

THE CESSNA BIRD DOG IN THAI AIR FORCE SERVICE – Steve Ozel February 2025

I don't of course need to introduce the Bird Dog, but a little Thai background before we continue.

Firstly, the name of the country. Internationally, it was known as 'Siam' until this was changed to 'Thailand' in June 1939, reverting back to 'Siam' in September 1945 until finally settling on 'Thailand' again in May 1948.

Thailand is at the heart of South East Asia, bordered by Malaysia, Cambodia, Laos and Myanmar (Burma), with a land area a little less than that of the Texas but with a population of just over 71 million (more than twice that of Texas). Uniquely in the region it was in control of its own destiny throughout the 'colonial' period, and successfully resisted direct western intervention. The long-established Thai monarchy had absolute power until a bloodless coup in 1932 resulted in a change to a constitutional monarchy and parliamentary government.

The country was directly ruled by the military following a bloodless coup d'état on 8th November 1947 until 1973, the occasional staging of such coups becoming a fact of life. Indeed one such unsuccessful revolt supported by officers of the Royal Thai Navy in June 1951 led to that service losing its air arm for more than 10 years, the aircraft then on charge (Fireflies, Helldivers, Tiger Moths, Widgeons, Magisters etc) being transferred to RTAF use as Wing 7 on 12th July 1951. It was not until the student riots of October 1973 that serious moves towards a democratic, constitutional government were made, but it took a further 20 years of political turmoil, and a series of military and civilian governments, until 1995 finally saw the inauguration of a stable democratically elected government. The subsequent political shenanigans are however a subject for someone's PhD thesis!

Aviation arrived in Siam barely seven years after the Wright Brothers' first flight. In December 1910 a French aviator, Charles Van Den Born, performed the first flight in South East Asia in a Henry Farman from Saigon racecourse, which led to an invitation to visit Bangkok and to a week-long aviation meeting at the Royal Bangkok Sports Club from 31st January 1911. The Royal Siamese Aeronautical Service was then quickly formed, the association with France continuing when three Siamese Army officers left in February 1912 to undertake flying training in that country. They returned to Siam in November 1913 with four Breguet III biplanes and four Nieuport monoplanes to form the nucleus of a Siamese air service. Following Siam's declaration of war on Germany and Austro-Hungary in July 1917, another group of trainees travelled to France in mid-1918, as part of the Siamese expeditionary force, and almost 100 qualified then returned to Siam the next year.

The country's air force was formally separated into its own branch, the Royal Siamese Air Force, in April 1937 and five operational wings were established. In 1939, when Siam became Thailand, the service was renamed the Royal Thai Air Force (RTAF).

All three of the main Thai military services, Air Force, Army and Navy have operated Bird Dogs since 1956, with 233 being recorded as supplied under the MAP program. The Army has been the biggest user with about 170, the RTAF with about 52, and the Navy with about 8.

The Army were the first user, with 6 Bird Dogs being acquired from the French Navy at Saigon/Tan Son Nhut and flown to Thailand in October 1956. These were followed by regular deliveries until the final ones, escapees from Saigon to Thailand's U-Tapao base, in April 1975.



This photo, from the Dick Lohuis collection, shows O-1G 4582 in South Vietnamese Air Force (SVNAF) colours at U-Tapao on 30th April 1975, surrounded by other escapees such as Cessna A-37's. This aircraft was taken on charge by the Thai Army shortly afterwards. The fate of O-1G 5L12748 'FDK' in the background is unknown.

The Navy received their first Bird Dogs in 1968, and operated a small fleet of O-1A, O-1F and O-1G's, initially by 3 Squadron. Most of these survive on display around the huge U-Tapao base.

The RTAF received the first eight O-1A's in October 1967. They had been intended for use by the Army but were initially diverted to RTAF use. They were serialised T2.1/10 through to T2-8/10.

A small explanation of the RTAF serial system. The current system has been in place since the issue of RTAF Technical Bulletin Number A.3/3548 on 3rd March 1949. This system describes the aircraft role, type, individual serial and year of acquisition. As an example, the third Cessna Bird Dog was B.T2.3/10 (บ.๓๒.๓/๑๐ in Thai characters, as usually worn)

- 'B.' indicates an aircraft ('bin' = aircraft in Thai), and is common to all types. This first character is not always worn;
- 'T' indicates that the aircraft's role is that of 'observation / reconnaissance';
- '2' indicates that the Bird Dog is the 2nd aircraft of this type (the 1st was the single Percival P.54 Survey Prince 3A operated by the RTAF);
- '3' indicates the 3rd Bird Dog procured;
- '10' indicates the year of procurement as 2510 in the Buddhist calendar (= 1967).

