

## CAT LOSSES IN SCHEDULED OPERATIONS.

There were two crashes involving the scheduled airline side of CAT. The first occurred on 20 June 1964. The scheduled CAT "Round the Island" (C-46, B 908) flight crashed northwest of the Taichung airport as the result of an abortive hi-jack attempt. There were 51 fatalities, including the two would be hijackers. Eighteen CAT employees were on board including the pilot, copilot, and two flight attendants. There were a number of Taipei Station dependents and an employee or two on board. In addition there were several dignitaries. For a good description of the event see pgs. 273-277 of China Pilot.

Capt. Benji Lin - Pilot - Benji was the son-in-law of "Tiger" Wong, the father of the Republic of China's Air Force and the ROC Ambassador to the United Nations.

Mu-Shuen Kung - Copilot  
H. Y. Cho - Flight Attendant  
Ruby Lee - Flight Attendant  
Chang, Yung-Kung  
Chen, K V.  
Chen, N. C.  
Chen, C. K.  
Chen, H. S.  
Chen, Ching-Ching  
Cho, H. G.  
Chou, C. C.  
Hu, T. H.  
Kan, K. C.  
Lee, C. Y.  
Shin (or Shia), K.C.  
Van, B. Y.  
Weng, H. C.

The second occurred on the night of 16 February 1968. The "Golden Dragon", B-727 was on approach to Taipei Airport when it crashed, killing 21 of the 63 people on board. Three employees were killed.

Vivian Chen - Flight Attendant  
Paul Y.H. King  
Betty Tang - Flight Attendant

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August 14, 2001

Dudley W. Foster  
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Dear Sir,

I am responding to your letter dated August 7, 2001. As per our telephone conversation, I am respectfully asking that all information in this regard be provided to UTD, TTU and the CIA Museum at Langley. In this manner, it can be assured that it will become part of the public domain. I do not wish this information to be given to a single person, historian or organization unless they obtain it from any of the institutions mentioned in accordance with normal procedures. I am also asking that this information not be held for any person or entity until they finish a personal project with the intent that it would be distributed to the public after they accomplish a personal project. It should be distributed immediately for all to see if interested. In the event you feel that you cannot act in this manner, then please destroy it, or return it to me with all copies. I sincerely appreciate your cooperation with this request.

My information is based solely on recollection. I could be wrong on some of the events. I intend to offer explanation concerning my observations and you may elect to exclude them if you so desire. Historians who write about personality conflicts and subjective information without firsthand experiences do not, in my opinion, qualify as historians. There are arguments against that conclusion, but I gather your intent is to obtain the history of KIA's in Vietnam and Laos from those who were there. I don't profess or claim to be a true educated and accredited historian and ask forgiveness for my inexperience. However, the information presented is true and correct to the best of my knowledge.

Some of the deaths I know about but was not employed at the time, or not present when the event occurred. I may make mention of them due to research conducted while a Board Member of the AAM Association, but first hand experience may provide a better picture. I have seen a great amount of false information from those who were present, but over the years had confused events with others. Usually, no harm is done. But, a great deal

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of harm is done if the events described are critical to the deceased. That is not my intention here. Rather, I want to describe the event as I experienced it, or after a thorough investigation. At any time, should a conflict between my observation and that of another exist, that information should be investigated thoroughly for veracity. It is not my intent to discredit any person, the CIA or Air America. I volunteered for this duty and tried to do my best. I feel those that died, and those injured did the same. I could have left any time I wished and my observations are based upon after thought rather than prior convictions before the event. My statements are presented for historical record, not to cause harm or find fault. Would I do it again, knowing what I know now? Yes, and although that may reflect a flaw in my character, it is a simple truth that I cannot deny.

**Richard Lieberth** was killed before I was employed. I am aware of his death and have seen pictures of him lying on top of the helicopter he crashed in. I did quite a bit of investigation concerning this accident. Two CIA employees were also killed along with the Flight Mechanic **Franklin D. Smith**. This was Richard's first flight as a PIC. It was also indoctrination for one of the CIA employees. They were carrying money and paying certain village chiefs. Richard's wife lived in Udorn and she requested that Richard be cremated. Several AAM employees observed this act, but they didn't actually look at the body before cremation. The CIA employee who was getting indoctrinated was Catholic and his family asked that he be returned for burial in the United States. His father was also a CIA employee. When the body arrived, the casket contained **Richard Lieberth** instead of the CIA employee! Apparently the wrong body was cremated. There was hell to pay over this. Years later, the dead CIA agent was awarded the appropriate star at Langley. This deed was written about in a publicly distributed article and in that article it was said his wife never knew how he had died. That's questionable since his death was not due to a covert act and his father was employed at the time. But, perhaps the author felt this mystique provided better copy, and I guess it is possible to be true. I was asked as President of the Air America Association for information and obtained it from Richard Ford. The mentioned picture was part of the portfolio Richard put together for the Association's stamp project while he was the Committee chair. Richard would be an excellent source of information for this project since he was very much involved in the 60's. He is 87 at the time of this writing, and appears to be as sharp as when I first met him more than 30 years ago. But, chronologically speaking, one should talk to him soon.

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17 Nov 62  
 I knew **Roelf Bijl** quite well. He took off from a strip in 4 Corps area and the aircraft did a hammerhead stall and crashed. Roelf apparently died from injuries received from the shoulder harness. The exact cause of the accident was not made known to me but it was my understanding that an unknown person placed a heavy object inside the back inspection door, which caused the aircraft to be tail heavy. Apparently, the person who did this thought it was a cargo area. The excess weight changed the center of gravity to the extent it stalled on take off.

18 Jan 72  
 22 June 72  
**James Campbell** was killed in a training accident in Saigon. Ironically, **James Rausch** was in the chopper when it crashed and escaped death then only to die later at LS-69A from a bullet in the head while flying with a Thai co-pilot. It was common to carry two trainees who switched places to save time during checkouts. One pilot observed that Campbell was the kind of person who was so calm that if someone observed the rotor had flew off he would only comment "by Gosh, you are right." Rausch was injured badly and took several months to recuperate. He was a very handsome man and now sported noticeable scars on his face from the injuries. He was a militant black when he arrived. The accident changed him, or perhaps he finally realized that people would accept him as a man for the way he acted...not by his color. Bruce Jachens took Rausch back home and was met with friends and family that were just as militant. I flew with Jim often in Laos and like the rest of us...I liked him. Just before he was killed he often talked about death...almost like it was a premonition. I don't believe in such, but Jim seemed preoccupied with death and the plight of the wounded we carried. It was often a difficult task, but you had to force yourself to become jaded. On one occasion near 20A I carried a very young boy soldier, whose face had literally been removed by shrapnel, to the local hospital. Only holes remained where his mouth, nose and eyes had been. I kept looking down at him while they gingerly removed him from the helicopter on to a stretcher and I kept asking myself how this young boy would be able to cope with this tragedy that seemed far worse than death. I broke out into a sweat and decided to land at the ramp and have a quiet talk with myself. Spots formed in my sight and I actually barely made it to the ramp. There wasn't any real answer and I did not expect any. It wasn't that I feared for my on life and safety...it was the apparent absence of reason for such a tragedy. In my mind there had to be justification and I could not find anything tangible to hold on to and make it right. I wanted to hit something in a manner where I

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could feel I righted a terrible wrong...but in that respect I was impotent. It wasn't because all this was new to me either. I had spent a year in Vietnam with the Marines doing the exact same work. But children were not fighting that war. Young men yes...but not kids who had yet to experience puberty. Finally, the only way out was to go back to work and put it behind me. That's what I did, but that face will always be in my memory. It was one night when the wounded were numerous that Jim and I flew together near Pakse and the subject came up. One of the casualties was a young boy whose foot and ankle had been blown off by a land mine. He was in shock and sitting in the stretcher rather than lying down. We were both tired and I could tell the carnage was getting to him, and this boy's condition was affecting him. Having been there myself, I told him, somewhat sternly, to put it behind him and let's go to work. I often wondered if he thought then that I was void of social conscience.

John McRaney probably knows more about the Ritter/Townley crash than anyone. They apparently strayed over the Chinese road heading to LS-69A due to a stronger than normal southerly wind. The Chinese for no reason shot them down. They were carrying WP and the aircraft burned with a very white heat after the crash...according to village people nearby years later. I knew George fairly well, but not the others. Later, I got to know his son Phillip here in Louisiana. Like the others...Barbara, his wife, and Phillip never received closure and finally had to put it behind them to cope. But you can see it in their eyes. Its behind them, but still there ever present.

Howard Kelly was a retired Air Force officer who had flown in WW11. He received a single Air Medal for getting shot down in Europe and walking out across the Pyrenees into Spain to avoid capture. Howard was rotund and always laughing. He was a C-47 Captain and that was how we met. I was many years his junior and far less experienced. Howard enjoyed flying, but I felt he pushed the envelope on occasion. I am sorry to say this because it may not be fair to his family and the truth is that perhaps we all did. It was difficult not to take chances. Vietnam was a very small country and with the war there was a multitude of aircraft going in all different directions. Flying technology was not primitive...even then. But, for Air America...it was indeed primitive. Howard was flying in bad weather conditions, and in mountainous terrain with nothing but an old direction finder for a navigation aid. It was nearly impossible to be seen on radar. We did not have transponders and many people in these situations would refuse to fly. But,

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this wasn't like "most situations" and this type of flying was our job. Howard had been flying for years and twenty years older than I. On one occasion, during the time when Khe Sanh (sp) was under siege in I-Corps, Howard and I were flying supplies into the strip from Danang. The weather was terrible and Howard was determined to land. He had an idea of flying below the strip's elevation through a valley and pop up at the last instant to land. It was my job to drop the appropriate amount of flaps and lower the landing gear on queue from Howard. But on the last flight, the weather had deteriorated to the extent the valley was socked in. We were flying blind and definitely below the field elevation. I politely told Howard that we were below the terrain and blind. He kept going and I finally told Howard that I had the airplane. I took control, added full power and climbed well above the terrain and headed back to Danang. Howard released the controls immediately and never said a word. When safely clear and straight and level I handed the controls back to Howard. We flew back in silence and I knew I was fired. No junior officer would get away with taking the controls from a senior captain. But nothing was ever said. I did not know **Milton Matheson** well. He had just arrived, but he too was a retired Air Force pilot with plenty of experience. He told me that he planned on working three years and buying a 31-flavor ice cream parlor. At the time I had never heard of one. I don't believe they were shot down. I never saw such evidence. I believe Howard flew into that mountain. Had I been with him, would I have *again* taken the airplane away from him? I don't know. I was nowhere as good a pilot as Howard was at that time, but it's a dual crew airplane and both pilots are responsible. Would I risk my job doing it twice? Maybe it would not have made any difference and they would have crashed with the greatest pilot on earth at the controls. It was that kind of environment. It would not be fair to all those who flew there...and perhaps to Howard and Milton either...to say they were shot down...if they weren't. The truth is that flying in South East Asia with its inherent weather conditions and the absence of equipment, which makes such flying much more hazardous, was extremely difficult. Together with a war...one wonders how it was done at all. Pictures were taken and some of them are on the AAM web site. I kept the one showing Howard's broken body off the site. One picture showed Eugene Hasenfus, who was helping recover the bodies. Years later he would be seen by the entire world being led by a rope around his neck in Central America...the only one to survive the C-123 downing that shed the bright light on the Contra situation.

