entered service 27Jan26; noted active thro' Feb26

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' Nov19; believed to be 1 of the 3 parked at 17.972082°, 102.573266° Feb24; noted at Wattay Feb26

RDPL-34169 Xi'an MA60 c/n 0403
Lao Airlines; dd 20Sep06; noted active thro' Mar13; wfs and stored at Wattay by May15 & thro' Nov19; believed to be 1 of the 3 parked at 17.972082°, 102.573266° Feb24

RDPL-34170 Mil Mi-8MTV-1
Noted all white at Omsk, Russia Feb20

RDPL-34171 Xi'an MA60 c/n 0507
Lao Airlines; dd Dec07; noted active thro' Mar13; wfs and stored at Wattay by May15 until refurbished, transferred to Lao Skyway, and entered their service 14Sep17; noted active thro' Feb23

RDPL-34172 Xi'an MA60 c/n 0508
Lao Airlines; dd Apr08; noted active thro' Mar13; wfs and stored at Wattay by May15 & thro' Jun17; moved back onto active apron 23Jun17; still stored at Wattay Oct17 thro' Nov19; believed to be 1 of the 3 parked at 17.972082°, 102.573266° Feb24

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RDPL-34173 ATR72-212A c/n 870 ex F-WWEU, F-WNUD
ff 17Jun09; Lao Airlines; dd 04Jly09; wfs 22Aug21 & stored at Wattay

RDPL-34174 ATR72-212A c/n 878 ex F-WWEG, F-WNUF
ff 21Aug09; Lao Airlines; dd 12Sep09; noted active thro' Feb26

RDPL-34175 ATR72-212A c/n 929 ex F-WWEE, F-WKVF
ff 15Oct10; Lao Airlines; dd 28Oct10; wfs 15Aug25 & stored at Wattay; noted at Wattay Feb26

RDPL-34176 ATR72-212A c/n 938 ex F-WWEN, F-WKVJ
ff 10Dec10; Lao Airlines; dd 22Dec10; noted active thro' Feb26

RDPL-34177 Antonov An-74TK100 c/n 365470991005 ex RDPL-34018
Lao Government; noted Mar11; noted active May12 thro' Jun14; departed Wattay 04Jun16 & noted at Abakan, Russia 05Jun16; to RA-74051

RDPL-34178 Mil Mi-17-1V c/n 205M01
Lao Air; noted Feb12 thro' Aug14; rebranded to Lao Skyway 2014; noted at Wattay Sep16

RDPL-34179 DHC-6 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; canx 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; *[ferried Vientiane to Fort Pierce, FL 22-30Aug14; later HB-LYR]*

RDPL-34180 DHC-6 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; canx 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; *[wreck arrived at Fort Pierce, FL 06Oct14]*

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; canx to Laos 16Jun11; noted active thro' Mar13; assumed rebranded to Lao Skyway 2014; noted at Wattay thro' Feb26

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; canx to Laos 16Jun11; rebranded to Lao Skyway 2014; noted at Wattay thro' Feb26

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 at Wattay at north end of apron [17.981120°, 102.563846°] thro' Feb26

RDPL-34184 Aerospatiale AS350B2 c/n 2382 ex N908BA, G-IINA, G-BWLI, HB-XJC, ZK-HDR
Canx to Laos 06Oct11; Helicopters (NZ) Ltd (operated as Lao WestCoast Helicopters); believed taken over by Lao Skyway after the acquisition of Helicopters (NZ) by CHL in 2011; noted Jly12 & Jun14; canx Dec17 (to Canada); to C-GDWJ Jan18

RDPL-34185 Aerospatiale AS350B2 c/n 2463 ex HB-XVT, ZK-HNZ, ZK-HDO

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

RDPL-34186 Aerospatiale AS350B3 (H125) c/n 8321 ex 9V-HCD
Lao Skyway; dd Jan17; canx; regd PK-HVR to Lao Skyway 15Aug20 (leased to Dimonim Air); at Don Mueang on return to Laos 19Nov21; PK-HVR canx 14Dec21; reverted to RDPL-34186; canx; to VT-GRC

RDPL-34187 Yiwei Balloons C60 HAFB c/n YW-0029
dd Mar25; based at Vangvieng

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' Feb26

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; stored at Wattay at north end of apron [17.981120°, 102.563846°] thro' Feb26

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

RDPL-34191 Diamond DA62 c/n 62.181 ex OE-VPI, OE-UDL
[ff 20Jan22 (as OE-VPI); last flight as such 08Feb22; to OE-UDL & ff as such 15Feb22]; dd (as OE-UDL) Wiener Neustadt - VTE 23/28Mar22 (pilot Trodant); ff as RDPL-34191 11Apr22; noted at Don Mueang 21Jan23; still there 22Feb23 hangared; to HS-TNK by Sep23

RDPL-34192

RDPL-34193

RDPL-34194 Mil Mi-8SVM c/n 8230 ex YL-HMN
Noted active (as RDPL-34194) at GM Helicopters, M-SOLA heliport, Latvia May22; believed leased to Indonesian BNPB *(Badan Nasional Penanggulangan Bencana)* 2024; returned Pekanbaru – U-Tapao – Vientiane 22/23Nov24; flew Vientiane – U-Tapao – Langkawi – Batam – 11/12Aug25

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 Yiwei Balloons C40 HAFB
dd Oct25; based at Vangvieng

Note: also possibly earlier reserved for Lao Central Airlines Sukhoi RRJ-95B Superjet 100

RDPL-34199 Airbus A320-214 c/n 4639 ex F-WWBN, 5A-DNO

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Lao Airlines; dd to Wattay 03Dec11; damaged at Seoul 19Dec22 whilst parked, when the wingtip of taxying Air Premia Boeing 787 HL8517 hits its tail; noted active thro' Feb26

RDPL-34200

RDPL-34201

RDPL-34202

RDPL-34203

RDPL-34204

RDPL-34205

RDPL-34206

RDPL-34207

RDPL-34208

RDPL-34209

RDPL-34210 Yiwei Balloons C60 HAFB c/n YW-0040
Test flown 28Aug25; dd Mar25; based at Vangvieng

RDPL-34211 Yiwei Balloons C60 HAFB c/n YW-0041
Test flown late-Aug25; dd Mar25; based at Vangvieng; first commercial flight Feb26

RDPL-34212

RDPL-34213

RDPL-34214

RDPL-34215

RDPL-34216

RDPL-34217

RDPL-34218 Learjet 60 c/n 60-283 ex N5009T, N60LJ, PR-GCL, N160JA, N415SG
[N60LJ assigned Nov04; canx 31Aug05 to Brazil; to PR-GCL; AVN Air LLC; canx 09Jan13; regd N160JA 04Feb13; assigned N415SG 04Aug13]; Export CofA E479877 from Bank of Utah Trustee to Joint Development Bank (Vientiane, Laos) issued 31Dec20; canx to Laos 08Jan21; Joint Development Bank, operated by Lao Skyway; believed departed Wattay 15Apr21, possibly to USA; canx 29Jly21 (Owner listed as as Joint Develop Bank Chaleun Sekong Energy Co. Ltd); BoS from Joint Development Bank to Kenmore Crew Leasing Inc (Owner Trustee) 30Jly21; regd N415SG 02Aug21; believed dd to Vientiane (as N415SG) 01Nov21; *[based at Vientiane thro' Oct22 at least]*

RDPL-34219 Yiwei Balloons C50 HAFB
Lao Flying View Tour; new late-2025

RDPL-34220

RDPL-34221 Yiwei Balloons C50-1 HAFB
Lao Flying View Tour; new May26

RDPL-34222 ATR72-600 c/n 1049 ex F-WWEN F-WKVC
ff 21Sep12; Lao Airlines; dd to Wattay 19Oct12; wfs 03May25 & stored at Wattay

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RDPL-34223 Airbus A320-214 c/n 5356 ex D-AUBN
ff 23Nov12; Lao Airlines; leased from ICBC Leasing; dd 05Dec12; noted active thro' Feb26

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; wfs 17Mar25 & stored at Wattay

RDPL-34225 ATR72-600 c/n 1155 ex F-WKVH
Lao Airlines; dd to Wattay 08Jun14; noted active thro' Feb26

RDPL-34226 Xi'an MA60 c/n 0801 ex RDPL-34026
Lao Skyway; f/n Mar14; repainted from Government livery to Lao Skyway 'red tail' livery by Apr15; badly damaged when ran off the runway into a field on landing at Wattay 13Nov15; noted active by Aug16 & thro' Sep25; noted wfu at Wattay (no props) Feb26