They were allocated to 71 Squadron of Wing 7, who also operated the Helio U-10B and U-10D, and were nominally based at Sattahip with the role of target spotting and aerial reconnaissance using the call sign 'Mosquito'. The aircraft were however deployed on detachment to units and air bases around Thailand and, in the late 1960's and early 1970's, 71 Squadron had more aircraft under their command than any other RTAF unit.



71 Squadron O-1A T.2-7/10 coded '7117' and also marked 51-7458

Following the initial 8, the unit received a further

- 4 O-1A's in 1969 (T2-9/12 to T2-12/12)
- 5 O-1G's in 1970 (T2-3/13 to T2-17/13)
- 5 O-1A's in 1971 (T2-18/14 to T2-22/14)
- 5 O-1A's and 6 O-1E's in 1972 (T2-23/15 to T2-33/15)
- 2 O-1A's and 8 O-1E's in 1973 (T2-34/16 to T2-43/16)
- 2 O-1A, 1 O-1E and 5 O-1G in 1975 (T2-44/19 to T2-51/19)
- 1 O-1A in 1976 (T2-52/20)

These last two batches, 9 aircraft, were all ex SVNAF aircraft which had escaped to Thailand.

This gives a total of 52. Some sources say 56, but only 52 official serials were issued. There were several exchanges of aircraft with the Army, so the 'missing' 4 may simply have used their Army serials for their period of RTAF use. All wore squadron codes such as '7114'

The Bird Dogs could be fitted with weapons to carry out a ground attack role or to provide self-defence. They were fitted with four under-wing hard points, each hard point holding a twin launch tube for two 2.75 inch air-to-ground rockets giving a total capacity of eight rockets.

In the target spotting or FAC role, smoke rockets were carried so as to mark enemy positions for ground attack aircraft to subsequently engage, similar to the Bird Dogs' *Raven* role in Laos.



O-1E T.2-35/16 coded '7176' in service with 71 Squadron (RTAF)

For aerial reconnaissance tasks a photographer could sit in the rear seat and use a K-10 aerial camera to record specific imagery of the target. On landing this film had to be rushed to be processed, printed and analysed for use within a target file for future use.

The Directorate of Civil Aviation in Thailand was under RTAF control until late 1970's. One of its roles, from the early 1970's, was to maintain the flying skills of inactive pilots, and they operated a number of Bird Dogs and Chipmunks from RTAFB Don Mueang. Although not a formal RTAF squadron, they can be identified by the '19xx' 'squadron' codes they wore (eg. T.2-31/15 was coded '1907') in addition to their normal RTAF marks. This unit became 604 Squadron, also based at RTAFB Don Mueang, in about 1980.

In October 1977 there was a major re-organisation of the RTAF units. In this restructure Wing 7 became Wing 71 and 71 Squadron became 711 Squadron. With the opening of the newly-completed RTAF base at Surat Thani in 1982, the North American OV-10C Bronco's of Wing 53, 531 Squadron were transferred from RTAFB Prachuap Khiri Khan to form a re-equipped 711 Squadron at RTAFB Surat Thani. RTAFB Sattahip was returned by the RTAF to the Royal Thai Navy, the 711 Squadron Bird Dogs and Helio U-10's being transferred to re-equip Wing 53, 531 Squadron at Prachuap Khiri Khan. The Bird Dogs also swapped their old 'Mosquito' call sign for 531 Squadron's 'Shark'.



O-1E T.2-37/16 coded '7178' in service with 71 Squadron (RTAF)

The communist insurgency, which had been an ongoing guerrilla war in Thailand since 1965, ended in 1983 when the Communist Party of Thailand abandoned the insurgency. With this, the FAC mission of the Bird Dog came to an end.