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**Bruce Massey** does not appear to be on your list. He too died the same way. Bruce looked just like the actor **Danny Kaye**. His accident had more fanfare than the other weather related accidents. Bruce was flying a **Volpar** and his passengers were some very top-level educators. All died. I really don't know if the absence of navigation aids would have helped, but I know he didn't have any. **Hugh Grundy** was an absolute marvel at developing maintenance stations. **Air Asia** could literally build an aircraft with a data plate. I have nothing but praise for the maintenance conditions of the aircraft I flew. So...why couldn't we have installed **VOR** with **DME**, or **TACAN** and transponders? The ground facilities were there and the military used them constantly. Why were we not integrated with them with **UHF** radios? Would it have saved Bruce and the educators? I don't know, but the absence may have been a factor. Did you need to have that kind of equipment? Well...we used to ferry **C-46's**, **C-47's** and **Caribous** all the way from **Saigon** to **Taiwan** with nothing but **VHF** and **ADF** with no trouble. I only made two trips and always was fascinated to break out of the clouds at **Hong Kong** when the last time I saw the ground was in **Danang**. Still...there are no mountains in the **South China Sea**. Strange as it may seem, the **ADF** is pretty reliable. In the 30's they were traversing the **Gobi Desert** using nothing more than a wet compass and calculating time/distance. I am enthralled when reading **Springwyler's** book where they landed and kept the coolant from the water-cooled engines hot at night over an open fire. Yet, here we were 30 years later doing much the same. It was interesting that we often asked high flying jets to relay our calculated position reports, an act that **Springwyler** could not take advantage of.

I was at **LS-69A** when **Leonard Weibardt** crashed. I had known **Lenny** in **Saigon**, like **Howard**, when he was a **C-47** pilot serving my first 6 months as a **F/O** and had flown with him often. **Lenny** was a retired **Air Force LT. Col.** With ample experience. I did not see the crash and was at the compound when it happened. **Don Henthorn**, a **UH34-D** Pilot, was just arriving and observed the crash. He landed next to him and the flight mechanic, name unknown, picked **Lenny** up and placed him in the chopper. They were right next to the airstrip and it was practically just a hover to land on the strip. We all went out to see and **Don** had covered **Lenny** up with a newspaper. He had massive head injuries and obviously dead. I'll never forget **Don's** face. He was visibly moved seeing **Lenny** this way. I don't know how it happened. It looked like he was flying very low next to the airport and hit a tree. There may have been mechanical problems...I don't know.

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✓  
**Gerald Booth** was first stationed in Saigon flying the Bell when he was hired. I was not a personal friend, but we both stayed at the same house when I arrived. He later transferred to Udorn in the H-34 program. You can see the pad where he crashed when you look at the original Air America movie *Flying Men and Flying Machines*. It's the one that Phil Goddard is seen flying the Bell and surrounded by clouds. The pad overlooks the PDJ and we often flew in supplies for the look out team that was stationed there. It was elevated and small. It was necessary to be precise and there was very little room for error. I remember flying with a First Officer in the Twin Pac when we were flying food in sling loads in identical pads. He continually chastised me for flying into a certain pad that he felt was dangerous. Remembering my experience with Howard, I gave him the controls for the next few trips. The loading personnel would hold up a card with the letter identifying the pad when you hovered in to connect. My First Officer kept telling me that if this one pad showed up he was turning it down. I said that was fine with me. It was his decision since he had the controls. He repeated his intentions several times and when we hovered in...sure enough...it was the feared pad. I could see him gritting his teeth, but he hooked up and away we went. The trip was uneventful and I never said anything. On the way back though he looked at me sheepishly and told me that he guessed it was different when the decision was yours alone.

✓  
But on some instances a person really didn't have a choice. **Ralph "Cotton" Davis** loaded up at 20 A, and made a right turn after take off and turned 180° past the starting end of the strip. He climbed up Skyline ridge going to Site 20 when he crashed killing everybody on Board. Cotton Davis was as nice a person as anyone could meet and the news was just devastating. The company line was that the crash was caused due to excess weight and pilot error. An autopsy revealed that Cotton had been shot in the heart and died instantly. VP, supposedly, found the culprit, who was reported to be a bored soldier on top of the ridge who fired the lethal bullet. He loaded him up on a Bell flown by French Smith and dropped him alive from a high altitude into the village. He sported a sign saying something to the effect that this is what happens to people who shoot at his aircraft. The incident unnerved French and he refused to fly with VP again. Some have said the man who was dropped wasn't the one who fired the weapon, and some have said that the bullet in Cotton's heart came from the cooking off of weapons on board from the intense fire after the crash.



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**Jon Merkel** was flying with **John Ford** when he was hit with a bullet. So...it did happen. It happened with **Frank Thorsen** too. Frank and I arrived in Bangkok the same day along with **Dick Theriault**. Dick was destined for Udorn and Frank and I were heading to Saigon. Both of us had a choice of either C-47 or C-45. Frank had quite a bit of Beech time and opted for the C-45. He had a quick and ready smile and he was easy to like. Neither of us had any idea what we were getting into at the time. Later, Frank transferred to Laos and was flying the Volpar when a stray bullet hit him. I was in the ready room when I heard. **Ray Jeffery** came in with some of Frank's gear and together we washed the arterial blood down the sink in heavy silence.

I did not know **Harvey Potter** well and **John Beardsley** less. Beardsley was a personal friend of Harvey's from the Army and was being checked out in the H-34 near L-54. I know the pad where they crashed well and had landed there many times. The pad appeared to be situated where there was only one way in and one way out. I was fortunate to have been trained by **Tim Woosley** who taught me to always land into the wind...even if that meant landing down hill. I don't know if that is what happened to Harvey and John that day. **Ed Rudolphs** was the first on the scene. He later told me that he was surprised to see that all of them...including **Joe Gaculais** the Flight Mechanic... were in their underwear and appeared uninjured. The AAM flight uniforms melted when heated and they had burned on their bodies leaving the cotton under clothing. Shortly thereafter we started using Nomex to make uniforms. They didn't look as neat and tidy, but they didn't burn. He took them down to L-54 and a C-130 took them to Udorn. They were on stretchers outside the administration building when I saw them. They seemed in good spirits and were joking with each other. Both looked like they only had bad sunburns, but it was far more than that. The superheated air from burning 115/145 aviation fuel had seared their lungs and they were both to die at the burn center in Tokyo later. I met Beardsley's daughter many years later at the Lafayette reunion. She had written to me wanting to know about her father. She was nine when he died and they had just arrived in Udorn...and quickly ushered out after the accident. It was a moving experience for both of us and I introduced her to **Wayne Knight** and **Dick Ford**, who were in charge at the time. I like to think that one of the most important aspects of the Association is to help surviving families close the door on these experiences among friends.

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I met **Lloyd Randell** when I first got to Saigon. He later transferred to Vientiane. Lloyd was Porter pilot and a good one. Weather and a blind canyon killed him according to my best information. He was soon to be married to a local lady that everyone admired. She was pregnant with his child when he was killed. His family would not have anything to do with her and it was one of the kickers who were able to get her into the USA where their son was born.

I knew **Jim Ackley** and **Clarence Driver** but I don't know the details of the crash. Jim was the assistant chief pilot of C-47's when I was in Saigon. The same with **Howard Boyles**. He also was in Saigon when I first arrived.

**Billy Paul Pratt** was another pilot that I am proud to say is in the group of some of the nicest people I ever met. Again, in the C-47, we used to often take off at first light. There were no restaurants to go to for breakfast and the cooks at the local hostel would not be up preparing food until well after we had departed. I would arrive at the aircraft famished and B.P. would take pity and offer half of his prepared lunch to me. B.P. told me he got married at 15 and was still married to the same woman. Losing his wife, he said, would be like losing one of his arms. And B.P. had arms. His hands looked like small animals attached to his wrists. B.P. was not a KIA. He died of cancer, but who is to say it wasn't caused by his work in Vietnam and Laos.

Number 18... **Ernesto Cruz**. Wasn't he with Bill Foster when a RPG in Laos hit them flying a H-34? I believe he was killed and Foster was severely wounded. Ernesto was the flight Mechanic and he was training another, or being trained. I don't remember.

These are the only people that I can make comments about. I hope this is helpful, and again, feel free to cut any of the extraneous information I supplied that wasn't asked for.

Yours truly,

  
Allen Cates

**CIVIL AIR TRANSPORT (CAT) and AIR AMERICA FATALITIES**  
**COMBAT LOSSES IN CHINA and SOUTH EAST ASIA**

29 July 1948-TARBET, Clyde T.(C) Chan, W.K. (R/O) Har, Y.S. (F/O)	C-46	Tsingtao, China. CAT's first casualty. Transporting troops to the battle of Mukden, Manchuria. (FS)
19 July 1949-NORWICH,Edward (C)	Cessna 195	Near Lanchow, China
08 Nov. 1949-JONES, Norman R.(C) Chen, K.V. (LCH)	C-46	Yunan Province, China. Engine fire
09 Dec. 1950-HEISING, Robert (C) Chang, W.H."Jimmy" Wen, T.W.	C-46	Korean airlift. Crashed on Mt. Fuji due to extreme weather (FS)
03 Dec. 1952-SCHWARTZ, Norman A.(C) SNOODY, Robert C.	C-47	Shot down in Manchuria on a mission to pick up an agent that they had infiltrated earlier. Schwartz & Snoody were killed. Jack DOWNEY & Dick FECTEAU were captured and imprisoned. <b>Not recovered.</b>
14 Jan. 1953 BATAVIA, Gabriel J.		Killed, per roster, no details
06 May 1954-McGOVERN,James B.(C) BUFORD, Wallace A.(F/O)	C-119	Shot down resupplying Dien Bien Phu. Crashed near Ban Sot, Laos. CILH has excavated the site twice in '02. one set of remains recovered. <b>ID Pending. Return to site pending (05/03)</b>
26 May 1954-BUOL Lawrence R.		Died as a result of five years spent in Chinese Communist prison. Captured in Mengtsh, China
20 Oct. 1954-Kan, Y.C. (F/O) Chen, Yao-Ziang	C-47 (B-811)	A/C crashed in Gulf of Siam returning to BKK from a night parachute training mission. Pilot Harry Kaffenberger survived.. WEI employee JAMES McCARTHY, Jr. and three Thai border-policemen died. (PM, page 199)
26 Nov.1960-Tong,S.L. "Eddie"(C) Wong, K.S.	C-46 B-130	Laos. Lost power on T/O, PDJ. son of the Chinese Ambassador to the U.S., Dr. Hollington Tong (WL)
1 Jan. 1961 - Nabung, Caferino B.		Captured by Pathet Lao on 16 Dec. 1960 (CR)(WM)
30 May 1961- MATEER, Charles H. (C) WIZBOWSKI, Walter L.	H-34	Pa Dong, Laos. Resupplying the beseiged Hmong in bad weather 19 06' N 103 08' E(AA Log, Vol. 17, No. 3, pg 11)