RDPL-34227

RDPL-34228 ATR72-600 c/n 1189 ex F-WWEF
ff 04Nov14; Lao Airlines; dd to Wattay 18Nov14; noted active thro' Sep25

RDPL-34229 COMAC ARJ21-700 / C909 c/n 10156 ex B-099A (test), B-657Y
ff 14Oct24; dd to Lao Airlines 31Mar25; route-proving flights from 06Apr25; entered service 12Apr25; operated first Lao AL C909 service to Suvarnabhumi 02Sep25; returned to Shanghai off lease 27Jun26

RDPL-34230 Mil Mi-17-1V c/n 95950 ex CCCP-27123
Lao Skyway; noted active Nov15 thro' Jan16; noted at Wattay Sep16; leased to Indonesian BNPB *(Badan Nasional Penanggulangan Bencana)* 2018; leased again to Indonesian BNPB Jly20; believed leased again to Indonesian BNPB 2024; returned Pekanbaru – U-Tapao – Vientiane 22/23Nov24; believed leased again to Indonesian BNPB Mar25; noted in Kenya 17May25

RDPL-34231 Cessna 172S c/n 172S10232 ex N6043S, HS-ITH
Canx to Laos Aug14; noted at Khoksa Dec14; canx; to HS-CHC Aug18

RDPL-34232 Cessna 172M
Mission Aviation Fellowship; leased by MAF to PACTEC / Civil Aviation Training Center; noted at Wattay thro' Feb26

RDPL-34233 ATR72-600 c/n 1071 ex F-WWEH, F-WKVC
ff 06Mar13; Lao Airlines; at Muscat (as F-WKVC) on dd 30Mar13; w/o 16Oct13 when crashed into the Mekong on approach to Pakse (49 killed); wreckage recovered from Mekong 22Oct13

RDPL-34234 Cessna 172M
Mission Aviation Fellowship; leased by MAF to PACTEC / Civil Aviation Training Center; noted at Wattay Sep16 thro' Feb26

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;

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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
Canx to Laos 07Apr15; noted at Wattay Sep16; canx; to C-GAHP Apr17

RDPL-34236 Eurocopter EC155B1 c/n 7002
PLAAF; dd 11Oct15; noted active thro' Mar17; offered for sale by AeroSales Sep17 (TT 432:00hrs) & by Tulsa Turbine (possibly located in Vietnam) Aug19; Lao Export CofA #0014 issued 28Dec21; canx 28Dec21 (Owner listed as Son Dong Trading Joint Stock Co., with the operator shown as 'Lao Air Force'; Arriel 2C2 engine serial numbers are 26301 & 26302); BoS from Son Dong Trading Joint Stock Co to Hammock Helicopter Sdn. Bhd. 10Jan22; BoS from Hammock Helicopter Sdn. Bhd. to Helicopters Unlimited LLC (Dover, DE) 10Jan22; BoS from Helicopters Unlimited LLC to Milton S. Hershey Medical Center (Hershey, PA) 10Jan22; regd N921LL 11Jan22

RDPL-34237 Eurocopter EC155B1 c/n 6997
PLAAF; dd 11Oct15; noted active thro' Mar17; offered for sale by AeroSales Sep17 (TT 239:00hrs) & by Tulsa Turbine (possibly located in Vietnam) Aug19; Lao Certificate of De-Registration #0009 issued 28Dec21; canx 28Dec21 (Owner listed as Son Dong Trading Joint Stock Co., with the operator shown as 'Lao Air Force'; BoS from Son Dong Trading Joint Stock Co to Hammock Helicopter Sdn. Bhd. 13Jan22; BoS from Hammock Helicopter Sdn. Bhd. to Integrity Aircraft Title Holdings LLC (Portland, OR) 13Jan22; regd N155HH 20Jan22

Note: one of RDPL-34236 and RDPL-34237 was probably dd via Hat Yai 22Jly15 as F-WTCO

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

RDPL-34239 HAFB
Lao Flying Media [Vangvieng]

RDPL-34240 Mil Mi-172
PLAAF; f/n Aug19; noted active Feb20; all white

RDPL-34241

RDPL-34242 Chaize CS.5000F24 HAFB c/n NG-026
Lao AirSports Club [Vangvieng]; noted by Jan19

RDPL-34243

RDPL-34244

RDPL-34245 Mil Mi-8MSB c/n 99147420 ex YL-HMS
Noted active in Latvia Dec17 & in Belarus & Budapest Jan18

RDPL-34246(1) PA-28R Cherokee Arrow 180 c/n 28R-30554 ex N4659J
Canx to Laos 20Jly18; Lao Airsports Club [Khoksa]

RDPL-34246(2) Yanxiang Hetai HT10-1 HAFB
Lao Flying Media [Vangvieng]

Note: both the above were registered RDPL-34246 in error by the Lao DCA. One may well have been re-registered

RDPL-34247

RDPL-34248 AgustaWestland AW139 c/n 41328 ex N698V
Canx to Laos 08Dec25; active at Wattay 24Apr26; Phongsavanh Group 'Flying Safe Always'; noted at U-Tapao 24Oct26

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RDPL-34249

RDPL-34250 Mil Mi-17-1V c/n 205M05
Lao Skyway; dd via Hua Hin Aug19; all white; leased to Indonesian BNPB *(Badan Nasional Penanggulangan Bencana)* Jly20; noted at Wattay Jan25 (white with Lao Skyway titles); noted at Wattay Aug26 (BNPB titles)

RDPL-34251

RDPL-34252 Xi'an MA600 c/n 097III07* ex B-015L, RDPL-34022
Lao Skyway; loaned by Lao Government Dec19; first service 29Jan20; returned to Lao Government as RDPL-34022 by Sep21 (after Apr21); returned to Lao Skyway as RDPL-34252 by Jly24 (after May24); noted active thro' Mar25; noted wfu at Wattay (no props) Sep25 & Feb26

Note: the FR24 record of a visit to Bangkok 21Aug20 is in error; that visit was Lao AL ATR72 RDPL-34222 miscoded.

RDPL-34253

RDPL-34254

RDPL-34255 Chaize CS.6000F24 HAFB c/n
Lao AirSports Club [Vangvieng]

RDPL-34256 Chaize CS.6000F24 HAFB c/n NG-081
Lao AirSports Club [Vangvieng]

RDPL-34257

RDPL-34258 Chaize SW.6000F24 HAFB
Lao Flying Media [Vangvieng]

RDPL-34259 Cameron O-140 HAFB c/n 4648 ex PH-SMG, HS-SMG
Lao Flying Media [Vangvieng]; dd 2019/20

RDPL-34260 Mil Mi-17-1V c/n 95951 ex CCCP-27124
Lao Skyway; leased to Indonesian BNPB *(Badan Nasional Penanggulangan Bencana)*; noted at U-Tapao, all white with BNPB titles, 16Nov19, probably en route back to Laos; leased to Indonesian BNPB Jly20; returned to Wattay Feb21

RDPL-34261

RDPL-34262 Xi'an MA60 c/n 0802 ex RDPL-34028
Lao Skyway; noted Mar14; repainted from Government livery to Lao Skyway 'red tail' livery by Jan15; noted active thro' Feb26

RDPL-34265 Agusta AW109SP Grand New c/n 22258 ex I-PTFO, PK-ILS, G-IPGL
Canx to Laos 28May26; noted at Khon Kaen 22Jly26 with '2266' on cabin doors

RDPL-34266 COMAC ARJ21-700 / C909 c/n 10171 ex B-001J (test), B-657Y
Due for Lao Airlines; noted at Shanghai 07Aug25; dd to Lao Airlines 01Sep25; entered service 02Sep25; noted active thro' Feb26

RDPL-34268 AgustaWestland AW139 possibly c/n 31294 ex HL9487, cnx 13-Jun-2025
Noted at Hat Yai on delivery 16Nov25

RDPL-34269 AgustaWestland AW139 c/n 31331 ex RP-C8238
dd to Subang – U-Tapao - Wattay 16/17Mar26 (as RP-C8238); f/n as RDPL-34269 22Apr26

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RDPL-34678 DHC-6 Twin Otter 100 c/n 119 ex N63119, ZS-PDY, N323SJ
Left St Gallen on dd 28Jan21, arriving at Wattay 03Feb21 (as N323SJ); canx to Laos 09Mar21; Phongsubthavy Group (operated by Lao Skyway); visited Don Mueang 23Dec21; exported to Canada 12May26; regd C-GCWV to Gravitas Aviation Ltd 04Jun26; ferried Wattay – Colombo – Malé - ….. 05/06Jly26

To be continued …..