However, the primary role of aerial reconnaissance remained, and in 1984 a new military threat to Thailand arose. The invasion of Cambodia by Vietnamese forces in 1979 caused three Cambodian opposition factions to withdraw towards the Thai-Cambodian border which drew the battlefield with it. Vietnamese forces intentionally crossed the Thai border in hot-pursuit operations, and an ongoing series of clashes resulted between Thai and Vietnamese forces. During this period a number of Bird Dogs of 531 Squadron deployed to various airbases close to the Thai-Cambodian border region to carry out aerial reconnaissance of the border to check on the movements of the Vietnamese forces deployed close to the border. On 15th April 1984 O-1E T.2-33/15 was shot down by the Vietnamese near Chong Prik on Thai-Cambodian border; the pilot bailed-out but the observer was killed. On 7th July O-1A T.2-43/16 force-landed after being hit by Vietnamese fire near Chong Prik, seriously injuring both crew. This forced a review of the missions allocated to the Bird Dog, and it was withdrawn from the region. The Bird Dogs of 531 Squadron were eventually withdrawn in 1990, to be replaced by the Fairchild AU-23A (licence-built Pilatus PC-6 Turbo-Porter) which remain in service today.

From around 1980, after the RTAF had relinquished control of the Directorate of Civil Aviation, many (eventually 22) of the aircraft withdrawn were progressively transferred to 604 Squadron based at RTAFB Don Mueang to continue the intermediate flying training role, and operated until they in turn were withdrawn in 1989.

At least two, T.2-45/19 and T.2-46/19, (possibly more) of the 531 Squadron Bird Dogs were exchanged in Australia for used Cessna 150's, which 604 Squadron put into service. 604 Squadron was later equipped with a fleet of Cessna T-41's and NZAI CT/4's, and currently operates the Diamond DA40 and DA42, plus a few CT/4B's.



604 Squadron O-1A T.2-8/10 in the 'Tango' Squadron 'dump' at Takhli RTAFB February 2004 (Steve Ozel)



Line up of 604 Squadron O-1's at Don Mueang shortly after the type was withdrawn from service, 1990/91 (via Jim Mulvihill)

At the time of their withdrawal in 1989/90 many of the Bird Dogs were still in good condition, and a decision was taken to establish the Foundation for the Preservation and Development of Thai Aircraft (better known as 'Tango Squadron') under Royal patronage in 1991. 'Tango' inherited many Bird Dogs, from both the RTAF and the Army and, although none are currently airworthy, several can be seen at their museum at Chiang Mai airport.



O-1E T2.30-7 'Tango' Squadron, Chiang Mai 26th June 2022 (Daren Rose)

The RTAF Museum in Bangkok has a pair of RTAF Bird Dogs on display, O-1A T2-27/15 '60406' and O-1E T2-29/15 '60415'.



O-1A T2-27/15 coded '60406' at the RTAF Museum 23rd June 2012 (Stewart Lanham)

There are well over 100 Bird Dog airframes still extant in Thailand, mostly ex Army, and often unidentified because their dataplates and other means of identification have been removed by JUSMAG. Most have highly imaginative paint schemes and markings and are displayed as attractions at restaurants and in military surplus yards. The Jesada Technik Museum, Nakhon Chaisi (currently closed) have 19, whilst a surplus yard at 'War Camping & Coffee War' Army

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Surplus Store, Sattahip have 6. A full list with exact locations can be found on my website at www.thai-aviation.net



O-1E T.2-38/16, one of many abandoned at Saraburi Aero Park 2nd February 2018 (Ian Polson)



An example of the many interesting schemes used on Bird Dog attractions in Thailand. This example is unidentified and was at Runway 3119 Night Market, Bangkok 2nd December 2018 (Jean Marc Braun)