13 Aug. 1961-BEVAN, David W.(AFS) C-46 EUBANKS, Darrel A.(AFS) FORTE, Norwood N. (C) LEWIS, John S. (AFS) SARNO, Roger J. (F/O)	B-136 LS-14. Pha Kuao, Laos during aerial delivery 19 55'N 103 09' E
04 Feb. 1962-HEINRICH, Howard F.(F/O)C-46 STROUSS, Herbert S. (C) Lee, H.C. "Perry"	B-916 Shot down over Plain of Jars, Laos 19 21' N, 103 22' E 3 AFD's jumped & survived(WL)
18 Feb.1962-RASMUSSEN, James A.(C) B-26	Tainan, Taiwan. Training flight. Flew into side of a mountain. (WL)
06 Apr. 1962-BEALE, William H. (C) Beaver VARNEY, George R. (F/O)	LS-26 A/C crashed into trees at end of runway at Zieng Dat. T/O in hot weather 22 18' N, 101 48' E
22 July 1962-DIEFFENBACH,Charles T. (C) Helio	North of Phu Bai Fire caused by small arms fire. 19 03' N, 105 01' E
27 Nov. 1962-HERITAGE, Donald C (F/O).C-123 RILEY, Frederick J. (C)	NX 5004X. Shot down by Neutralists while trying to land at Xieng Khoung. (WL) 19 27' N, 103 09' E.
17 July 1963-PRUDHOMME, Gerald I.(C)C-46 VERDON, George A. (F/O) NEWTON, Gideon A. (AFS) WOOTEN Aubrey A. (AFS) Milindre, Charuk (AFS) Tantilohakui, Narong (AFS)	B-148 Hit side of mountain in dense fog during rice drop at Pak Tha. (WL) 19 32.5' N. 100 50.5' E.
05 Sep.1963-CHENEY, Joseph C.(C) C-46 DeBRUIN, Eugene H. (AFS) HERRICK, Charles G.(F/O) To, Yik Chu Promsuwan, Prasit (AFS) Thanee, Prasadhi (Prasit) (AFS)	B-150 Seno, Laos <b>This site has been excavated by CILHI 7/01.Cheney &amp; Herrick ID'd &amp; returned</b> 164245N / 1061021. The kickers bail out, were captuered, escaped and are still being hunted. Indradt, Pisidh survived (CILHI)
27 Dec. 1963-LIU, Herbert (C) C-47 Hsien, Tsuan-Ho Yu, L.S.	B-815 Crashed making aerial delivery for the Thai Police
18 Aug. 1964-Pascual, Cornelio N.(FM) UH-34D	(H-19) Killed by gunfire at Moong Phang (WL)
24 Aug.1964-SANDOVAL, Albert A. Helio Courier	B-849 Crashed on T/O, Pakse, Laos. (WL) Pilot apparently incapacitated prior to crash.
12 Sep.1964-BAKER, Howland D.(AFS)C-123	LS-20A Floated out of A/C during airdrop, was not wearing parachute Ban Na, Laos (WL)
03 Mar.1965-JONES, Charles D. (C) H-34	L-54 (H-26)

05 July 1965-SCANDALIS, Alexander (C)	C-45	Saigon, SVN. Hit by a missile after T/O from Tan Son Nhut (WL)
27 Sep. 1965-MAHONEY, Justin G. (F/O)	C-45	Shot down while landing at Bao Tri, SVN (WL)
OYER, John L. (F/O)		
03 Oct. 1965-MUSCAL, Frank (F/O)	C-123	LS-20A Long Tieng, Laos Hit Bulldozer on runway. (WL)
12 Oct. 1965-LIEBERTH, Richard H. (C)	H-34	Saravane, Laos L-34 (H-39) (AC)
SMITH, Franklin D. (FM)		Agency employees <b>Mike Deuel</b> and <b>Mike Maloney</b> also killed
13 Nov. 1965- Alamares, Rizel S.J. (AFD)	C123B	Fell from A/C while taxing. Udorn N5007X (WL)
14 Jan. 1966-PRUNER, William R. (C)	C-47 B-929	Shot down landing at Vi Thanh, Thai, Nguyen Van
Chang, Y.H. "Johnny"		SVN. Pruner & Chang executed, Thai lead away with rope around his neck (WL)
06 Mar. 1966-ENSMINGER, Wayne W.	Helio	Laos, Stabilizer cable broke on T/O
09 Apr. 1966-Crisologo, Romeo B. (FM)	UH-34D (H-14)	Killed by ground fire near Ban Pak (WL)
19 May 1966-WILMOT, John W., Jr.	UH-34D	A/C (H-34) hit by gunfire while landing FAR forces NE of LS-32 (WL)
11 Jan. 1967-FARTHING, Frank	Porter	Hit mountain in bad weather SVN (WL)
23 March 1967 MASSEY, Bruce C. (C)	Volpar	(N91284) Hit mountain in bad weather 15 miles NNW of Danang, SVN (AC), (WL)
03 Aug. 1967-PIRKLE, Lowell Z. (FM)	UH-34D	A/C (H-38) hit by rifle grenade near Luang Prabang, Laos (WL)
08 Aug. 1967-BRUCE, Earl E. Jr. (FM)	UH-34D LS-54	(XC 435 045) A/C hit mountain in bad weather, enroute Pakse - Ban Thateng (WL)
COONEY, John J. (F/O)		
17 Nov. 1967-BIJL, Roelf (C)	Dornier	Crashed on T/O from My Tho, SVN Someone had placed a heavy object inside the after inspection door without telling anyone. This threw the CG off, cuasing a hammerhead stall (FS)(AC)
24 Dec. 1967-Chan-Aium, Ampol		Killed by PAVN troops when they overran an AAM radio station in the Phalane District, Laos
Phochan, Phanomphom		Juan Solita was captured, then released in April 1968
Ratanakosoom, Kosoom		
Tongkorn, Nit		

05 May 1968-LEE, Robert E. (FM)		Saigon
18 Jun.1968-CAMPBELL, James C. Tovira, Vichit	Bell 204	Crashed on training flight Long Thahn, SVN (WL) (AC)
25 Nov.1968-HODGKINS, Emmons B.Jr.(F/O) MURRAY, Jon Charles (F/O) Yuphaphin, Chaveng	C-46	(86N) L-39 (AA Log, Vol 15, No 3 pg,4)
25 Nov.1968-PORTER, Lester M. Reyes, Baltazar	C-46	Engine failed on T/O, Savannakhet, Laos. 21 pax died (WL)
07 Dec.1968-FRASER, William J.(C) McCARTHY, Patrick F.(FM) Dychitan, Bernardo L.	Bell-205	Pin pulled om grenade while off-loading cargo of grenades. LS-107 (WL)
16 Jan. 1969-KELLY, Howard W, (C) MATHESON, Milton N.(F/O) Hanh, Nguyen Van	C-47	(B-949) Hit side of mountain in bad weather N. of Danang, SVN (AC),(WL)
12 Feb.1969-CRONE, Robert O'Neal	CASI Porter	N. of Luang Prabang, Laos
13 May 1969-GIBBS, William J.	UH-34D	Laos LS-54 (H-68) Killed by sniper round through window.(WL)
17 July 1969-BOOTH, Gerald A.(C) Centeno, Montano (FM)	UH-34D	LS-20 (H-50) Landing accident (WL)
14 Aug.1969-GRAMMER, Norman A.(C) WOODS, Glenn R. (FM)	Bell-204	A/C shot down on approach to Long Tieng (WL)
19 Aug.1969-DAVIS, Ralph S.	Porter	LS-20A A/C hit by gunfire from Meo soldier. Carrying pax from Long Tieng to Sam Thong. Vang Pao identified & executed the Meo rifleman (WL)(AC)
18 Feb.1970-MERKEL, Jon Christian (C)	H-34	Killed by round through cockpit window near Tha Lin Noi (WL)
02 Mar.1970-POTTER, Harvey B. (C)	H-34	Near L-54. Died of burns recieved in crash 02/25/70
10 Mar.1970-BEARDSLEY, John W. (F/O)	H-34	Near L-54. Died of burns received in crash 02/25/70
10 Apr.1970-COCHRANE, Kevin N.(C) DeLONG,, Gerald L. (AFS) HESTER, Billy K. (AFS) McKEAN, Robert B. (F/O) ROGERS, Huey D. (F/O) SMART, Milton E. (F/E)	C130	Hit side of mountain during approach to Long Tieng ( Bad weather)(WL)
28 Dec. 1970 Vongachak, Boumy (AFS)	C-7A	LS-2, killed by gunfire over DZ (WL)

1 Jan. 1971	Cruz, Ernesto M. (FM)	UH-34D	4 kms. south of San Thong Explosion during offloading of cargo (WL)(AC)
17 Mar. 1971	HOUP, Kenneth A. (C)	Porter	Midair collision with Army Cobra on approach to Can Tho (WL)
21 Mar. 1971	FRANKLIN, Benjamin A. (C)	Porter	Stalled on climb & crashed into mountain near LS-72 (WL)
29 Apr. 1971	MULHOLLAND, Harry E. (C)	Porter	Struck by FAC U-17, LS-63 (WL)
02 June 1971	CLARK, Herbert W. Thuttanon, Trikit	C-46	A/C hit by ground fire over DZ near Bouan Long. 3 AFS bailed out (WL)
27 Dec. 1971	RITTER, George L. (C) TOWNLEY, Roy F. (F/O) WEISSENBACH, Edward J. (AFS) Saysongkham, Khamphanh	C-123	Enroute to LS-69A <b>CILHI will do excavation.</b> It will be 3-5 years out. (193357N 1012225E)(CILHI (DF)(AC) Shot down by Chinese
2 Feb. 1972	Sousadalay, Khamough (AFS)	C-7A	Pha Khao A/C crashed attempting to go around (WL)
08 Apr. 1972	WIEHRDT, Leonard (C)	Porter	East of LS-69 A/C flew into the ground while flying cover for AAM plane that had been shot down (WL)
24 Apr. 1972	RANDELL, Lloyd K. (C)	Porter	Hit mountain in bad weather. Enroute Long Tieng to LS-113 (WL)
19 May 1972	Alor, Alfredo J. (FM)	UH-34D	Gear collapsed on landing after receiving small arms fire. Hit by main rotor as he exited A/C (WL)(AC) AA Log, Vol15, No.3, pg1
12 June 1972	RAUSCH, James E. (C)	UH-34D	One round through cockpit while landing near Ban Houei (AC)(WL)
16 Jul. 1972	Manalo, Felciano C. (FM)	UH-34D	Killed by gunfire while attempting Medevac near Pakse (WL) AA log, Vol16, No.1, pg.8
25 July 1972	COLEMAN, Benjamine F. (C) GROVER, John T. (F/O) Khanthaphengxay, Thanom (AFS)	DHC-6	LS-72 area (Tha Tam Bleung) Hit mountain in bad weather attempting to drop arms to troops in contact. (WL)
28 Aug. 1972	GUDAHL, Joel M. (F/O) REEVES, William E. (C) Satarakia, Praves (AFS) Khammanephet, Thongkham (AFS) Tu, Van (listed on plaque as T.U. Van)	C-123K	Laos (Ban Namm Eui) Hit mountain in bad weather. Enroute Vang Vieng to Long Tieng with 12,000 pounds of ordinance & 5 pax (WL)