XW-xxx series (1960 to 1977)

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

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

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

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

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

XW-PAB

XW-PAC

XW-PAD Douglas C-47B c/n 20328 ex 43-15862, B-1407
[43-15862 diverted to COAA ('Commission on Aeronautical Affairs' of the Republic of China, who were part of the Chinese Air Force) from the USAAF in China 15Feb46; subsequent history unclear; B-1407 regd 23Sep58]; leased from Foshing AL 12Mar60 by Air Laos; destroyed on ground by artillery fire at Wattay 15Dec60

Note: XW-PAD had previously been identified as c/n 26696 ex 43-49435, B-1407, but Taiwan CAA records confirm that B-1407 was ex 43-15862 (ie. c/n 20328). It has been assumed that the link from B-1407 > XW-PAD is correct.
Note: The history of 43-15862 from Feb46 in unclear. It is possible that B-1407 was in fact 43-15867 (ie. c/n 20333), which was a 13th AF Taiwan-based C-47A which 'crashed' at Taipei 16Jly57. The dates fit, but it would mean a typo in Taiwan CAA records, which are usually reliable.

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; continued to operate as N4830N with Bird & Son Inc = Willis H. Bird under contract to USOM until Sep59]; to XW-

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PAG; Laos Air Transport; seen at Sam Neua, Laos Jul59 with Robert "Dutch" Brongersma & Lao paratroopers; to Bird & Son Inc, Vientiane, Laos 1960/61; damaged by shellfire at Wattay 1961; to XW-TBF Feb63

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

Note: this is believed to be c/n 10472 ex 42-72367, NC90446, B-1406, C-54002, then to B-1801 in Apr63, but unconfirmed

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

XW-PAJ

XW-PAK

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

XW-PAM

XW-PAN

XW-PAO

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
Véha-Akat Airlines; noted at Wattay 24Sep65; Royal Air Lao 1967

Note: reported as ex B-1523 but this was '43-8888', regd 15Apr61, w/o 21Aug67 & canx 04Oct67

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

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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

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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, B-870, B-914, XW-EAA

Royal Lao Government; regd 29May64; leased to Bird & Sons; inherited by CASI 01Sep65; transferred to Air America by 1969, then to Royal Air Lao 01Dec73; reported dbr 24Mar76 in Wattay storm, but to RDPL-34040

XW-PBW Curtiss C-46D c/n 33451 ex 44-78055, N9895Z, HP-314P, B-918, XW-EAB

Royal Lao Government; regd 29May64 *(as c/n 1887)*; leased to Bird & Sons, and then to CASI 01Sep65; transferred to Air America by 1966, then to Royal Air Lao 01Dec73; crashed 75 miles NNE of Vientiane 15Oct74

XW-PBX Helio 395 Super Courier c/n 543 ex N4187D, XV-NAG, '543' (Air America)

Air America; regd Sep64;

- 18Feb65; damaged in Laos when pilot lost control on take-off;
- 09Nov65; damaged at Houei Tong;
- 08Apr67; damaged at coordinates RC0005, Laos after battle damage, and resultant ground fire;
- 31May67; strong wind turned the aircraft over onto its back on landing at Pha Bong (LS-76); repaired and returned to service 13Jun67;
- 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 to Laos 02Oct64; 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;

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

canx 12Dec72

XW-PBZ Helio 395 Super Courier c/n 087 ex N4137D

[Donated by Pacific Corp to Air America Jun64]; N4137D canx to Canada *(FAA error ?)* 02Oct64; Air America; regd Sep64;

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

canx 12Dec72

XW-PCA Helio 395 Super Courier c/n 507 ex 58-7027, N7507S

N7507S canx to Laos 02Oct64; Air America;

- 27Apr66; damaged at Udorn in a storm; repaired and returned to service 10May66;
- 15May66; damaged at Houei Ma (LS-107) following hard landing; was under attack, so although abandoned, it was later recovered;
- 02Apr69; damaged at Moung Soui (L-108) when pilot lost control on take-off and the left gear failed; repaired and returned to service 24Apr69;
- 08May69; ground looped on landing at Wattay (L-08); repaired and returned to service 19May69;
- 30Nov70; seriously damaged at Phu Cum (LS-50A) when pilot made an unsuccessful go-around due to severe turbulence and downdraft resulting in substantial damage to the fuselage, left main landing gear, props, left elevator and left wing tip; not repaired;

canx 12Dec72

XW-PCB PC-6/A-H1 Turbo Porter c/n 567 ex HB-FBO

Bird & Sons; regd 24Jly64; to CASI 01Sep65; noted at Wattay 24Sep65; noted at Sam Thong 09Jan66; to Air America 1967;

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- damaged 14Sep67 on take-off from Khieu Manang (LS-192) when the engine failed; made a successful landing in a rice paddy, damaging the engine, the prop, the flap, the aileron and the main landing gear; repaired at a cost of $21,750 and returned to service 16Oct67;
- made a successful emergency landing 24Oct67 at Long Tieng (LS-20A) after losing the right rear door in-flight at coordinates TG9909; repaired;
- prop damaged 18Nov67 by a landing RLAF C-47 at Nam Bac (LS-203) while parked off the runway; repaired and returned to service on 20 November 67
- battle damaged 21Dec67 at coordinates QC1315, Laos;
- crash-landed 11May68 at coordinates UF8792, near Moung Nham (LS-63) due to engine failure; repaired;
- damaged 10Jly68 when propeller feathered upon engine shut down at coordinates TG8214; repaired;
- damaged 29Aug68 when tail wheel dropped into a pothole while taxiing at Khieu Manang (LS-192), damaging the fuselage and the tail; repaired;
- damaged 18Jan69 when side door, which was to be opened by a loader, was caught by another aircraft and struck the fuselage with considerable force causing damage to the skin;
- tail wheel damaged 11Jly69 at Bouam Long (LS-32); repaired;
- aborted take-off from Phu Cum (LS-50) 19Mar70 due to a mechanical failure; undamaged;
- propeller damaged when a Lao walked into it 15Apr70 at Nam Bu (LS-125); Lao was killed; repaired and returned to service 16Apr70
- damaged by ground fire 28Sep70 at coordinates UH0710, fatally injuring one passenger; aircraft returned to Phu Cum (LS-50);
- damaged 15Feb71 following emergency landing on a road at coordinates UD4599 near Nam Pong Dam (T-439) following an in-flight engine explosion; repaired;
- crashed into the slopes south of Tha Tam Bleung (LS-72) 21Mar71; 3 killed and aircraft dbf

XW-PCC 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

XW-PCD Helio 395 Super Courier c/n 531 ex N4180D, XV-NAJ, '531' (Air America), XV-NAJ, N4180D, B-873, XV-NAJ, '531' (Air America)
[N4180D regd to Skyways Cargo Inc 08Aug63 to 08Nov63]; Air America; regd Oct64;
- damaged 29Oct64 at Sam Thong (LS-20) on landing;
- damaged 10Feb65 at T-20, Thailand when overshot on landing;
- damaged 02Apr65 at Chiang Khong (T-516) after engine failed on landing;
- damaged 26Jun65 in Laos after hard landing following engine failure;
- damaged 15Mar66 at Nam Lieu (LS-118A) when taxied into a barrel; repaired and returned to service 17Mar66;
- damaged 25May68 at Wattay (L-08) in a heavy thunderstorm, while parked;
- damaged 12Jan69 at Phu He (LS-255) in a hard landing;
- damaged 20Mar69 at Sam Song Hong (LS-201) when pilot lost control on landing; repaired and returned to service 03Apr69;
- damaged 20May69 at Long Tieng (LS-20A);
- damaged 11May72 at Wattay (L-08) when mechanic taxied aircraft into a ditch; repaired and returned to service 14May72;

Stored at Wattay 18May72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the *SS Weybank* for Manila; canx on export to Philippines; to RP-C2696 1974

XW-PCE(1) 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*

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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; accident 15Nov65 Thakhek West (TK-2), Laos; whilst on a supply mission on 28May67, the crew encountered very bad weather conditions with heavy rain falls; the pilot apparently lost his orientation and the aircraft crashed in an isolated area located 15 km east of Mahaxay (3 killed) *[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 N1320R
CASI; regd 15Nov65; Boun Oum Airways; noted at Sam Thong 09Jan66; Sarisporn logs Jan71 to Jun71; N1320R canx to Laos 29Apr68; 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]; Véha-Akat Airlines; noted at Vientiane 29Dec65; noted Jan66

Note: B-1533 c/n 2010 regd 12Jly65 & canx 18Feb74

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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; 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 (?). B-1517 was C-46D c/n 44-77632 c/n 33028 (shown by Taiwan CAA as '44-33028') regd to China AL 15Apr61.