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ROYAL THAI AIRFORCE BIRD DOGS - INDIVIDUAL AIRCRAFT DETAILS				
Abbreviations				
<ul style="list-style-type: none"> • toc = taken on charge • soc = struck off charge • w/o = written off • US Army last report = the last report listing the aircraft as in the US Army inventory 				
Type	Serial	Previous service / serials	msn	Details
O-1A	T.2-1/10	50-1709	21445	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; returned to Army as 1709
O-1A	T.2-2/10	51-4657, 14657 (Unogil Air Service), 51-4657	21542	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; believed w/o by 30Jun68; soc 13Aug68
O-1A	T.2-3/10	51-5015	21917	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; believed w/o by 30Sep68; soc 18Dec68
O-1A	T.2-4/10	51-7314	22048	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; starboard wing damaged by rotating propeller from other aircraft; returned to Army as 7314
O-1A	T.2-5/10	51-7316	22050	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; returned to Army as 7316
O-1A	T.2-6/10	51-7428	22167	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; returned to Army as 7428
O-1A	T.2-7/10	51-7458	22197	US Army last report 15Aug67; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; returned to Army as 7458
O-1A	T.2-8/10	51-12422, 112422 (Unogil Air Service), 51-12422	22855	US Army last report 15Aug67; toc Oct67; to 'Tango' Squadron, Saraburi
O-1A	T.2-9/12	51-5019	21922	US Army last report 15Dec67; toc 1969; to VH-LKB Dec91, then VH-UXX; operated US Army scheme as '21922'
O-1A	T.2-10/12	51-7344	22078	US Army last report 15Nov67; toc 1969; soc 05Nov82
O-1A	T.2-11/12	51-4655	21540	US Army last report 15Dec67; toc 1969
O-1A	T.2-12/12	51-12372	22711	US Army last report 15Aug67; toc 1969; shot down 02Sep76
O-1G	T.2-13/13	51-4606	21491	MAP 22May70; toc 1970; to VH-LRE Nov91; current with Gaile Glynn, Baulkham Hills, NSW in RTAF scheme as '4606' / '53125'
O-1G	T.2-14/13	51-4882	21774	MAP 22May70; toc 1970; to VH-LPZ Jly91, then VH-XTI; current with Christopher Cremer, Boro, NSW in USAF scheme as O-'12884'
O-1G	T.2-15/13	51-16971	22856	MAP 22May70; toc 1970; to 'Tango' Squadron, Don Mueang
O-1A	T.2-16/13	51-7336	22070	US Army last report 15May69; toc 1970; w/o 24Apr84
O-1A	T.2-17/13	51-12714	23171	US Army last report 15May69; toc 1970; soc 20Jan75
O-1A	T.2-18/14	50-1539, (RLaoAF)	21213	toc 1971; damaged in fuselage by small arms fire 21Apr73 whilst flying an observation/surveillance flight near Ban Seung Meng (believed approx. 32 miles south east of Chiang Rai); landed safely; to 'Tango' Squadron, Saraburi <i>Note: 1539 '53114' at Prachuap Khiri Khan is an O-1E and must be a different aircraft</i>
O-1A	T.2-19/14	50-1674, (RLaoAF)	21403	US Army last report 15Feb69; toc 1971; to 'Tango' Squadron, Chiang Mai
O-1A	T.2-20/14	51-4678	21563	US Army last report 15Feb69; toc 1971; w/o Sep79