23 Nov.1972-BANNERMAN, John M. (C) C-7A Hit by 37mm near Saravane (WL)  
 McCARTHY, Charles J. (F/O) (L-44)  
 Somchai, B.  
 Chipaibul, Suthi (AFS)

10 Feb.1973-BOYLES, Howard H., Jr(C) C-123 A/C hit by missile near Thakhet This  
 CAVILL, Jack W. (F/O) site has been excavated by **CILHI**.  
 Chaichana, Prasit(AFS) **Remains recovered & identified.**  
 (171600N 1045500E) AFS Sourinch  
 parachuted and survived. (WL)

07 Mar.1973-ACKLEY, James H. (C) C-123K NW Laos This site **has been**  
 DRIVER, Clarence N. (F/O) **excavated by CILHI**. Remains  
 Chiewcherngsuk, Chudchai (AFS) recovered. Identification pending. (WL)  
 Narissak, Kenekeo (AFS)

07 Apr. 1973-CLARK, Terry D. (F/O) UH-1H Hit by Strella near Huong Hoa, SVN  
 OSTERMAN, Charles (C) ICCS mission (WL)  
 Rosales, Valeriano P. (FM)

31 July1973-THORSEN, Frank G. (C) Volpar One round through cockpit. 13 kms north  
 of Pa Doung (WL)(AC)

8 Apr.1974 Latloi, Manoon (FM) UH-34D Long Tieng, Overshot Tango Pad; rolled  
 over;Latloi thrown from A/C (WL)

Capitalized surname = U.S. Citizen  
 (C) = Captain  
 (F/O) = First Officer  
 (RO) = Radio Operator  
 (FM) = Flight Mechanic  
 (AFS) = Air Freight Specialist (Kicker)

AA Log = Air America Log  
 (WL) = Dr. William Leary  
 (AC) = Allen Cates  
 (FS) = Felix Smith  
 (WL) = Dr. William Leary  
 (WM) = William Merrigan

16 May 2003



**EMPLOYEE DEATHS**  
**CIVIL AIR TRANSPORT, AIR AMERICA,**  
**AIR ASIA, SOUTHERN AIR TRANSPORT**

**ROBERT PAUL ABRAMS** - 25 September 1964 - Captain. Killed flying a P-51 at the Reno air races while on leave. (FS) (WL) (WM).

**JAMES HOWARD ACKLEY** - 7 March 1973 - Captain - Killed while flying C-123K, (55424) in northwestern Laos, (19 51 45'N / 101 09 00'E). Other crew members; F/O Clarence N. Driver; AFS Chudchai Chiewcherngsuk and AFS Kenekeo Narissak. (WL) (CILHI) (WM). (Identification pending at AFIRB)

**RIZEL S. J. ALAMARES** - 13 November 1965 - AFS. Fell from C-123B, N5007X, while taxiing at Udorn, Thailand. (WL) (WM).

**ALFREDO J. ALOR** - 19 May 1972 - Flight Mechanic - H-34. Gear collapsed on hard landing after receiving small arms fire. Hit by main rotor as he exited A/C. (AAM Log, Vol.15, #3, page 1) (WL).

**HARRY WILLIAM ARNOTT** - 15 May 1955 - Machinist. Died of natural causes.

**PRINYA ASHAVANOND** - 1 October 1967.

**TIMOTEO BAGNOT** - 8 March 1969. - Illness - Clark Air Force Base (WM).

**HOWLAND D. BAKER** - 12 September 1964 - AFS, C-123. Floated out of A/C while making a drop at Ban Na, Laos. Was not wearing a parachute. (WL) (WM).

**JOHN M. BANNERMAN** - 23 November 1972 - Captain - C-7A - Hit by 37 mm near Saravane, Laos. Other crew members; F/O Charles J. McCarthy; AFS B. Somchai; AFS Suthi Chipaibul. (WL) (WM).

**PAUL C. BARROW** - 15 April 1967 - Killed in Kansas Air National Guard F-100 crash while on leave (WM).

**\*\*\*GABRIEL J. BATAVIA** - 14 January 1953. (Company roster shows killed).  
\*\*\* Not on memorial plaque.

**NAI BAY** - 4 October 1963 - Killed while loading rice on A/C in VTE (Company records) (WM).

**WILLIAM HENRY BEALE, JR.** - 6 April 1962 - Reserve Captain - A/C (Beaver) crashed into trees at end of runway on T/O at Zieng Dat, Laos (22 18'N / 101 48'E) during very hot weather. Other crew, F/O George A. Varney. (WL) (WM).

**JOHN WALLACE BEARDSLEY** - 10 March 1970 - F/O - Died of burns sustained in H-34 crash on 2/25/70 near L-54. Captain Harvey B. Potter also died of burns. Flight Mechanic Joe Gaculais survived (AAM Log, Vol. 15,

#3, pg. 1 and AAM Log Vol. 16, #3, page 1) (CILHI -106th General Hospital Records & US ARMY Mortuary Records TAB) (WM).

**WALLACE ACRES BELL** - 13 October 1962 - Flight Engineer. Killed in a motorcycle accident in VTE (WM) (JG).

**EDMUND JOHN BENKERT** - 28 November 1964 - Power Plant Supervisor, Tainan. Massive heart attack (DF) (WM).

**DAVID W. BEVAN** - 13 August 1961 - AFS - C-46, B-136. A/C unexplainably executed shape turn, struck wing on mountain ridge during aerial delivery at Pha Kuao, Laos (19°55'N / 103°09'E). Other crew members, Captain Norwood N. Forte; F/O Roger J. Sarno; AFS Darrel A. Eubanks; AFS John S. Lewis. (CR) (WM).

**ROELF BIJL** - 17 November 1967 - Captain. - Dornier. Crashed on take off from My Tho, SVN. Someone had placed a heavy object inside the after inspection door without telling anyone. This threw the CG off, causing a hammerhead stall. (FS) (AC) (JP) (WM). (CILHI TSN Mortuary)

\*\*\* **JAMES ROBERT BLACK** - 7 January 1974 - Crew Chief. (Died according to company roster) \*\*\* Not on memorial plaque.

\*\*\* **ROBERT ELLSWORTH BLEVENS** - July 1965 - Engine Consultant. (Died according to company roster) \*\*\* Not on memorial plaque.

**GERALD ARTHUR BOOTH** - 17 July 1969 - Captain. Landing accident in H-34D (H-50) at LS-20. Other crew, Flight Mechanic Montano Centeno. (AAM Log, Vol.15, #3, page 1) (WL) (JP) (WM).

**HOWARD HARRY BOYLES, JR.** - 10 February 1973 - Captain. A/C, C-123 (564374) hit by missile near Thakhet, Laos (17°16'00"N / 104°55'00"E). Other crew members; F/O Jack W. Cavill; AFS Prasit Chaichana. AFS Sourinch parachuted and survived. (WL) (CILHI)- (THCIL 73-0001) (WM)

**EARLE EDWARD BRUCE, JR** - 8 August 1967 - Flight Mechanic. A/C, UH-34D (XC 435 045) hit mountain in bad weather enroute from Pakse to Ban Thateng, Laos. Other crewman, F/O John J. Cooney. (WL) (WM).

**WALLACE ABBOTT BUFORD - MIA** - 6 May 1954 - First Officer. A/C, C-119 was shot down resupplying Dien Bien Phu. Crashed near Ban Sot, Laos. Other crew members; Captain James B. McGovern and a French radio operator were killed. A French officer and a local AFS survived. First American casualties of Vietnam War. (FS) (WL) (WM).

**LAWRENCE ROBERT BUOL** - 26 May 1956 - Captain. Died as a result of five years in Chinese Communist prison. Captured in Mengtshz, China. (FS) (WM) (PM, page 101).

**WILLIAM P. CAGNEY** - 26 July 1962 - Supply Coordinator. Heart attack, SGN (JF). (WM).

**ANTONIO C. CALDERON** - 17 June 1967. VTE- Traffic accident (WM).

**JAMES CONRAD CAMPBELL** - 18 June 1968 - Captain, Instructor Pilot. Crashed in a Bell-204 on a training flight out of Long Thahn, SVN. (WL) (AC) (WM).(JK)

**CHARLES RICHARD CASE** - 4 April 1975 - Captain. Cancer (AAM Log, Vol. 17, #4, page 3).

**REYNALDO CASTILLO** - 8 September 1972. Aircraft related (WM).

**PABLO C. CASTRO** - 12 March 1963. - Heart attack - UDN (WM).

**JACK WALTER CAVILL** - 10 February 1973 - First Officer. A/C, C123 hit by missile near Thakhet, Laos (171600'N / 1045500'E) (See Boyles) (WL) (CILHI-THCIL 1973-002) (WM).

**MONTANO L. CENTENO** - 17 July 1969 - Flight Mechanic. UH-34D, (H-50). Landing accident. With Jerry Booth. (WL) (AAM Log, Vol.15, #3, Pg.1) (WM)

**PRASIT CHAICHANA** - 9 February 1973 - AFS C-123 hit by missile near Thakhet, Laos. See Boyles. (WL) (CILHI) (WM).

**WING-KING CHAN** - 29 July 1948 - Radio Operator - C-46 Crashed at Tsingtao, China while ferrying Chinese Nationalist troops to the battle of Mukden, Manchuria. Other crew members, Captain Clyde T. Tarbert and First Officer Y.S. Har. CAT's first loss. (FS) (PM, page 48).