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

XW-PDA Douglas C-47
Véha-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; shortly after takeoff on 12Mar67, the aircraft crashed onto a hangar at Savannakhét and was detroyed (pilot injured); *[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

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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; Sarisporn 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 Moung 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; Sarisporn 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 ?
[B-112 believed to be a corrupted registration; Taiwan CAA have no record]; Véha-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

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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 Udon Thani RTAFB to Thai-Am, Don Mueang Jun77; BoS from Vang Pao to Brigadier General Harry C. Aderholt 26Apr78; regd N54530 to Brigadier General Harry C. Aderholt (c/o Sea Thai Ltd, Bangkok) 06Jun78; *[N54530 canx 27Feb79 on sale to Thailand; letter from Sky of Siam to FAA 20Sep79 asking for information on Cessna 180 N54530 then parked and for sale at Don Mueang; believed to Thai Army as 1862]*

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

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

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

XW-PEG

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

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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 to Laos 30Jun71; 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

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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 Moung Soui (L-108), damaging the engine and the tail rotor shaft; repaired and returned to service 18Feb69;
- 25Dec69; suffered problems with the MGB accessory section head during take-off from Houei Tong Ko (LS-184); repaired at Long Tieng (LS-20A) and returned to service on 26Dec69;
- late 1969; main rotor blades and the tail assembly were damaged by ground fire; repaired;
- 17Jan70; lost power after being hit by ground fire and autorotated to a safe landing, but was hit by mortar fire and destroyed after landing at "Echo" pad at coordinates UG0470, Plain of Jars; crew and one passenger were evacuated by Air America UH-34D H-59; the rescue helicopter and the observation aircraft, Porter N358F, were also hit by ground fire during those rescue operations; aircraft subsequently destroyed by enemy forces

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

stored Saigon until to N47000 (Air America) Apr75; forced to ditch at sea alongside the *USS Blue Ridge* 29Apr75

XW-PFH Bell UH-1D c/n 3210
Air America; bt 30Sep67;
- 26Dec67; tail rotor damaged when it hit trees upon landing at coordinates UF0699; repaired;
- 26Sep68; unable to climb after take-off from Na Khang (LS-36), came down in soft soil causing the aircraft to tip over and come to rest in an inverted position; repaired;
- 07Jly69; crashed at coordinates UH1047 near the pad at Houei Tong Ko (LS-184); extensively damaged; repaired;

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- 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 Moung Ngan (LS-236); the tail and the rotor of the aircraft were substantially damaged; later repaired;
- 07Dec68; aircraft landed at Houei Ma (LS-107) or a nearby supply pad (discrepancy in the reports); while unloading, it is believed that a pin dislodged from a grenade that a disembarking passenger was carrying in a jute sack, and the ensuing explosion by the left side of the cargo door triggered other explosions from stacked ordinance; the aircraft was destroyed & 3 killed

XW-PFJ Bell UH-1D c/n 3211

Air America; bt 30Sep67;

- 30Jan68; main rotor blades struck the side of a slope near the 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 Moung Moc (LS-20A); repaired;
- 26Dec70; received battle damage during rapid take-off from a pad at coordinates TG8838 near Ban Na (LS-15) when a small calibre projectile narrowly missed the pilot, and the engine became too hot during take-off; aircraft managed to return to Udorn (T-08) for repair
- 26Mar72; suffered a loss of rounds per minute on take-off from Pa Doung (LS-05), causing substantial damage to the main rotor blades and the aircraft rolling onto the right side; repaired and returned to service 11Jun72;
- 14May74; canx;
- 23Jun74; ferried by Air America pilots from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01);

stored Saigon until regd N47004 (Air America) 17Apr75; evacuated from Saigon on *USS Hancock* and shipped to Cubi Point, Philippines, thence to USA (N47004 listed as 'Expired' 31Mar13)

XW-PFK Bell UH-1H

Air America

XW-PFL Curtiss C-46D c/n 22228 ex 44-78405, XT-806, N8408C, B-858

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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
[leased by USAF under contract W33-038 ac-21084 to Pan American Airways Inc (Miami, FL) 17Sep48; undated Aircraft Registration Application for N74179; CofR to Pan American Airways Inc as lessee 30Sep48; canx 26Feb53; presumed returned to USAF; leased by USAF under contract AF33(600)-21091 dated 29Jun54 to Resort Airlines Inc (Miami, FL) 15Jly54; undated Aircraft Registration Application for N74179; CofR to Resort Airlines Inc as lessee 27Jly54; conditional BoS from USAF to Resort Airlines Inc Dec54; CofR to Resort Airlines Inc 04May55; CofR to Riddle Airlines Inc (Miami, FL) 09Jun55; Standard CofA issued 02Sep56; Riddle Airlines Inc renamed Airlift International Inc 29Nov63; Standard CofA issued 31Jly64; BoS from Airlift International Inc to Zantop Air Transport Inc (Inkster, MI) 04Aug66; Zantop renamed Universal Airlines Inc 21Sep66; CofR to Universal Airlines Inc 02Mar67; sold by Universal Airlines Inc to Union Aviation Corp (c/o Boreas Corp, Miami, FL) 23Feb68]; regd XW-PFP Mar68; Royal Air Lao; to XW-TDG Apr68; *[N74179 Administrative canx 19Mar79 (still regd to Universal Airlines Inc)]*

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 Udorn) 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*

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Heady Aircraft to Aircraft Associates (Long Beach, CA) 07Sep78; Aircraft Registration Application by Aircraft Associates 08Sep78; BoS from Commercial Air Freight Inc to Spiller Structures Inc (Newport Beach, CA) 12Oct79; letter 07Dec79 from Spiller Structures Inc asking for cancellation of N7302 so it can be registered in Mexico; dbr Oaxaco, Mexico 11Dec79 (as N7302) & remains still there 2002; canx 08Jly13 (owner still Commercial Air Freight Inc) as Expired 30Jun11]

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

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

XW-PFW(2) PC-6/B1-H2 Turbo-Porter c/n 669 ex HB-FEH
CASI (owned since 19Jun68); regd Jun68; Aircraft Registration Application by CASI (Los Angeles, CA) for N62161 19Sep74; XW-PFW canx 14Dec74; *[Standard CofA issued 29Jan75 (TT14,311:21hrs); BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]*

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

XW-PFY Douglas C-47A

Note: Reported as c/n 20049 ex 43-15583 with Laos Air Charter & w/o 23Dec69 nr Luang Prabang, Laos (this accident believed to have been XW-TDJ), but 43-15583 suffered an accident (1 killed, 3 survived) with USAF 14th SOW in Vietnam 17Jly70 & was soc 18Jly70

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

XW-PGA Helio 395 Super Courier c/n 564 ex B-857
Air America; regd May69;
- damaged 30Nov70 at Long Tieng (LS-20A);
- damaged 20Dec70 in Laos following hard landing after encountering whirlwinds

stored at Wattay Jly72; stored at Udorn by Nov73; sold to Aviation Associates (Manila) 12Mar74; departed Bangkok 08Aug74 on board the *SS Weybank* for Manila; canx on export to Philippines; to RP-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
[N4190D exported to Thailand (E-23050) 05Mar62 from Air Ventures Inc (New York, NY) to Air Ventures Inc (Bangkok); in fact to Air America as B-869 Nov63]; regd XW-PGC May69; sold to Aviation Associates (Manila) 12Mar74; to RP-C357 by 1987

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

XW-PGE Douglas C-54

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Royal Air Lao; reported leased 03Sep69; regd Sep69; noted Nov69 to Jly71

Note: this has been reported as either c/n 10529 (therefore ex B-1801 which was regd 05Apr61) or c/n 10472, but is believed to be neither.