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O-1A	T.2-21/14	51-5044, 5044 (RLaoAF)	21949	toc 1971; code '7154'; then code '53154'; wfu at Prachuap Khiri Khan by Jan00; to 'Tango' Squadron, Don Mueang
O-1A	T.2-22/14	51-7322	22056	US Army last report 15Feb69; toc 1971; wfu at Prachuap Khiri Khan by Jan00; restored to airworthy at Pattaya Air Park 2007; w/o 20Dec07; wreck to 'Tango' Squadron, Don Mueang
O-1A	T.2-23/15	51-12781, 12781 (Philippine AF), 2781 (RLaoAF)	23238	toc 1972; to 'Tango' Squadron, Don Mueang
O-1A	T.2-24/15	51-12666, 666 (RLaoAF)	23121	toc 1972; code '60418'; soc 03Jan86; to 'Tango' Squadron, Saraburi
O-1A	T.2-25/15	51-16864	22652	US Army last report 15Dec64; toc 1972; force landed into field in Minburi 14Jly77
O-1A	T.2-26/15	51-12525, 12525 (Philippine AF)	22980	toc 1972; to 'Tango' Squadron, Don Mueang
O-1A	T.2-27/15	51-12604, 12604 (Philippine AF)	23059	toc 1972; RTAF Museum
O-1E	T.2-28/15	56-2483	23605	MAP 28Dec71; toc 1972; to 'Tango' Squadron; moved to Prachuap Khiri Khan (Wing 53), but not noted there Mar13
O-1E	T.2-29/15	56-2507	23629	MAP 28Dec71; toc 1972; to 'Tango' Squadron; to RTAF Museum
O-1E	T.2-30/15	56-2643	23765	MAP 28Dec71; toc 1972; to 'Tango' Squadron, Chiang Mai
O-1E	T.2-31/15	56-4229	23890	US Army last report 15Oct66; toc 1972; transferred to Army as 4229
O-1E	T.2-32/15	56-4231	23892	US Army last report 15Oct66; toc 1972; transferred to Army as 4231
O-1E	T.2-33/15	57-6275	23947	MAP 28Dec71; toc 1972; shot down by Vietnamese near Chong Prik on Thai-Cambodia border 15Apr84
O-1E	T.2-34/16	56-2473	23595	MAP 28Dec71; toc 1973; soc 16Dec82
O-1E	T.2-35/16	56-2623	23745	US Army last report 15Oct71; toc 1973; soc 15Nov82
O-1E	T.2-36/16	56-2650	23772	US Army last report 15Oct71; toc 1973; wfu at Prachuap Khiri Khan by Jan00 to Bangkok National Memorial by Dec08
O-1E	T.2-37/16	56-2661	23797	US Army last report 15Oct66; toc 1973; noted wfu at Prachuap Khiri Khan by Jan00; to 'Tango' Squadron, Don Mueang
O-1E	T.2-38/16	61-3007, 613007 (Korean Army)	305M-0058	US Army last report 15Oct71; toc 1973; to 'Tango' Squadron
O-1E	T.2-39/16	56-2655, (RLaoAF)	23777	US Army last report 15Oct71; toc 1973; to 'Tango' Squadron
O-1E	T.2-40/16	61-3020	305M-0073	US Army last report 15Oct71; toc 1973; to 'Tango' Squadron, Chiang Mai
O-1A	T.2-41/16	51-4867	21752	US Army last report 15Oct71; toc 1973; to 'Tango' Squadron
O-1E	T.2-42/16	56-2693	23875	US Army last report 15Oct71; toc 1973; to 'Tango' Squadron; moved to Prachuap Khiri Khan (Wing 53) by 2003
O-1A	T.2-43/16	51-7349	22083	US Army last report 15Oct71; toc 1973; force-landed after being hit by Vietnamese fire near Chong Prik on Thai-Cambodia border 07Jly84
O-1G	T.2-44/19	50-1534, SVNAF	21208	US Army last report 15Nov71; toc 1976; soc 06Dec82
O-1G	T.2-45/19	51-12288, SVNAF	22602	toc 1976; exchanged for Cessna 150; to VH-YAP Jun91; current with Peter Willard at Scone, NSW in US Army scheme as '12288'

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O-1G	T.2-46/19	51-4748, SVNAF	21633	toc 1976; to VH-LPV Jly91; current with Lawrence Salvestrin at Griffith, NSW in SVNAF scheme as '5L14748 / PE'
O-1G	T.2-47/19	51-4955, SVNAF	21847	toc 1976; soc 25Jun82
O-1E	T.2-48/19	56-2642, SVNAF	23764	toc 1976; ditched in the Gulf of Thailand 21Sep77
O-1A	T.2-49/19	51-12476, SVNAF, Khmer AF	22918	MAP 20Jan75; toc 1976; to VH-SCB Apr92; current with Outback Aero Pty Ltd, Bethanga, Victoria in RTAF scheme
O-1G	T.2-50/19	51-4591, SVNAF, Khmer AF	21416	MAP 08Jan75; toc 1976; to VH-OIE Mar92; to RAAF Museum, RAAF Williams Point, Cook, Victoria
O-1A	T.2-51/19	51-7445, Khmer AF	22184	MAP 20Jan75; toc 1976; soc 09Jan88
O-1A	T.2-52/20	51-12020, SVNAF	22334	toc 1977; to 'Tango' Squadron; to military surplus yard Muek Lek by Jan20
As noted above the total may be 56, not 52. The missing ones may well be from those below, but far from confirmed (some may simply be errors made by enthusiasts). The pre-1962 US Army last reports may suggest they are ex-Thai Army, loaned to RTAF:-				
O-1A		50-1538	21212	US Army last report 15Apr67; code '60419'
		51-12550 or 56-2550	23005 or 23672	51-12550 = US Army last report 15Aug69; 56-2550 = US Army last report 15Dec64; code '60408'
O-1A		51-12681	23136	US Army last report < 1962; code '60405'
O-1A		51-4581	21371	US Army last report < 1962; code '60421' (ex-Thai Army)
O-1A		51-4907	21799	US Army last report < 1962
O-1E		56-2625	23747	US Army last report < 1962; code '60405'
O-1F		57-2860	24059	US Army last report 15Dec64; code '60411'