**AMPOL CHAN-AIUM** - 24 December 1967 - PAVN overran AAM radio station (Site L-61) in Phalan District, Laos. Other fatalities; Phanomphom Phochan; Kosoom Ratanakosoom and Nit Tongkorn. Juan Solita was captured and released in April 1968. (WG CILHI) (Shadow War; The CIA's Secret War in Laos, Page 178) (CR) (WM).

**W.H. "JIMMY" CHANG** - 9 December 1950 - Copilot - C-46 (XT-852) on Korean airlift. Crashed into Mt. Fuji in extremely bad weather. Other crew members Captain Robert Heising and T.W. Wen. (FS).(PM page 122)

**YUNG-KUNG CHANG** - 20 June 1964 - C-46, B-908. "The Round The Island" flight crashed shortly after takeoff from Taichung, Taiwan as a result of an abortive hijack attempt. There were 51 fatalities, including eighteen company employees, ( six on official business, twelve on personal travel) (DF) (FS).

**JOHNNY Y.H. CHANG** - 14 January 1966 - C-47, B-929. Shot down while landing at Vi Thanh, SVN. Captain William R. Pruner and Chang were executed. The other crew member, Nguyen Van Thai was lead away with a rope around his neck. (WL) (CR) (WM).(CILHI-TSN 1966-0164)

**BANCHING CHANLUACHAI** - 11 June 1971. UDN - Traffic accident (WM).

**K. V. CHEN** - 8 November 1949 - Radio Operator - C-47, (XT-805). Crashed in Yunan Province, China due to an engine fire. Beheaded by tribesmen after bailing out of A/C. Other crew members; Captain Norman R. Jones. killed and co-pilot M. H. Kung survived (PM, page 91. Shows name as K. V. Chin).

**N. C. CHEN** - 20 June 1964 - B-908 hijacking.

**C. K. CHEN** - 20 June 1964 - B-906 hijacking.

**H. S. CHEN** - 20 June 1964 - B-908 hijacking.

**CHING-CHING CHEN** - 20 June 1964 - B-908 hijacking.

**VIVIAN CHEN** - 16 February 1968. - Flight Attendant - B 727, B-1018, "Golden Dragon" crashed on approach to Taipei. (FS) (JF).

**\*\*\* YAO-ZIANG CHEN** - 20 October 1954 - Radio operator - C-47, B-811. While returning to BKK from a night parachute training exercise the A/C wingtip dipped into the Gulf of Siam. Pilot Harry Kaffenberger survived. Co-pilot **Y. C. KAN**; WEI employee **JAMES McCARTHY, Jr.** and three Thai border policemen died. \*\*\* Not on plaque. (PM, page 199).

**JOSEPH CURTIS CHENEY** - 5 September 1963 - Captain - C-46, B-150. Right engine fire due to heavy ground fire, near Ban Phone Mouang, Laos (18 21'N / 105 51'E) while air dropping water buffalo. Other crew members; First Officer Charles G. Herrick; AFS Eugene H. DeBruin; AFS Yik Chu To; AFS Prasit Promsuwan; AFS Prasit Thanee and AFS Pisidh Indaradt. All of the AFS's bailed out, were captured, and later escaped. Indaradt made it home (BKK). CILHI has received what is thought to be the remains of DeBruin. CILHI received an unconfirmed report that TO perished when he fell over a cliff. CILHI has remains that may be of Promsuwan. Thanee is MIA (CILHI) (LCH) (CR) (WL) (WM).

**CHUDCHAI CHEWCHERNGSUK** - 7 March 1973 - AFS - C-123K. Northwest Laos. See Captain James H. Ackley (WL) (WM) (Name may be spelled CHIEWCHERNGSUK). (Identification pending at AFIRB 10/30/02)

**SUTHI CHIMPAIBUL** - 23 November 1972 - AFS - C-7A - Hit by 37 mm near Saravane, Laos. With Captain Bannerman. (WL) (WM).

**DUONG CHINH** - 20 March 1968. Nhatrang - Illness (WM)

**H.G. CHO** - 20 June 1964 - B-908 hijacking.

**H. Y. CHOI** - 20 June 1964 - B-908 hijacking.

**C. C. CHOU** - 20 June 1964 - B-908 hijacking.

**HERBERT WINTHROP CLARK** - 2 June 1971 - Captain - C-46. A/C hit by ground fire over DZ near Bouan Long. Three AFS bailed out. Other crew member killed in crash, Trikit Thuttanon. (WL) (WM).

**TERRY DEAN CLARK** - 7 April 1973 - First Officer - UH-1H. Hit by Strella Missile near Huong Hoa, SVN on ICCS mission. Other crew, Captain Charles Osterman and Flight Mechanic Valeriano P. Rosales. (WL) (WM).

**KEVIN N. COCHRANE** - 10 April 1970 - Captain - C-130. Hit side of mountain approaching Long Tieng, Laos in bad weather. Other crew members, AFS Gerald L. DeLong; AFS Billy K. Hester; F/O Robert B. McKean; F/O Huey D. Rogers and Flight Engineer Milton E. Smart. (WL)(WM) (CILHI-TSN 1970-1269)

**BENJAMIN FRANK COLEMAN** - 25 July 1972 - Captain - DHC-6, N-5662. Hit mountain in bad weather attempting to drop arms to troops in contact in LS-72 area (Tha Tam Bleung). Other crew members; F/O John T. Grover and AFS Thanom Khanthaphengxay. (WL) (WM).

**JOHN JOSEPH COONEY** - 8 August 1967 - First Officer - UH-34D. A/C (XC 435 045) hit mountain enroute Pakse - Ban Thateng. Other crewman; Flight Mechanic Earle E. Bruce. (WL) (WM).

**ROMEO B. CRISOLOGO** - 9 April 1966 - Flight Mechanic - UH-34D, (H-14). Killed by ground fire near Ban Pak, Laos He had been injured previously on 8 July 1964.(WL) (WM).

**ROBERT O'NEAL CRONE** - 12 February 1969 - Operations Manager, VTE. Was on an operational survey for Air Support Branch, VTE. Was in a Continental Air Services (CASI) Porter that was hit by ground fire north of Luang Prabang. CASI pilot Irwin and a "kicker" were also killed (AAM Log Vol.16, #3, page 3) (JTF-FA) (WM).

**ERNESTO M. CRUZ** - 10 January 1971 - Flight Mechanic - UH-34D. Killed by explosion while off loading cargo 4 kms. south of San Thong, Laos (WL) (AC) (AAM Log, Vol. 15, # 3, page 1) (WM).

**CECELIO DAQUE** - 14 January 1973 - Luang Prabang - Traffic accident. (WM).

**RALPH SCHOW DAVIS** - 19 August 1969 - First Officer - Porter - LS-20A. A/C hit by gunfire from a Meo soldier while carrying passenger from Long Tieng to Sam Thong. General Vang Pao identified and executed the Meo rifleman. (AC) (WL) (WM).

**EUGENE HENRY DEBRUIN** - 5 September 1963 - AFS - C-46, B150. A/C crashed near Ban Phone Mouang, Laos (18 21'N / 105 51'E). See Joseph C. Cheney. CILHI received remains thought to be of DeBruin in 2001, ID pending. (CILHI) (LCH) (DF) (WM).

**VICTOR DEJAMCO** - 20 April 1966 - Walked into the propellor of a Flying Tiger Line A/C at Kadena AFB, Okinawa (WM).

**GERALD LEE DELONG** - 10 April 1970 - AFS - C-130. Hit side of mountain during approach to Long Tieng. See Cochran (WL) (WM).(CILHI-TSN 1970-1266)

**RAFAEL A. DEVERA** - 24 July 1964 - (Date is actually 1966, from mortuary records) - SGN - Apparent heart attack (CILHI) (TSN 1966-3521)

**REGGIE DIMACULANGAN** - 22 December 1967. Manila - Illness (WM).

**CHARLES THOMAS DIEFFENBACH** - 22 July 1962 - Senior First Officer - Helio Courier. Fire caused by small arms fire north of Phu Bai, Laos. (19 03'N / 105 01'E) (WM).

**CARLOS DOMINGUEZ** - 30 March 1971. Traffic accident (WM).

**CLARENCE N. DRIVER** - 7 March 1973 - First Officer - C-123, (55424). See Captain James H. Ackley.(WL) (DF) (Identification pending at AFIRB) (WM).

**JEAN HOWARD DUBUQUE** - 16 July 1960 - Public Relations Manager - TPE - Heart Attack (JF) (WM).

**BERNADO L. DYCHITAN** - 7 December 1968 - Flight Mechanic, Trainee - Bell 205. Pin pulled from a grenade while off loading a cargo of grenades at LS-107 (WL) (WM).

**WAYNE WILLIAM ENSMINGER** - 6 March 1966 - Senior First Officer - Laos. Stabilizer cable broke on take off. Helio courier. (WL) (WM).

**DARREL A. EUBANKS** - 13 August 1961 - AFS - C-46, B-136 Pha Kuao, Laos. See David W. Bevan.(WM).

**FRANK FARTHING** - 11 January 1967 - Senior First Officer - Porter - NO 185X. A/C hit mountain in bad weather, Chu Lai, South Viet Nam. (WL) (WM) (CILHI - TSN 1967-0233)

**ROBERT OLIVER FINNEY** - 2 December 1972 - Crew Chief - Udorn. Died of leukemia. (CR).

**NORWOOD NEVERNE FORTE** - 13 August 1961 - Captain - C-46, B-136. Pha Kuao, Laos. See David W. Bevan. (WM).

**BENJAMIN ALEXANDER FRANKLIN** - 21 March 1971 - Captain - Porter. Stalled on climb and crashed into mountain slope near LS-72 (WL) (WM).

**WILLIAM JAMES FRASER** - 7 December 1968 - Captain - Bell 205. Pin pulled on a grenade while unloading a cargo of grenades at LS-107. (WL) (WM).(JK)

**VINCENTE B. GAZA** - MIA - Captured on or about 24 June 1966 - AAM mechanic. He and his wife Ofelia T. Gaza were captured by the VC while driving from Saigon to Vung Tau, SVN. Mrs. Gaza was released on 4 January 1967. She stated that her husband had died of an unknown disease, caused, she believed by meager rations and hard labor.(CILHI) (CR).

**\*\*\*APOLINARIO S. GERARDO** - 16 March 1969 - Mechanic - Phu Nhuan, SVN - Heart attack (CILHI) (TSN 1969-1781) \*\*\* Not on memorial plaque

**WILLIAM JAY GIBBS** - 13 May 1969 - First Officer - UH-34D, (H-68). Killed by sniper round to the head on takeoff LS-54. (JG) (WL) (WM).

**NORMAN ANGIE GRAMMER** - 14 August 1969 - Captain - Bell 204B - (N-8511F). A/C shot down on approach to Long Tieng. Other crewman, Glenn R. Woods, Flight Mechanic. (WL) (AAM Log, Vol 16, #1, page 11) (JP) (WM).