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

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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]; canx to Laos 09Apr71 (owner still given as Bird & Sons Co); to XW-PGS; Lao Air Development; escaped to Thailand 26May75; to PK-SRV; quote from a former owner *"in early 1975, I rescued this abandoned airplane from a hangar on an air base in northeast Thailand, to which it had been hurriedly flown by American members of an embassy flying club in Vientiane, Laos, just before the country fell to communists the previous year. I renovated it over two weeks, painted the current Indonesian registration letters, and flew it to Jakarta through tropical storms over Sumatra, flying it there for two years while assigned to the American Embassy. In Thailand, it had sat hangared under the wing of Laotian resistance General Vang Pao's DC-3;[PK-SRV noted current with Aero Club Indonesia Oct06]*

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]; canx to Laos 08Apr71 (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]; canx 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 N307MA, CF-AKZ, CF-AKZ-X, 9V-BCE
[Canadian Export CofA YZX-302 issued 16Mar70 for export to Singapore; regd 9V-BCE 28Mar70 to Saber Air Pte; dd new to Air Charter Enterprises Pte Ltd 23Apr70 for Saber Air; canx 14Sep70 to Laos]; leased by Air Charter Enterprises to CASI *(note: not operated by Royal Air Lao)*; regd Sep70; canx 05Sep74; to N85TC Oct74; *[BoS from Air Charter Enterprises Pte Ltd to Omni Investment Corp (Washington, DC) 04Oct74; Aircraft Registration Application for N85TC 04Oct74; Standard CofA issued 09Oct74 (9,375:49hrs); BoS from Omni Investment Corp to Williams / SEDCO / Horn Constructors (Houston, TX) 11Nov74; leased by Texas Ventures Inc (San Antonio, TX) to Construcciones Protexa SA de CV (Peruvian division) 01Jun77; BoS from Williams / SEDCO / Horn Constructors to Texas Ventures Inc 17Jun77; BoS from Texas Ventures Inc to Construcciones Protexa SA de CV (Peruvian division) (Monterey, Mexico) 16Nov78; N85TC canx 15Dec78 to Mexico; to Peruvian AF 308 / OB-R-1157 Sep80]*

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

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

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

XW-PHC Sikorsky S-58T c/n 58-1188 ex Bu148074
Air America; arrived Udorn 13Dec70 as a UH-34D; conversion to S-58T completed on 21May71; crashed on landing due to engine failure at Ban Laong / Phoummachedy (LS-257) 12Nov72; damaged

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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
[Canadian Export CofA YZX-304 issued 02Apr70 for export to Singapore; dd new to Air Charter Enterprises Pte Ltd 23Apr70 for Saber Air; regd 9V-BCF 24Apr70; canx 31Mar71cto Laos]; leased by Air Charter Enterprises to CASI *(note: not operated by Royal Air Lao)*; regd 08Apr71; reverted to 9V-BCF Apr74; *[9V-BCF canx 03Oct74; BoS from Air Charter Enterprises Pte Ltd to Omni Investment Corp (Washington, DC) 04Oct74; Aircraft Registration Application for N86TC 04Oct74; ferry tanks installed by Heli Orient (Pte) Ltd (Seletar) Oct74; Standard CofA issued 09Oct74 (7,036:21hrs); to Williams / SEDCO / Horn Constructors (Houston, TX) Nov74 (no BoS on file); leased by Texas Ventures Inc (San Antonio, TX) to Construcciones Protexa SA de CV (Peruvian division) 01Jun77; BoS from Williams / SEDCO / Horn Constructors to Texas Ventures Inc 17Jun77; BoS from Texas Ventures Inc to Construcciones Protexa SA de CV (Peruvian division) (Monterey, Mexico) 16Nov78; N86TC canx 15Dec78 to Mexico; to Peruvian AF 305 / OB-R-1154 Sep80]*

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

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

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

XW-PHH

XW-PHI

XW-PHJ

XW-PHK

XW-PHL Curtiss C-46R c/n 27049 ex 42-107362, N9887F, LN-FOP
[sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 15Jly56; BoS from Officine Aeronavali Spa to Sanday & Co Inc (New York, NY) 04Sep56; Aircraft Registration Application for N9887F 28Sep56; CofR to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CofR to Boreas Corp 01Nov56; probably converted from C-46A to C-46R by Officine Aeronavali Spa in Venice; sold by Boreas Corp to Fred Olsen Air Transport (Oslo, Norway) 06Mar58; canx 26Mar58 on export to Norway; to LN-FOP; sold by Fred Olsen Air Transport to Continental Air Services Inc (Los Angeles, CA) 29Jun71; LN-FOP canx 14Jly71]; CASI; departed Europe on delivery 29Jun71 (probably as LN-FOP); regd XW-PHL cJly71; Les Strouse logbook 03Aug72 to 28Nov73; canx 02Jly74; Aircraft Registration Application by CASI for N335CA 08Jly74; *[Standard CofA issued 10Jly74; BoS from CASI to AMCO Air International Inc (Wilmington, DE, but Singapore-based) 16Feb76; BoS from AMCO Air International Inc to Tri-9 Singapore Pte. Ltd (Seletar) 25Jan77; maintenance carried out by Tri-9 at Seletar Mar77 suggests was airworthy at that time; BoS from Tri-9 Singapore Pte. Ltd to AMCO Air International Inc (Singapore)*

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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 letter 11Nov80 to FAA confirmed that aircraft was beyond economical repair, and will no longer be operated; probably broken up at Seletar c1981; canx 02Apr15 as Expired 31Dec13]

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

[sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 16Feb56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9889F 28Sep56; CofR to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CofR issued to Boreas Corp 01Nov56; converted from C-46A to C-46R by Officine Aeronavali Spa in Venice Oct57; sold by Boreas Corp to Fred Olsen Airtransport Ltd (Oslo, Norway) 02Oct57; canx 09Oct57 on export to Norway; to LN-FOR; sold by Fred Olsen Airtransport Ltd to Continental Air Services Inc (Los Angeles, CA) 29Jun71; canx 14Jly71]; CASI; regd XW-PHM cJly71; Les Strouse logbook 11Aug72 to 20Dec73; canx 02Jly74; Aircraft Registration Application by CASI for N336CA 08Jly74; *[Standard CofA issued 10Jly74; BoS from CASI to AMCO Air International Inc (Wilmington, DE, but Singapore-based) 16Feb76; BoS from AMCO Air International Inc to Tri-9 Singapore Pte. Ltd (Seletar) 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

[sold by Egyptian Government to Officine Aeronavali Spa (Venice, Italy); aircraft arrived at Venice Airport 17Jly56; BoS from Officine Aeronavali to Sanday & Co Inc (New York, NY) 04Sep56; Application for Registration for N9888F 28Sep56; CofR to Sanday & Co Inc 15Oct56; BoS from Sanday & Co Inc to Boreas Corp (New York, NY) 18Oct56; CofR issued to Boreas Corp 01Nov56; probably converted from C-46A to C-46R by Officine Aeronavali Spa in Venice; sold by Boreas Corp to Fred Olsen Airtransport Ltd (Oslo, Norway) 27Nov57; canx 04Dec57 on export to Norway; to LN-FOS; sold by Fred Olsen Airtransport Ltd to Continental Air Services Inc (Los Angeles, CA) 29Jun71; canx 14Jly71]; CASI; regd XW-PHN 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; BoS from Tri-9 Singapore Pte. Ltd to AMCO Air International Inc (Singapore) 07Jly77; BoS from AMCO Air International Inc to Kris Air Pte. Ltd & Daniel T. Cooley 20Jly77 not accepted as Kris Air did not meet the citizenship requirements for US aircraft registration; BoS from AMCO Air International Inc to Daniel T. Cooley (= Kris Air) (Seletar) 11Sep77; operated by Kris Air; BoS from Daniel T. Cooley to Max Eugene Moore (Singapore) (= Kris Air) 06Nov78; probably broken up at Seletar c1980; canx 02Oct14 as Expired 31Dec13]*

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

XW-PHO Bell 206A JetRanger c/n 553 ex 9V-BDF

[mfg 1970; regd 9V-BDF to Heli Orient 02Jun71; canx 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 to Canada; to C-GAHV; canx 28May85; to N553PC; canx 24Jly87 to Venezuela]*

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

XW-PHQ

XW-PHR

XW-PHS Twin Otter 300 c/n 285 ex 9V-BCL
[dd new to Air Charter Enterprises Pte Ltd as 9V-BCL 30Apr70 for Saber Air]; leased by Air Charter Enterprises to CASI *(note: not operated by Royal Air Lao)*; regd 07Sep71; canx 19Jan72; to A-060 (noted as such at Singapore 19Jan72); later 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); assumed broken up at Phnom Penh (Pochentong)

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; escaped to Bangkok 14Apr75; still there 23Apr75 (with Angkor Wat Airlines titles); 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]*

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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 Convair 340-40 c/n 40 ex OH-LRA, N999JZ
Lao Air Lines; noted at Wattay 1972 (marked as both XW-PKF & N999JZ); to N999JZ; *[Air Cambodge; destroyed on the ground at Phnom Penh/Pochentong 10Jun73]*

XW-PKG

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

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

XW-PKI PC-6/B1-H2 Turbo-Porter c/n 2011 ex N352F
Canx to Laos 25Oct72; CASI (owned since 01Jan73); Aircraft Registration Application by CASI (Los Angeles, CA) for N62157 19Sep74; XW-PKI canx 14Dec74; *[BoS from CASI to Bangkok United Mechanical Co. Ltd (Bangkok) 30Jun77; canx 01Jly77; to Thai Army]*