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KNOWN THAI MILITARY BIRD DOG ACCIDENTS			
Date	Service/ Unit	Serial	Details
10Aug66	Thai Army		Crashed 5 miles south west of Nakhon Phanom; 2 rescued
07Jun69	Thai Army		Crashed near Wang Sapung, Loei province; 2 killed
16Jul71	Thai Army		Crashed into tree during emergency landing in Mueang district, Uttaradit province; 1 killed, 1 seriously injured
05Jul72	Thai Army		Crashed into sea 5 miles off Chonburi; 2 killed, 1 escaped (Note: O-1 was only a 2-seater)
21Apr73	Thai AF – 71 Sqdn	T.2-18/14 / ‘7151’	Damaged in fuselage by small arms fire whilst flying an observation/surveillance flight near Ban Seung Meng (believed approx. 32 miles south east of Chiang Rai); landed safely
03Jan74	(US)		Crashed in Nam Pong district, Khon Kaen province; 2 injured
02Sep76	Thai AF	T.2-12/12	Shot down
14Jul77	Thai AF	T.2-25/15	Force landed into field in Minburi; 1 escaped
21Sep77	Thai AF – 71 Sqdn	T.2-48/19 / ‘7191’	Ditched in the Gulf of Thailand; 2 survived
21Jun78			Crashed into Ping River, tambon Khao Din, Khao Liew district, Nakhon Sawan province; 1 escaped
Sep79	Thai AF – 71 Sqdn	T.2-20/14 / ‘7153’	w/o
15Dec80	Thai Army	7455	Crashed into mountain in Sankarakhiri range, Pattani province; 2 killed; wreck found Oct81
13Sep82	Thai Army		Crashed in Pakpli district, Nakhon Nayok province; 2 seriously injured.
28Jun83	Thai Army		Crashed at Huay Takian village, near Uttaradit; 2 killed.
15Apr84	Thai AF	T.2-33/15	Shot down by Vietnamese near Chong Prik on Thai-Cambodia border; pilot bailed out, observer killed
24Apr84	Thai AF – 604 Sqdn	T.2-16/13 / ‘60403’	w/o in landing accident at Don Mueang
07Jul84	Thai AF – 531 Sqdn	T.2-43/16 / ‘53185’	Force-landed after being hit by Vietnamese fire near Chong Prik on Thai-Cambodia border; 2 seriously injured
16Jul85	Thai Army		Crashed into football field in military barracks in Mueang district, Buriram province; 2 killed
29Nov86	Thai Army		Crashed into hill in Pua district, Nan province; 1 killed, 1 injured
02Jan87	Thai Army		Damaged by ground fire near Cambodian border, and crashed into field 1km west of Wattana Nakhon AFB; 1 killed, 1 seriously injured
28Mar87	Thai Army		Crashed & dbf 2km from Phayao Police Station, Phayao province; 1 killed, 1 seriously injured
08May87	Thai Army	5021	Emergency landing at tambon Bang Khu Kod, Mueang district, Pathum Thani province; repaired
10Jan89	Thai Army		Hit power cables and crashed into field at Bangkapi, Bangkok; 2 killed
23Jan91	Thai Army		Emergency landing onto a road in Cambodia; believed repaired and returned; 2 escaped
19Dec91	Thai Army	2559	Crashed into field and overturned at tambon Sakom, Chana district, Songkhla province; 2 escaped
03Nov92	Thai Army	104	Crashed into ditch and overturned in Wattana Nakhon district, Prachinburi province; 1 injured

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07Jan93	Thai Navy		Emergency landing into field at Lam Lookka district, Pathum Thani province; 2 escaped
28Jul93	Thai Army		Crashed at Lopburi during demonstration flight; 3 killed (Note: O-1 was only a 2-seater)
28Jun95	Thai Army	1620	Skidded off runway on landing at Chiang Mai; 2 escaped; repaired
18Jan96	Thai Army		Crashed onto Grand Garden Golf Course, tambon Lat Ya, Mueang district, Kanchanaburi province; 2 injured
Nov06	Tango Sqdn	T.2-26/15 / '53182	Slightly damaged on landing at Pattaya Air Park when lost the right brake and wandered off the runway
20Dec07	Tango Sqdn	T.2-22/14 / '53155'	Stalled after losing power whilst performing a right downwind turn after take-off from Pattaya Air Park

Acknowledgments

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Much more information on Thai aviation, including hundreds of Bird Dog photos, can be found on my website at www.thai-aviation.net