**JOHN THOMAS GROVER** - 25 July 1972 - First Officer - DHC-6, N-5662. See Captain Benjamin F. Coleman (WL) (WM).

**JOEL MICHAEL GUDAHL** - 27 August 1972 - First Officer - C-123K (55-4555) Hit mountain near Ban Namm Eui, Laos. Enroute Vang Vieng to Long Tieng with 12,000 pounds of ordinance and 5 passengers. Other crew members, Captain William E. Reeves; AFS Praves Satarakia and AFS Thongkham Khammanephet.(WL) (WM).(CILHI - TSN 1972-0592)

**NGUYEN VAN HANH** - 16 January 1969 - C-47 - B-949. Hit mountain in bad weather north of Danang, SVN. Other crewmen; Captain Howard W. Kelly and First Officer Milton N. Matheson. (AC) (WL) (WM).

**YUNG-SHING HAR** - 29 July 1948 - First Officer - C-46, Tsingtao, China. Transporting troops to the battle of Mukden, Manchuria (FS) (PM., Page 48).

**TRUETT H. HARPER** - 6 March 1970 - Director of Technical Training, Tainan - Heart Attack (GM) (WM) (LCH).

**ROBERT E. HARTL** - 28 April 1972 - Captain, VTE. Heart Attack (WM).

**HOWARD FRANCIS HEINRICH** - 4 February 1962 - Senior First Officer - C-46, B-916. Hit byground fire while approaching drop zone, caught fire and crashed. Plain of Jars (19 21' N, 103 22'E). Other crew members lost, Captain Herbert S. Strouss and H. C. "Perry" Lee. Three AFS jumped and survived. (WL) (CR) (WM).

**ROBERT HEISING** - 9 December 1950 - Captain - C-46 (XT-852). On Korean Airlift. Crashed on Mount Fuji due to extreme weather. (FS).(PM page 122) (TAB 1950-12-09) (CILHI)

**DONALD CALVIN HERITAGE** - 27 November 1962 - Senior First Officer - C-123, NX 5004X. A/C shot down by Neutralists anti-aircraft fire while attempting to land at Xieng Khoung (19 27'N, 103 09'E). Other crew member Captain Frederick J. Riley. (WL) (CR) (WM).

**CHARLES GRANT HERRICK** - 5 September 1963 - First Officer - C-46, B-150. See Cheney/DeBruin (WL) (CILHI) (WM).(CILHI)

**BILLY K. HESTER** - 10 April 1970 - AFS- C-130 - Hit side of mountain on approach to Long Tieng in bad weather. See Kevin N. Cochrane.(CILHI - TSN 1970-1268)

**FU-SHYONG HO** - 13 September 1967.

**EMMONS BLAINE HODGKINS, JR.** - 25 November 1968 - First Officer - C-46, N-1386N. Crashed on take off from LS-19. (AAM Log, Vol. 15, No. 3, page 4) (WM).

**PAUL ROBERT HOLDEN** - 7 June 1967 - Captain - Natural causes. ( Had been wounded during Dien Bien Phu operations, see PM, pg. 189 ) (FS).

**\*\*\*DONALD MULLARD HOSKINS** - 18 June 1972 \*\*\* (Company roster shows he resigned 26 May 1971).

**KENNETH ALFRED HOUP** - 17 March 1971 - Instructor Pilot - Porter - (N-393R). Mid-air collision with Army Cobra on approach to Can Tho, SVN. (WL)(WM) (CILHI - TSN 1971-0403)

**JOHN (JACK) T. HOUSTON** - 9 December 1967 - Shot in traffic incident in VTE (WM).

**TSUAN-HO HSIEH** - 27 December 1963 - C-47 - B-815. Crashed while making ariel delivery for Thai Police. Other crew; Captain Herbert Liu and L.S. Yu (WM).

**T. H. HU** - 20 June 1964 - B-908 Hijacking

**QUANG-HUANG DU** - 11 July 1964.

**HUA MING HUANG** - 16 October 1968. Heart attack (WM).

**TRONG LIEN HUYNH** - 12 August 1971. Nhatrang - Illness (WM).

**ALFREDO P. JOCO** - 31 July 1966 - Natural causes SGN (CILHI - TSN 1966-3693)

**CHARLES DAVID JONES** - 5 March 1965 - Captain - H-34, (H-26) at L-54 (WM).

**NORMAN R. JONES** - 8 November 1949 - Captain - C-46 - Yunan Province, China due to engine fire. Stayed with A/C so other crew could bail out. Radio operator K. V. Chen killed by local tribesmen, co-pilot M. H. Kung survived. (PM, page 91)

**K. C. KAN** - 20 June 1964 - B-908 hijacking.

**\*\*\* YAO-CHUNG KAN** - 20 October 1954 - Copilot - C-47, B-811. While returning to BKK from a night parachute training exercise the A/C wingtip dipped into the Gulf of Siam. (See Y.Z. CHEN) (PM, page 199).  
\*\*\* Not on plaque.

**NIRAM KASORPHON** - 3 July 1973 - AFS - C-123. See Boyles/Cavill (WL). (CILHI records do not show he was on this aircraft)

**\*\*\*JOHN WESLEY KEARNS** - 18 December 1972 - Operations Specialist - VTE (Company roster shows killed) \*\*\*Name not on plaque.  
CIA Officer under AAM cover. He was KIA and has an un-named star on the wall at Langley (WL).

**HOWARD WHEELER KELLY** - 16 January 1969 - Captain - C-47 - B-949. Hit side of mountain north of Danang, SVN in bad weather (AC) (WL) (WM). (CILHI - DAD 1969-0177, TSN 1969-0493)



**THONGKHAM KHAMMANEPHET** - 27 August 1972 - AFS - C-123K. Hit mountain enroute from Vang Vieng to Long Tieng. See Joel M. Gudahl (WL) (WM). (CILHI - TSN 1972-0595)

**SOUPHANG KHAMPHANH** - 2 March 1969.

**THANOM KHANTHAPHENGXAY** -25 July 1972 - AFS - DHC-6. Hit mountain in bad weather attempting to drop arms to troops in contact. See Captain Benjamin Coleman. (WL) (WM).

**PAUL Y. H. KING** - 16 February 1968 - Flight Attendent - Killed in CAT Boeing 727 (B-1018) crash on approach to Taipei airport. (FS) (JF).

**GEORGE KIRKLAND**- 22 July 1973 -Murdered in his sleep during an alledged burglary, VTE. (JF) (WM).

**MU-SHUEN KUNG** - 20 June 1964 - Copilot - C-46 - B-908 hijacking. (FS) (DF).

**MANU (MANOON) LATLOI** - 18 April 1974 - Flight Mechanic - UH-34D - Long Tieng. A/C over-shot Tango pad, rolled over and Latloi was thrown from A/C (WL).

**THI MAU LE** - 5 September 1965. SGN - Traffic accident. (WM).

**XUAN DUC LE** - 19 October 1967. SGN - Heart attack. (WM).

**HSU-CHIU "PERRY" LEE** - 4 February 1962 - C-46, B-916 shot down over Plain of Jars (19 21'N, 103 22'E). See Howard F. Heinrich. (WL) (WM).

**Z. T. LEE** - 17 August 1963 - TPE - Heart Attack.

**C. Y. LEE** - 20 June 1964 - B-908 Hijacking.

**RUBY LEE** - 20 June 1964 - B-908 Hijacking.

**ROBERT E. LEE** - 5 May 1968 - Flight Mechanic - SGN. Cerabrial Trauma (US Army Mortuary Records, Vietnam) (Injury reportedly from motorcycle accident) (WM).(CILHI TSN 1968-3373)

**V. L. LEE** - 27 - July 1974.

**ARTHUR LEONARD** - 1 December 1969 - POL Servicing Supervisor, VTE. Died, natural causes. (WM).

**JOHN S. LEWIS** - 13 August 1961 - AFS - C-46, B-136. During aeriell delivery at Pha Kuao, Laos (19 55'N, 103 09'E). See David W. Bevan.

**RICHARD HARRISON LIEBERTH** - 12 October 1965 - Captain - H-34, (H-39) Saravane, Laos (L-34). Other crew, Flight Mechanic Franklin D. Smith. Agency Officers **MIKE DEUEL** and **MIKE MALONEY** also killed. (The Book of Honor) (WM)

**BENJI LIN** - 20 June 1964 - Captain - C-46 - B-908 Hijacking. Captain Lin was the son-in-law of "Tiger" Wong, the founder of the Republic of China's Air Force and the ROC Ambassador to the UN. (FS) (DF).

**HERBERT LIU** - 27 December 1963 - Captain - C-47 - B-815. Crashed while making an aerial delivery for the Thai Police near the southwest border. (WM).

**NICHOLAS BEJAMINE LOSS** - 11 December 1967 - Flight Mechanic - Motorcycle accident, SGN (WM) (Middle name from company roster). (CILHI - TSN 1967-8495)

**JUSTIN GERARD MAHONY** - 27 September 1965 - First Officer - C-46, N-95742. A/C shot down while landing at Boa Tri, SVN. Other crew Captain John L. Oyer. (WL) (WM).

**FELICIANO C. MANALO** - 16 July 1972 - Flight Mechanic - UH-34D. Killed by gunfire while attempting a medevac near Pakse, Laos. (WL) (AAM Log, Vol. 15, No. 3, page 1) (WM).

**ABDUL H. MARECAR** - 6 December 1972.

**BRUCE CHARLES MASSEY** - 23 March 1967 - Captain - Volpar, N-91284. Hit mountain 15 miles NNW of Danang, SVN in bad weather. Eight educators also lost (AC) (WL) (CILHI TSN 1967-2544) (WM).

**CHARLES HARRY MATEER** - 30 May 1961 - Reserve Captain - H-34. Resupplying besieged Hmong at Padong, Laos (19 06'N, 103 08'E) in bad weather. Other crew Walter L. Wizbowski (AAM Log, Vol. 17, No. 3, page 11) (CR) (WM).

**MILTON NORIS MATHESON** - 16 January 1969 - First Officer - C-47, B-949. Hit side of mountain north of Danang, SVN in bad weather. (AC) (WL) (WM). (CILHI - DAD 1969-0176, TSN 1969-0494)

**L. T. MAU** - 5 April 1969. - VTE - Illness. (WM).

**CHARLES JOSEPH MCCARTHY** - 23 November 1972 - First Officer - C-7A. Hit by 37 mm near Saravane, Laos, (L-44). (WL) (WM).

**PATRICK FACHTNA MCCARTHY** - 7 December 1968 - Flight Mechanic - Bell 205. Pin pulled on grenade while unloading a cargo of grenades at LS-107 (WL) (WM).

**JAMES B. MCGOVERN - MIA** - 6 May 1954 - Captain - C-119. Shot down resupplying Dien Bien Phu. A/C crashed near Ban Sot, Laos. First American casualty of the Vietnam War. (FS) (WM). (PM, page 191).