XW-PKJ Curtiss C-46A c/n 26493 ex 41-12366, N91362, B-1547
[bt at DoD sale 12Apr65 (located at Davis Monthan, AZ) by G&G Steel Inc (Tucson, AZ); BoS from G&G Steel Inc to C-46 Parts Inc (Miami Springs, FL) 06Dec65; Aircraft Registration Application for N91362 25Jan66; CofR to C-46 Parts Inc 03Feb66; BoS from C-46 Parts Inc to Ken-Air Inc (Sun Valley, CA) Jly67; CofR to Ken-Air Inc 08Aug67; sold by Ken-Air Inc to Concord Aircraft & Parts Supply Co Ltd (Hong Kong), to be registered in Taiwan, Aug67; canx 07Sep67 on export to China; China Air Lines (Taipei, Taiwan); regd B-1547 12Sep67]; B-1547 canx 21Mar74; to XW-PKJ; Lane Xang Airlines; Air Union; Cambodia International Airlines; crashed at Bannak, Pursat en route Battambang to Phnom Penh 25Dec74 (1 fatality); wreck found 2011

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,

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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-PKP

XW-PKQ

XW-PKR

XW-PKS

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

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

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

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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
[leased by USAF under contract W33-038 ac-20516 dated 31Mar48 to Skyways International Trading & Transport Co Inc (Miami, FL) 19May48 (1 of 6); Aircraft Registration Application for N1649M 24May48; CofR (as c/n 2505) to Skyways International Trading & Transport Co Inc as lessee 02Jun48; CofR (as c/n 22561) to Skyways International Trading & Transport Co Inc as lessee 14Feb49; leased by USAF under contract AF33(038)-8458 dated 31Mar48 to Seaboard & Western Airlines Inc 21Mar50; CofR to Seaboard & Western Airlines Inc as lessee 30Mar50; leased by USAF under contract W33-038 ac-20459 to Slick Airways Inc 14Jly52; CofR to Slick Airways Inc as lessee 24Jly52; amended CofR to Slick Airways Inc as lessee issued 28Jly52; conditional BoS from USAF to Slick Airways Inc (Burbank, CA) 01Nov54; CofR to Slick Airways Inc 04Apr56; BoS from USAF to Slick Airways Inc 30Nov56; BoS from Slick Airways Inc to AAXICO Airlines Inc (Miami, FL) 09Sep57; CofR to AAXICO Airlines Inc 04Oct57; Standard CofA issued 06Jly60; BoS from AAXICO Airlines Inc to William N. Hahn (Miami, FL) 16Nov64; temporary long range fuel tanks installed by Install-Aire Inc (Fort Lauderdale, FL) Dec64; inspected at Shannon, Ireland Jun65; BoS from William N. Hahn to Caraibische Lucht Transport Maatschappij NV (General Manager = Millard C. Berry) (Curacao, Netherlands Antilles) 01Jly65; Standard CofA issued 15Jly65; Ferry Permit Application 19Aug65 for flight from Miami, FL to Curacao; canx 15Sep65 on export the Netherlands Antilles (E-65313); to PJ-CLC; BoS from Caraibische Lucht Transport Maatschappij NV to Millard C. Berry (Miami, FL) 16May67; PJ-CLC canx 19May67; Aircraft Registration Application for N1447 19May67; Standard CofA issued 07Jun67; BoS from Millard C. Berry to Continental Air Services Inc (Los Angeles, CA) 08Sep67; temporary long range fuel tanks installed by Aircraft Associates (Long Beach, CA) Sep67; flown by Les Strouse on rice drops May71 to Jun73]; N1447 canx to Laos 10May74; 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-PNE

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

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Lane Xang Airlines; bt from Indian Airlines 31Dec74; regd Dec74; 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(1) Douglas C-54
Reported to have come from Air France / Aerospatiale; noted at Wattay Mar75; Royal Air Lao

XW-PNJ(2) Viscount 768D c/n 295 ex VT-DJB
Royal Air Lao; bt from Indian Airlines 01Oct75; noted at Mumbai Oct75

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 (CofA expired 18Jly61)
Royal Air Lao; noted Dec68

Note: VR-HDA is reported to have become B-1409 before XW-TAE, but Taiwan CAA records confirm B-1409 as ex 43-49435 (c/n 26696) & regd 04Mar60. A photo also exists of VR-HDA dated 21Jly60. B-1409 is believed to have become XW-TAF (q.v.)

XW-TAF Douglas C-47A c/n 26696 ex 43-49435, B-1409
[43-49435 assigned to 1170th Foreign Mission Squadron, HQ Command, Taipei, suffered a 'flying accident' 20Feb59, and was 'salvaged' same day; B-1409 regd 04Mar60]; Royal Air Lao; regd 22Feb62; noted Sep70; dbr 24Mar76 in Wattay storm

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Note: XW-TAF had previously been identified as c/n 20328 ex 43-15862, B-1409, but Taiwan CAA records confirm B-1409 as ex 43-49435 (c/n 26696). It has been assumed that the link from B-1409 > XW-TAF is correct.

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 to Laos 23Jly64; XW-TAH regd Jly64; Air Vientiane; Royal Air Lao; to B-807 Mar67

XW-TAI

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

Note: DH.89 c/n 6832 reported as XW-TAB, but conflict with Boeing 307 Stratoliner c/n 1996, and photo at Vangvieng 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

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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 Bonaventure "Rock" Francisci (Vientiane)16Feb62]; regd 1963 to Lao Air Commercial = Bonaventure "Rock" Francisci (Vientiane); reportedly ran large scale opium operation from Laos to drop zones in South Vietnam; canx Jly63; Bonaventure "Rock" Francisci died 07Feb68 in Paris; *[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]; regd Feb63 to Lao Air Commercial = Bonaventure "Rock" Francisci (Vientiane); reportedly ran large scale opium operation from Laos to drop zones in South Vietnam; canx; Bonaventure "Rock" Francisci died 07Feb68 in Paris

XW-TBE

XW-TBF Beech AT-11 c/n 3330 ex 42-36950, N4830N, XW-PAG
Regd Feb63 to Lao Air Commercial = Bonaventure "Rock" Francisci (Vientiane); reportedly ran large scale opium operation from Laos to drop zones in South Vietnam; Bonaventure "Rock" Francisci died 07Feb68 in Paris; regd N4830N to Thomas H. Sullivan c/o Air America, Vientiane 09Apr74; *[N4830N canx 17May74 to Cambodia]*

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

XW-TBH Beech C-45F c/n 8375 ex 44-87116, N8034H
[BoS for N8034H from USAF (Hill AFB, UT) to Ball-Ralston Flying Service (Hillsboro, OR) 12Oct56;BoS for N8034H from Ball-Ralston Flying Service to M J M Inc (Seattle, WA) 26Apr57; CofR for N8034H to M J M Inc 14May57; BoS from M J M Inc to Aero Atlas Inc (Red Bluff, CA) 27Nov59; CofR for N8034H to Aero Atlas Inc 11Jun60; TT 4,625:00hrs 17Oct60; BoS from Aero Atlas Inc to P and B Aviation Inc (Red Bluff, CA) 28Jly61; CofR for N8034H to P and B Aviation Inc 11Jan62; BoS from P and B Aviation Inc to Naylor Aviation Inc (Clinton, MD) 25Jly62; BoS from Naylor Aviation Inc to Banfe Aviation Sales (San Francisco, CA) 27Jly62; Aircraft Use & Inspection Report stating aircraft based at Bidwell, CA (TT 4,700:00hrs) 28Jly62; CofR for N8034H to Charles Banfe dba Banfe Aviation 05Sep62; ferry flight fuel tanks & avionics installed by Oakland Airmotive (Oakland, CA) 14Sep62; undated notice that the aircraft is being registered to Vientiane Air Transport (Laos); N8034H passed through Canadian airspace Sep62; noted at Prestwick & Gatwick 26Sep62]; request from Vientiane Air Transport to FAA to cancel N8034H 21Nov62; request from Lao DCA to FAA to cancel N8034H 26Nov62; N8034H cancelled on export to Laos 11Dec62; Vientiane Air Transport; Air Mekong

Note: the identity of XW-TBH is not directly confirmed, but N8034H fits very well and there is no other known candidate

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

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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-34… 1977

XW-TCD Antonov An-26
Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-34… 1977

XW-TCE Antonov An-26
Lao Government; dd 14Jly76; reported at Wattay 04Oct77; to RDPL-34… 1977

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

XW-TCF / 166 Yakovlev Yak-40 c/n 9431835 ex 974 (Laos)
Lao Government; reported 1977; to RDPL-34002

Note: The identity of this Yak-40 is unconfirmed

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 *(in English script)*; 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, N61938
Canx to Laos 06Dec67; 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

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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

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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 thro' Aug72; 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 *(in Cambodian script)*; regd Aug73; Capt. Chen & Mrs. Chi; escaped from Kompong Som to Don Muang 14Apr75 and noted stored there May75, Mar78, Nov83 & May84 until broken up in the mid-1980's

XW-TFK Viscount 768D c/n 294 ex VT-DJA

Lane Xang Airlines; bt from Indian Airlines Nov74; Royal Air Lao; 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, VHCFF, VH-ANZ

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[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 to Laos 15Nov73; 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

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Regd 05Jly55 to Véha-Akat Airlines; had been seriously damaged at Luang Prabang 26Feb55 whilst still F-OACY, so possibly spares only or ntu; canx by 1958; canx 02Apr70 by DGAC as 'destroyed'

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

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

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

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

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

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

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

F-LAAO Piper PA-22-150 c/n 22-4338 ex N10F
Export Certificate (Application?) 30Oct56; CofR #193351 05Jun57 *(or regd 07Jun57)* to Société Laos Air Service; regd 30Dec57 to Société Comptoirs Lao d'Approvisionnement Cola; regd 16Apr59 to Société Tourisme et Travail 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

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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.