**ROBERT BURHNAM MCKEAN** - 10 April 1970 - First Officer - C-130. Hit side of mountain on approach to Long Tieng, Laos in bad weather. (WL) (WM). (CILHI TSN 1970-1267)

**WILLIAM LON MEEK** - 31 December 1973 - Quality Assurance - Tainan. Natural causes (JP) (Company records show date of death as 20 October 1973).

**JON CHRISTIAN MERKEL** - 18 February 1970 - Captain - H-34. Killed by a round through cockpit window near Tha Lin Noi, Laos. (WL) (WM).

**CHARUK MILINDRE** - 17 July 1963 - AFS - C-46 - B-148. Hit side of mountain during rice drop in dense fog at Pak Tha (19 32.5' N, 100 50.5' E). With Capt. Prud'homme (WL) (WM).

**ROBERT STEWART MOORE** - 3 December 1972 - Sec.Insp. Supervisor VTE. "Brain Malaria" (CR).

**VINCENTE U. MORALES** - 1 July 1968 - Mechanic - Natural causes. (CILHI - TSN 1968-4908)

**HARRY EDWIN MULHOLLAND** - 29 April 1971 - Captain - Porter. Struck by FAC U-17, (LS-63) (WL) (WM).

**JON CHARLES MURRAY** - 25 November 1968 - First Officer - C-46 (86N), LS-39. (AAM Log, Vol. 15, No. 3, page 4) (WM).

**THOMAS JOSEPH MURRAY** - 4 March 1969 - AFS - VTE. Sport parachute accident. Drowned with wife Priscilla in the Mekong River. (LCH) (WM).

**FRANK MUSCAL** - 3 October 1965 - First Officer - C-123. A/C hit bulldozer on runway at LS-20A, Long Tieng, Laos (WL) (WM).

**CAFERINO B. NABUNG** - 11 January 1961. - Captured by the Pathet Lao on 16 December 1960. (CR) (WM).

**KENEKEO NARISSACK** - 7 March 1973 - AFS - C-123K, (55-5424). Crashed in NW Laos (19 51 45'N, 101 69 00'E) (WL) (WM).(CILHI) (ID pending at AFIRB)

**GIDEON ALVADORE NEWTON** - 17 July 1963 - AFS - C-46, B-148. Hit side of mountain in dense fog during rice drop at Pak Tha (19 32.5'N, 100 50.5'E) (WL) (WM).

**EDWARD NORWICH** - 19 July 1949 - Captain - Cessna-195. Near Lanchow, China (FS) (PM, page 76).

**CHARLES LEROY OSTERMAN** - 7 April 1973 - Captain - UH-1H. Hit by Strella missile near Huong Hoa, SVN, on ICCS Mission (WL) (WM).

**NORMAN MAYO OWENS** - 22 October 1967 - Captain - Massive heart attack. (AAM Log, Vol16, No. 3, page 5) (WM).(CILHI - TSN 1967-7422)

**JOHN LERDO OYER** - 27 September 1965 - Senior First Officer - C-46, N-95742. Shot down while landing at Bao Tri, SVN. (WL) (WM).(CILHI - TSN 1965-0637, TAB 1965-09-27)

**CORNELIO N. PASCUAL** - 18 August 1964 - Flight Mechanic - UH-34D, (H-19). Killed by ground fire at Moong Phang, Laos. Captain Zeitler not hit. (WL)(WM).

**W. A. PENG - MIA** - may have been an AFS on a C-123.

**PHANOMPHOM PHOCHAN** - 24 December 1967 - PAVN overran AAM radio station (Site L-61) in Phalane District town. Four killed, 1 captured.(WG CILHI) ( Shadow War, The CIA's Secret War in Laos, page 178) (AAM List) (WM).

**HUA HKAN PHUOC** - 31 December 1966. SGN - Traffic accident (WM).

**\*\*\* NGUYEN THI PHUOC** - 5 April 1969. SGN - Traffic accident (WM). \*\*\*Not on memorial plaque

**LOWELL ZINN PIRKLE** - 3 August 1967 - Flight Mechanic - UH-34D, (H-38). A/C hit by rocket grenade while on the LZ. FM Pirkle and a local were killed. The rest of the crew were evacuated. Locals buried Pirkle. Remains recovered by CILHI and identified Jan 1994. (CILHI 1994-162) (WL) (AAM Log, Vol. 15, No. 3, pg 1) (WM).

**LESTER MONROE PORTER** - 25 November 1968 - Assistant Club Manager - C-46 N-1386N. Engine failed on takeoff from Savannakhet, Laos. 21 passengers died (WL) (WM).

**HARVEY BERT POTTER** - 2 March 1970 - Instructor pilot - H-34. Died from burns received as a result of crash near (L-54) on 25 February 1970. (AAM Log, Vol. 15, No.3, page1) (AAM Log, Vol.16, No.3, page1) (WM). (CILHI - TAB 1970-03-02)

**BILLY PAUL PRATT** - 22 September 1971 - Captain - Cancer.

**PRASIT PROMSUWAN - MIA** - 5 September 1963 - AFS - C-46, B-150. Right engine fire due to heavy ground fire near Ban Phone Mounang, Laos (18 21'N / 105 51'E) "Kickers" bailed out, were captured, then escaped. (See Captain Cheney) (CILHI) (WM).

**GERALD IRWIN PRUD'HOMME** - 17 July 1963 - Captain - C-46, B-148. Crashed into mountain side while making rice drop in dense fog near Pak Tha, Laos (19 32.5'N / 100 50.5E) (WL) (CR) (WM).

**WILLIAM RUSSEL PRUNER** - 14 January 1966 - Captain - C-47 - B-929. Shot down while landing at Vi Thanh, SVN. Pruner and Y. H. Chang were executed. Nguyen Van Thai was lead away with a rope around his neck (WL) (WM).(CILHI - TSN 1966-0163)

**LLOYD KENNETH RANDELL** - 24 April 1972 - Captain - Porter. Hit mountain in bad weather enroute Long Tieng to LS-113. (WL) (WM).

**JAMES A. RASMUSSEN** - 18 February 1962 - Captain - B-26. Hit mountain during low level training flight, Tainan, Taiwan. (WL) (WM).

**KOSOOM RATANAKOSOOM** - 24 December 1967 - Killed when PAVN troops overran AAM radio station in the Phalane District (Site L-61). (AAM list) ( Shadow War, The CIA's Secret War in Laos, page 178) (WM)

**JAMES EDWARD RAUSCH** - 12 June 1972 - Captain - UH-34D. Killed by one round through the cockpit while landing near Ban Houei, Laos. (AC) (WL) (WM).

**WILLIAM EARL REEVES** - 27 August 1972 - Captain - C-123K (55-4555). Hit mountain near Ban Namm Eui, Laos in bad weather. Enroute Vang Vieng to Long Tieng with 12,000 pounds of ordnance and 5 passengers. (WL) (WM) (CILHI TSN 1972-0593).

**BALTAZAR REYES** - 25 November 1968 - C-46 - Engine failed on takeoff from Savannakhet, Laos. (WL) (WM).

**FREDERICK JOHN RILEY** - 27 November 1962 - Captain - C-123 - NX-5004X. Shot down by Neutralists while trying to land at Xieng Khoung (19 27'N / 103 09'E). (WL) (WM).

**GEORGE LYTLE RITTER - MIA** - 27 December 1971 - Captain - C-123. Shot down by the Chinese. Enroute to LS-69A (19 33 57'N / 101 22 25'E) This site is on the JTF-FA excavation list. (CILHI) (AC) (DF) (WM).

**HUEY DYSON ROGERS** - 10 April 1970 - First Officer - C-130. Hit side of mountain on approach to Long Tieng, Laos in bad weather. (WL) (WM) (CILHI - TSN 1970-1271)

**VALERIANO R. ROSALES** - 7 April 1973 - Flight Mechanic - UH-1H. Hit by Strella missile near Huong Hoa, SVN while on ICCS mission. With Captain Terry Clark (WL) (WM).

**BOONRANG SAMBURAN** - 17 February 1972 - A/C related (WM).

**ALBERT A. SANDOVAL** - 24 August 1964 - Captain - Helio Courier. Normal takeoff. A/C crashed about 1000' from end of runway. "Pilot apparently incapacitated prior to crash", Pakse, Laos (15 08'N / 105 47'E) (WL) (CR) (WM). (CILHI TSN 1964-0116)

**ROGER JOSEPH SARNO** - 13 August 1961 - Senior First Officer - C-46, B-136, Pha Kuao, Laos (LS-14) (19 55'N / 103 09'E). See David Bevan.(WM).

**MEIKO SASE** - 11 April 1969. Tokyo - Illness (WM).

**PRAVES SATARAKIJ** - 27 August 1972 - AFS - C-123K. Hit mountain in bad weather. near Ban Namm Eui, Laos. Enroute Van Vieng to Long Tieng with 12,000 pounds of ordnance and 5 passengers. With Captain Reeves (WL) (WM).(CILHI - TSN 1972-0594, death certificate shows **Joseph Praves Satarakij**)

**KHAMPHONH SAYSONGKHAM - MIA** - 27 December 1971 - AFS - C-123. Shot down by the Chinese enroute to LS-69A (19 33 57'N / 101 22 25'E) This site is on the JTF-FA excavation list. With Captain Ritter (CILHI) (AC) (DF) (WM).

**ALEXANDER SCANDALIS** - 5 July 1965 (Company records show 5 July 1969) - Captain - C-45 - A/C hit by missile after takeoff from Tan Son Nhut, Saigon, SVN (WL) (WM) (WM shows C-46 N-99332).(CILHI - TSN 1965-0338)

**NORMAN ALBERT SCHWARTZ - MIA** - 29 November 1952 - (Originally reported as 3 December 1952) - Captain - C-47. Shot down near Antu Manchuria ( 128 20' E / 42 35' N ) while attempting to recover western agent Li Chun-ying. Co-pilot Robert Snoddy also killed, CIA agents **DICK FECTEAU** and **JACK DOWNEY** were captured and served 20 years in Chinese Communist prison. CILHI had investigative team at site in July 2002 and plan to return.(FS) (WM) (DF) (PM, pg 140).

**WELCOME AMES SCOTT** - 30 September 1960 - Power Plant Supervisor, Tainan - Heart Attack (WM).

**PRATHEP SERMSAKUL**- 11 October 1971. VTE - Drowned in Mekong River (WM).

**K. H. SHIA** - 20 June 1964 - B-908 hijacking.

**K. H. SHIH** - 20 June 1964 - B-908 hijacking.

**BUNCHA SIRISAPYA** - 4 July 1969. - BKK - Traffic accident (WM).

**MILTON EUGENE SMART** - 10 April 1970 - Flight Engineer - C-130. Hit side of mountain on approach to Long Tieng, Laos in bad weather. (WL) (WM) (CILHI - TSN 1970-1270)

**FRANKLIN D. SMITH** - 12 October 1965 - Flight Mechanic - H-34 (H-39). Crashed near Saravane, Laos (L-34). Agency employees **MIKE DEUEL** and **MIKE MALONEY** also killed. (AC) (The Book of Honor) (WM).