3B-NCB LET 410UVP-E20 c/n 062636 ex PR-NHA, ZS-ATJ
Lao Skyway; believed leased from Air Tec Global; dd 20Jly24; replacement for 3B-NCH; noted active thro' Jan25; noted heading south from Thailand 17May25; *[noted active from Bethlehem, FSP, South Africa May-Jly26, probably airtests following maintenance; ferried Bethlehem - Johannesburg/Lanseria - Bulawayo – Lubumbashi, DRC 25Jly26 & active from there]*

ZS-ATN / 3B-NCC LET 410UVP-E20 c/n 072639 ex PR-NHC
[Aircraft Systems South Africa (Pty) Ltd, dba Air Tec Global]; Lao Skyway; believed leased from Air Tec Global; noted active as ZS-ATN Jly15 thro' Nov19; noted heading south over Bangkok 19Dec20, returning north same day; re-regd 3B-NCC Oct22 & noted still active with Lao Skyway Feb26

3B-NCH LET 410UVP-E20 c/n 912530 ex SP-FTK, OY-LET, S9-TBM, CP-2349, ZS-ATH, TI-BGP
Lao Skyway; believed leased from Air Tec Global; dd via Bangkok 15Jan22; noted active thro' Sep26

5Y-AMM Helio H-250 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 2006; listed for sale by Marc Lekeu, Luang Prabang, Laos for US$150,000 Jly09; 5Y-AMM canx 20May10 on 'transfer to Bankok'; still hangared at Wattay Mar11; moved outside late-Nov13 / early-Dec13 (Mark Lekou believed died); still parked outside at Wattay Apr20 (no longer visible Nov20); to display at S Mini Zoo, near Wattay [17.989882°, 102.578228°] by Nov20 (not there Apr20)

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.

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

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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

B- COMAC ARJ21
ordered 08Jan10; due with Lao Airlines 2012, but order cancelled 2011

B- COMAC ARJ21
ordered 08Jan10; due with Lao Airlines 2012, but order cancelled 2011

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

N215BJ Beech King Air B-300 (350) c/n FL-1146
Jauer Energy; departed Phoenix, AZ 22May20 on delivery, arriving at Vientiane 05Jun20; active in Laos until ferried to Singapore/Seletar 04May21; to RP-C2203

N312FU Hawker 800XP c/n 258545 ex N845QS, N279TX, N890TM
Regd to Kenmore Crew Leasing Inc (Trustee) 28Jan23; dd to Vientiane 02Apr23; departed Vientiane 24Nov23 on return to USA

N415SG Learjet 60 c/n 60-283 ex N5009T, N60LJ, PR-GCL, N160JA, N415SG, RDPL-34218
[RDPL-34218 canx 29Jly21]; regd to Kenmore Crew Leasing Inc (Trustee) 02Aug21; remained Vientiane-based thro' Nov22 at least; believed departed Sep23

N604PS Challenger 604 c/n 5447 ex N323FX, N323BX, N1NA
Regd to Kenmore Crew Leasing Inc (Trustee) 19Jan23; dd to Vientiane 07Feb23; noted active thro' Jan25

N3333U / T7-258 Bombardier Global 5000 c/n 9154 ex N555EF, N388RF, N3389H
N3333U regd to Kenmore Crew Leasing Inc (Trustee) 13Jun22; dd to Vientiane 20Nov22; canx San Marino 16May24 as T7-258; dd to MJets 29May24; believed remained at Vientiane under MJets management

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

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

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

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

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

N64910 Douglas C-47A c/n 20062 ex 43-15596
[BoS from WAA to Arizona Airways Inc (Phoenix, AZ) 18Mar46; CofR for NC64910 to Arizona Airways Inc 20Apr46; BoS from Arizona Airways Inc to Monarch Air Lines Inc (Denver, CO) 20Apr50; BoS from Monarch Air Lines Inc to Frontier Airlines Inc (Denver, CO) 01Jun50; CofR for N64910 to Frontier Airlines Inc 10Jly50; Standard CofA issued 25Dec59; Standard CofA issued 11May65; BoS from Frontier Airlines Inc to (Opa Locka, FL) 14May65; CofR for N64910 to Miami Aviation Corp 27May65; BoS from Miami Aviation Corp to Continental Air Services Inc (Reno, NV) 04Aug65; Aircraft Activity Report 06Jan68 states aircraft based at Tan Son Nhut, Vietnam & 1,568hrs flown in past 12 months; Aircraft Activity Report 09Jan67 states aircraft based at Tan Son Nhut, Vietnam & 1,853hrs flown in past 12 months; noted at Da Nang 1967; Aircraft Activity Report 06Jan69 states aircraft based at Tan Son Nhut, Vietnam; TT 45,617:00hrs; Aircraft Activity Report 24Mar70 states aircraft based at Vientiane, Laos & 1,053hrs flown in past 12 months]; canx to Laos 22Oct71

Note: this C-47 was probably registered in the XW-PHx series

N65385 Douglas DC-3C c/n 20542 ex 43-16076
[BoS from WAA to Danny Fowlie (Dallas, TX) 15Apr46; BoS from Danny Fowlie to Executive Transport Corp (Grand Prairie, TX) 22May46 (Danny Fowlie = President, Executive Transport Corp); 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 Arlines (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 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 to Laos 08Jun72

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

N77777 Douglas C-47A c/n 10107 ex 42-24245, FL524, TC-BUK, TC-YUK
[Sold by Turkish AL to Stan Air Inc = Stanley Booker (Fresno, CA) 22Jan71; Application for Aircraft Registration for N77777 30Jan71; CofR issued 05Feb71; letter 03Feb72 from Stan Air (Vientiane) to FAA advising being registered in Laos]; canx to Laos 18Feb72

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

T7-5678(2) BAe125-800XPi c/n 258748 ex N748XP, EC-JNY, TC-ILY, N451RS, OE-GMI, HA-BES
[HA-BES noted at Hawarden 24Nov22]; Phongsubthavy Group; dd to Vientiane 09Jan23; returned to Europe 07Apr23; to HA-PCI

T7-5678(3) Gulfstream G550 c/n 5080 ex N960GA, G-JCBC, N143G, N254SD
[Canx to San Marino 18Dec23]; Phongsubthavy Group; dd to Vientiane 24Dec23; noted active thro' Jun24

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T7-2828 Learjet 60XR c/n 60-368 ex N42JP, N468JM, N368XR, N365KM, N104GB
[Canx to San Marino 19Dec23]; dd to Vientiane 04Jan24; noted active thro' Jan25

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
[Aircraft Systems South Africa (Pty) Ltd, dba Air Tec Global]; Lao Skyway; noted active Jly15 thro' Jan20; noted heading south 10Feb21, possibly returning to South Africa; *[noted at Bangui Nov21 with United Nations; reported at Zakynthos, Greece 04Sep22, then on to Kunovice, Czech Republic, then Brno]*

ZS-DIH LET 410UVP-E20 c/n 082630 ex CCCP-67699
[Aircraft Systems South Africa (Pty) Ltd, dba Air Tec Global]; Lao Skyway; noted active Sep16; returned off lease Oct16

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.	Presumed 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	
Véha-Akat Airlines:			
	Rapide	3	XW-TAJ, F-LAAB/XW-TBI, F-LAAC, F-LAAE, F-LAAF
	Norseman	1	F-LAAA
	Beaver	2	

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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	
LaneXang Airways	-- / LXW		2023 to date	
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	