**THOMAS CLYDE SMITH** - 22 February 1969 - First Officer. Fell from balcony after touching live electric wire, BKK. (WM).

**WILSON PERRY SMITH** - 15 March 1973 - Captain. Heart attack (CR).

**ROBERT CHARLES SNODDY - MIA** - 29 November 1952 - Copilot - C-47. Shot down in Manchuria. See Norman Schwartz.(FS) (WM) (PM, pg 140).

**LOUIS B. SOHA** - 9 October 1956 - Crew Chief - "Died". (WM).

**B. SOMCHAI** -23 November 1972 - C-7A - Hit by 37mm near Saravane, Laos. With Captain Bannermam (WL) (WM).

**R. SOMPHONE** - 16 February 1966. VTE. Heart attack (WM).

**KHAMOUTH SOUSADALAY** - 4 February 1972 - AFS - C-7A crashed attempting "to go around" at Pha Khao. (WL).

**SAMPAS SREESURAJ** - 6 January 1968. VTE. Encephalitis (WM).

**SOMBOON SRIPA** - 6 January 1968. Thailand - Illness (WM).

**HERBERT S. STROUSS** - 4 February 1962 - Captain - C-46, B-916. A/C hit by ground fire while approaching drop zone, caught fire and crashed. Xieng Khoang Ville, Laos ( 19 21' N / 103 22' E). Three AFS's jumped and survived (CR) (WL) (WM).

**WILLIAM JAMES SULLIVAN** - 12 April 1962 - Elect. Mechanic/Avio - Traffic Accident, UDN. (WM).

**EDUARDO T. SUNGA** - 26 November 1968. - Philippines - Traffic accident. (WM).

**BETTY TANG** - 16 February 1968 - Flight Attendant - CAT B-727 (B-1018) crash on approach to Taipei (FS).(JF)

**NARONG TANTILOHAKUL** 17 July 1963 - AFS - C-46, B-148. Hit side of mountain in dense fog during rice drop at PakTha, Laos (19 32.5' N / 100 50.5' E). With Captain Prud'homme (CR) (WL) (WM).

**CLYDE T. TARBET** - 29 July 1948 - Captain - C-47 - Crashed at Tsingtao, China while transporting troops to the battle of Mukden, Manchuria. (FS) (PM, page 48).

**JAMES TATE** - 26 June 1967 - Special Assistant to VP/Traffic & Sales. Natural Causes. (WM).

**NGUYEN VAN THAI** - 14 January 1966 - C-47, B-929. Shot down landing at Vi Thanh, SVN. Pruner and Chang executed. Thai led away with rope around his neck. (WL) (WM).

**PRASIDHI THANEE - MIA** - 5 September 1963 - AFS - C-46, B-150. Right engine fire due to heavy ground fire near Ban Phone Mouang, Laos ( 18 21' N / 105 51' E). Kickers bailed out, were captured, escaped and only Pisdh Indaradt made it home safely. Remains thought to be of DeBruin have been recovered, identification pending. With Captain Cheney (CR) (CILHI) (WM).

**FRANK GERALD THORSEN** - 31 July 1973 - Captain - Volpar. Killed by one round through the cockpit, 13 kms. north of Pa Doung, Laos. (WL) (AC) (WM).

**TRIKIT THUTTANON** - 2 June 1971 - C-46. A/C hit by ground fire over DZ near Bouan Long, Laos. 3 AFS's bailed out. With Captain Clark (WL) (WM).

**YIK CHIU TO - MIA** - 5 September 1963 - AFS - C-46, B-150. Right engine fire due to heavy ground fire. "Kickers" bailed out, were captured, escaped. CILHI has received an unconfirmed report that TO fell off a cliff after the escape and probably perished. (CILHI) (CR) (WM).

**S. L. "EDDIE" TONG** - 26 November 1960 - Captain - C-46 - B-130. Lost power on takeoff, Plain of Jars, Laos. Eddie Tong was the son of the ROC Ambassador to the U.S., Dr. Wellington Tong (WL) (WM).

**NIT TONGKORN** - 24 December 1967 - Killed when PAVN troops overran an AAM radio station in the Phalane District, Laos (Site L-61), (AAM List) (The Shadow War, The CIA's Secret War in Laos, page 178) (WM).

**JAIME TORRES** - 19 March 1967. Savannakhet - Accident (WM)

**VICHIT TOVIRA** - 18 June 1968 - May have been with Captain James C. Campbell in a Bell-204 at Long Thahn, SVN

**ROY FRANCIS TOWNLEY - MIA** - 27 December 1971 - First Officer. Shot down by the Chinese enroute to LS-69 (19 33 57' N / 101 22 25' E) This site is on the JTF-FA excavation list . (CILHI) (DF) (AC) (WM).

**EARL ADAM TRAGER** - 7 December 1969 - Supervisor/ First Officer, Heart Attack (CR)

**TRAN BUU TRAI** - 22 January 1969 - "Died" per Company roster.

**VAN TU** - 28 August 1972 - SGN - Non line of duty accident (WM). Listed of the plaque as **T. U. VAN** (WM)

**LEON MOORE TUCKER** - 21 September 1966 - First Officer, VTE. Heart attack (WM).

**B. Y. VAN** - 20 June 1964 - B-908 hijacking.

**GEORGE RICHARD VARNEY** - 6 April 1962 - Senior First Officer - Beaver. Takeoff accidnt resulting from insufficient runway. (Hot weather). Xieng Dat, Laos (22 18' N / 101 48' E) (WM).

**\*\*\*PAUL CHRISTIAN VELTE** - 29 September 1976 - Treasurr / Controller, Taipei. Died, (CR). \*\*\* Not on memorial plaque.

**GEORGE ANTHONY VERDON** - 17 July 1963 - First Officer - C-46, B-148. Hit side of mountain in dense fog while making rice drop at Pak Tha, Laos ( 19 32.5" N / 100 50.5' E) (WL) (CR) (WM).

**\*\*\*LUC KIEN VINH** - 20 June 1967 - Laborer - Saigon. Died. (CR). \*\*\* Not on memorial plaque

**BOUMY VONGACHAK** - 28 December 1970 - AFS - C-7A. - (LS-2). Killed by ground fire over the DZ. (WL).

**S. C. WANG** - 2 June 1971 - UDN - Cerebral hemmorage (WM).

**ARNOLD WEIR** - 1 April 1949 - Heart Attack, Kunming, China.

**EDWARD JAMES WEISSENBACK - MIA** - 27 December 1971 - AFS - C-123. Shot down by the Chinese enroute to LS-69A ( 19 33 57' N / 101 22 25' E). This site is on the JTF-FA excavation list. (CILHI) (AC) (DF) (WM).

**T. W. WEN** - 9 December 1950 - Radio operator - C-46 (XT-852). Crashed on Mt. Fuji, Japan in bad weather. On the Korean airlift. (FS).(PM, page 122)

**H. C. WENG** - 20 June 1964 - B-908 hijacking.

**LEONARD IRVING WIEHRDT** - 8 April 1972 - Captain - Porter. Flew into the ground east of LS-69 while flying cover for another AAM A/C that had been shot down. (WL) (WM).

**JOHN W. WILMOT, JR.** - 19 May 1966 - Captain - UH-34D, (H-42). A/C hit by gunfire while landing FAR forces NE of LS-32 (WL) (WM).



**WALTER LUKE WIZBOWSKI** - 30 May 1961 - Captain - H-34. Resupplying  
beseiged Hmong at Padong, Laos (19 06' N / 103 08' E) in bad  
weather. (AAM Log Vol. 17, No. 3, Page 11) ( CR) (WM).

**K. S. WONG** - 26 November 1960 - C-46, B-130. A/C lost power on takeoff, Plain of  
Jars. (WL) (WM).

**GLENN ROGER WOODS** - 14 August 1969 - Flight Mechanic - Bell-204B (N 8511F ).  
Shot down on approach to Long Tieng, Laos. (AAM Log Vol.16,  
No.1, Page 11) (WL) (WM).

**AUBREY ARON WOOTEN** - 17 July 1963 - AFS - C-46, B-148. Hit side of mountain  
during rice drop at Pak Tha, Laos (19 32.5' N / 100 50.5' E) in bad  
weather.(CR) (WL) (WM).

**MORIMITSU YAZIMA** - 20 June 1962. - Tachikawa - Illness (WM).

**C. YOTHIPANA** - 22 July 1966. - UDN - Heart attack (WM).

**L. S. YU** - 27 December 1963 - C-47 - B-815 - Crashed making aerial delivery for Thai  
Police near the southwest border. With Captain Herbert Liu (WM).

**CHAVENG YUPHAPHIN** - 25 November 1968 - Engine failed on takeoff from  
Savannakhet, Laos. 21 passengers died. With Captain Hodgkins  
(WL) (WM).

**AC = ALAN CATES**

**AFIRB = ARMED FORCES IDENTIFICATION REVIEW BOARD**

**CILHI = U.S. ARMY CENTRAL IDENTIFICATION LABORATORY, HAWAII**

**CR = COMPANY RECORDS**

**DAD = U.S. ARMY MORTUARY, DA NANG, SVN**

**DF = DUDLEY FOSTER**

**FS = FELIX SMITH**

**JF = JERRY FINK**

**JG = JIM GLERUM**

**JTF-FA = JOINT TASK FORCE-FULL ACCOUNTING**

**JK = JACK KNOTTS**

**LCH = LEIGH COLEMAN HOTUJEC**

**PM = PERILOUS MISSIONS - CIVIL AIR TRANSPORT AND CIA COVERT  
OPERATIONS IN ASIA - DR. WILLIAM L. LEARY**

**RH = RICHARD HELMS, A LOOK OVER MY SHOULDER, PAGE 263**

**TAB = U.S. ARMY MORTUARY, TACHIKAWA AIR BASE, JAPAN**

**THCIL = CENTRAL IDENTIFICATION LABORATORY, THAILAND**

**TSN = U.S. ARMY MORTUARY, TONSON NHUT, SOUTH VIETNAM**

**WEI = WESTERN ENTERPRISES, INC., Proprietary of the Office of Policy  
Coordination on Taiwan (Paramilitary arm of the CIA)**

**WL = DR. WILLIAM L. LEARY, PROFESOR OF HISTORY, UNIVERSITY OF  
GEORGIA IN ATHENS**

**WM = WILLIAM MERRIGAN, FROM AIR AMERICA PERSONEL FILES HELD BY  
THE C.I.A.**

**27 JUNE 2003**