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Phongsavanh Airlines	-- / LKA		2010 to 2011	Rebranded as Lao Central Airlines 2011
Royal Air Lao			1962 to 1976	
Sorya Airlines				
Tahprohm Airlines				
Véha-Akat Airlines			c1955 to c1967	
Xieng Khouang Air Transport			1967 to c1972	

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Preserved Aircraft

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

(unmarked)	T-28	wreck; noted thro' 2023
68-16242	Bell UH-1H	restored; noted Jan14; noted thro' 2023

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

	Mil-8	moved from Vientiane c2012

Phin - War Museum [16.534670°, 106.022030°]

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

Phonsaven - Army base [19.443415°, 103.192933°]

14	MiG-21PFM	PLAAF; noted at Xieng Khouang thro' Jan20; f/n at Phonsaven Dec23 [c/n 940MT24]
16	MiG-21bis	PLAAF; f/n at Phonsaven Nov17 [c/n 75081703]
710	MiG-21US	PLAAF; noted at Xieng Khouang thro' Sep16; f/n at Phonsaven Nov17 [c/n 06685136]
731	MiG-21bis	PLAAF; noted at Xieng Khouang thro' Sep16; f/n at Phonsaven Nov17 [c/n 75094883]

Phonsaven, Xieng Khouang air base [19.443583°, 103.152300°]

RDPL-34015	Xi'an Y-7-100C	noted derelict at least Jan06 thro' Dec24 [19.443256°, 103.153107°]
	MiG-21	at least 17 derelict aircraft noted from at least Dec04:-
01	MiG-21PFM	PLAAF; noted thro' Jan20 derelict
03	MiG-21PFM	PLAAF; noted thro' Jan20 derelict
06	MiG-21PFM	PLAAF; noted thro' Jan20 derelict
07	MiG-21PFM	PLAAF; noted thro' Jan20 derelict
11	MiG-21PFM	PLAAF; noted thro' Jan20 derelict [c/n 940MT11]
14	MiG-21PFM	PLAAF; noted thro' Jan20; [c/n 940MT24]; to Phonsaven Army base by Dec23
15	MiG-21PFM	PLAAF; noted thro' Jan20 derelict
17	MiG-21bis	PLAAF; noted thro' Jan20 derelict
19	MiG-21PFM	PLAAF; noted thro' Jan20 in fair condition [c/n 75081795]
722	MiG-21bis	PLAAF; noted thro' Jan20 in fair condition [c/n 75093799]
724	MiG-21bis	PLAAF; noted thro' Jan20 in fair condition [c/n 75094824]
725	MiG-21bis	PLAAF; to Lao People's Army History Museum Oct15
727	MiG-21bis	PLAAF; noted thro' Jan20 in fair condition [c/n 75094853]
729	MiG-21bis	PLAAF; noted thro' Nov19 in fair condition [c/n 75094872]; to Wattay Feb/Mar21
730	MiG-21bis	PLAAF; noted thro' Jan20 in fair condition [c/n 75094880]
	Mar17 thro' Nov19	**14**. 7 (presumably 14, 19, 722, 724, 727, 729 & 730) noted neatly parked on apron [19.444281°, 103.151610°], plus 7 (presumably 01, 03, 06, 07, 11, 15 & 17) parked on rough ground 150m to the SW [19.442244°, 103.151220°]
	Jan20	**13**. Those above on the apron moved SW to join the others at 19.442244°, 103.151220°
	Jan21 thro' Mar22	**12**. 6 moved back to the apron [19.444281°, 103.151610°]; 6 still parked to the SW at 19.442244°, 103.151220°
	Nov22	**10**. 6 still parked on the apron, but only 4 now parked to the SW
	Dec24	**9**. Only 5 still parked on the apron; 4 still parked to the SW

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Savannakhet - Provincial Museum [16.550108°, 104.746175°]

(unmarked)	T-28	derelict in front yard

Savannakhet – Football Stadium [16.5879697, 104.763416°]

K-080A	Xi'an Y-7-100C	'K-Airline' titles; put on display mid-2015 (not there Jan15); noted thro' Mar25; [ex RDPL-34128; reg on top of stbd wing & 'Lao Aviation' on top of port wing]

Sikeut [18.040178°, 102.555136°]

	Xi'an Y-7-100C	arrived by Nov21 (not there Mar21); noted thro' Mar25; probably RDPL-34119

Vientiane – S Mini Zoo [17.989882°, 102.578228°]

5Y-AMM	Helio H-250 Courier	moved with Marc Lekou to Vientiane, Laos by 2008; stored at Wattay by Mar11 & thro' Apr20; f/n at S Mini Zoo Nov20

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

RDPL-34115	Harbin Y-12 II	arrived Jan18

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

RDPL-34119	Xi'an Y-7-100C	arrived after Jan11; noted Mar13 thro' Mar21 (gone by Nov21, possibly to Sikeut)
RDPL-34127	Xi'an Y-7-100C	Lao Aviation; arrived after Jan11; noted Mar13 thro' Feb26

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

074	Antonov An-2	PLAAF; displayed outside; noted thro' Nov19; refurbished & moved into new shelter by Nov23; noted thro' Sep25; [ex RDPL-34123]
725	MiG-21bis	PLAAF; displayed outside; arrived 11Oct15 ex Xieng Khouang; noted thro' Nov19; refurbished & moved into new shelter by Nov23; noted thro' Sep25; [c/n 75094845]
RDPL-34043	Mil-8T	displayed outside; noted thro' Nov19; refurbished & moved into new shelter by Nov23; noted thro' Sep25
70-15747	Bell UH-1H	displayed in new shelter Nov23; noted thro' Sep25; [ex SVNAF]
132428	A-1E Skyraider	f/n Sep25; [ex SVNAF; captured at Bien Hoa AB 1975]
139674	A-1H Skyraider	f/n Sep25; [ex SVNAF; captured; ex War Remnants Museum, Ho Chi Minh City]
(67-15163)	Cessna T-41B	PLAAF; wreck; noted at least 2003 thro' Sep25; [probably taken over by Pathet Lao after PLAAF]
(66-15094)	Bell UH-1C	US Army; wreck; noted at least 2003 thro' Sep25; [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' Nov23; [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 [17.972019°, 102.598808°]

(RDPL-34002)	Yakovlev Yak-40	no wings, but in good condition; noted at least Oct06 thro' Feb24 (gone by Oct25)

Vientiane – Wattay airport [17.971176°, 102.570827°]

073	Antonov An-2	PLAAF; displayed at entrance to air base off highway 13 [17.971176°, 102.570827°]; noted at least Nov03 thro' Feb26
	Antonov An-2	Air Lao; stored outside on 'graveyard apron' [17.982067°, 102.578736°] by at least Nov03; noted in various positions on that apron thro' Feb24; new building constructed on the apron site 2024/25; An-2 still stored there at 17.981721°, 102.578961°Oct25
02	MiG-21MF	PLAAF; stored outside on 'graveyard apron' [17.982825°, 102.577878°] by at least Nov03 thro' 01Nov18; moved to 150m SW to 17.982054°, 102.576490°] by 05Nov18 & noted thro' 09Jan20; moved to other side of apron, 250m S [17.980006°, 102.577583°] by 22Jan20 & noted thro'Feb24 (gone by Oct25)
04	MiG-21MF	PLAAF; stored outside on 'graveyard apron' [17.982825°, 102.577878°] by at least Nov03 thro' 01Nov18; moved to 150m SW to 17.982054°, 102.576490°] by 05Nov18 & noted thro' 09Jan20; moved to other side of apron, 250m S [17.980006°, 102.577583°] by 22Jan20 & noted thro'Feb24 (gone by Oct25)
21	MiG-21bis	PLAAF; stored outside [17.982066°, 102.578265°] by at least Nov03 & noted thro' 01Nov18; moved 170m W to 17.982054°, 102.576490°] by 05Nov18 & noted thro' 09Jan20; moved to other side of apron, 250m S [17.980006°, 102.577583°] by 22Jan20 & noted thro'Feb24 (gone by Oct25)
729	MiG-21bis	PLAAF; moved from Xieng Khouang air base to 'graveyard apron' [17.981809°, 102.578463°] Feb/Mar21 & noted thro' Jan22 (gone by Nov22)
RDPL-34069	Mil Mi-26T	PLAAF; stored outside [17.981407°, 102.578657°] by at least Jun05 thro' 01Nov18; moved onto main 'graveyard' apron [17.981218°, 102.576060°] by 05Nov18 & noted thro' May19; dismantled by Nov19

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

(unmarked)	Twin Pioneer	cockpit section only (believed to be a mockup); noted Jan14; gone by late 2018

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