

# AIR AMERICA LOG<sup>®</sup>

Volume 41-2

October, November, December 2024



## 2025 REUNION

We are so excited about the 2025 reunion! So far, we have received some of the information about the Hmong 50th Anniversary Celebration. The celebration will take place on May 17, 2025 in St.

Paul, MN. Due to this event, the Board voted to move the 2025 Air America Reunion to May 14, 2025 through May 17, 2025.

The Hmong will be holding a ceremony to honor all their veterans on the afternoon of Wednesday, May 14, 2025.

We will also be arranging a visit to the Hmong markets on Thursday, where lunch will be served.

## REUNION DETAILS

Our general membership meeting will be moved to Friday morning due to the Hmong events being held on Saturday morning.

We are looking into going on the Paddle Boat on Friday afternoon. We should have that information shortly.

The Hmong event will be held Saturday morning, May 17, 2025, at the Minnesota Capital. The time and place have not been completely confirmed.

The reunion will culminate with our banquet on Saturday night, where the Hmong will join us. The entertainment will be Hmong dancers and musicians and other invitees as they become arranged.

If you joined us in Minneapolis, you know we all had a great time and the participation from the Hmong people was great!

Bob Noble is working to get Father Brochard to the reunion. If you would like to help with donations for his travel, get in touch with Kathy or Bob.

Let's support this celebration! I am still working on hotel accommodations and will get this information out as soon as it is available.

I hope to see you all in Minnesota!

**"AIR AMERICA'S MOTTO: ANYTHING, ANYTIME, ANYWHERE PROFESSIONALLY"**

## Minnesota Reunion 2017

(Images)



**AIR AMERICA**

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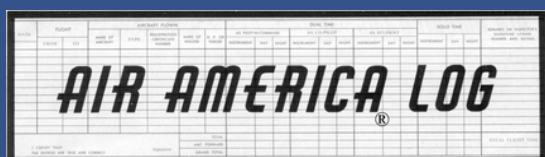
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**Classes of Members and Eligibility:** The Association shall have two (2) classes of members. The classes are regular and associate. The designation of each class, eligibility and rights of members of each class shall be as follows:

**REGULAR** Membership is open to all former employees of Civil Air Transport, Air America, Air Asia, which are entities of the Pacific Corporation, and Southern Air Transport Pacific Division, including their spouse, former spouse, widows, children, and grandchildren. **ASSOCIATE** membership is open to the employee's other family members. Also, all persons in other organizations, civilian or military who supported or backed any Pacific Corporation entity in Asia during the years 1950 to 1975. A regular member must sponsor associate members who will vouch for their associate status. Acceptance for Regular and provide proof of support or backing. Membership acceptance for regular and associate membership requires approval by the Board of Directors.

## **Flying for Bellomy-Lawson, Miami, Back in the 1980s**

byJesse Walton

Things have changed over the years. Bellomy-Lawson is now long gone.

It was about 8 hours flying time from Miami to Georgetown, Guyana. Puerto Rico was halfway with a short refueling stop.

Bellomy-Lawson Aviation had contracts for flying general cargo in their DC-6 aircraft. The cargo included a lot of baby chicks. I asked why so many baby chicks. Couldn't they grow chickens in Guyana? The answer was that they had all the diseases known to man. It was better just to buy the baby chicks.

Guyana, formerly British Guyana, at the time was a poverty stricken country on the north coast of South America. It is thought to be the only English-speaking country in South America.

We landed at the Georgetown, Guyana airport. A crew bus drove us to a hotel. We were warned not to go outside the hotel as there was a bad crime problem. We would be lucky to make it back to the hotel.

Rupert McDeci was a European type of guy. His wife was a Bombay, India type lady. Both were very nice people. Rupert worked at the airport and liked to make friends with the air crews asking favors of bringing things down from Miami. On one trip Rupert and his wife came to the hotel to ask a favor. Rupert said that he was too embarrassed to ask. He let his wife ask the favor. She explained that she liked to sing at church but didn't have the church song book. Could I bring a song book from Miami?

On my next flight to Guyana, I did bring a song book and it brightened the day for Rupert and his wife. Rupert asked that I bring them a small radio, with batteries. Small everyday items were a treasure to them.

Rupert and his wife invited us to lunch at their house. Rupert took us to visit the local zoo which had many creatures that I had never seen.

I had been rebuilding my old wooden sailboat that was built in Yokohama, Japan in 1960. Rupert said that he would get me a load of lumber for the rebuilding job. I was also interested in the beautiful Macaw parrots. In most cases we returned to Miami empty so bringing the lumber and parrots wouldn't be a problem.

Bellomy-Lawson had other contracts flying cargo to the islands of the Caribbean. there were also charter contracts to fly race-horses to Bogota, Colombia, electronics to Cucuta, Colombia, medicine to Nicaragua, United Nations supplies to Havana, Cuba, cargo flights to Chetumal, Mexico. The chief pilot scheduled me for some of these flights.

## **Flying for Bellomy-Lawson, Miami, Back in the 1980s (continued)**

The flights to Colombia were always a problem. Landing at Barranquilla for fuel, a couple guys in black suits met the airplane asking to look over the cargo. The guys in the black suits claimed that we were carrying contraband that would be confiscated and we would be going to jail.

However, the guys in black suits said that if we would give them \$500, they would make things right.

They refused to sell us gas.

The company gave me \$5000 cash to pay for gas, the landing fee, and such. There was no money for the guys in black suits.

We had just filed a flight plan to fly to Cucuta with no problem. the tower gave us taxi clearance and we waved goodbye to the guys in the black suits.

Unable to refuel at Barranquilla we were out of fuel landing at Cucuta and Cucuta reported that they had no fuel. The Cucuta customer was happy to get his cargo and Bellomy-Lawson got paid.

They were short of parking space at the airport, so they found us enough fuel to fly to nearby Aruba. The cost of fuel was less than other places. I offered to pay a bit more, but they refused additional money.

Several months had passed since I had flown to Guyana. I asked the chief pilot to schedule me for the next flight to Guyana. But the chief pilot refused, saying that I had to fly to Aruba.

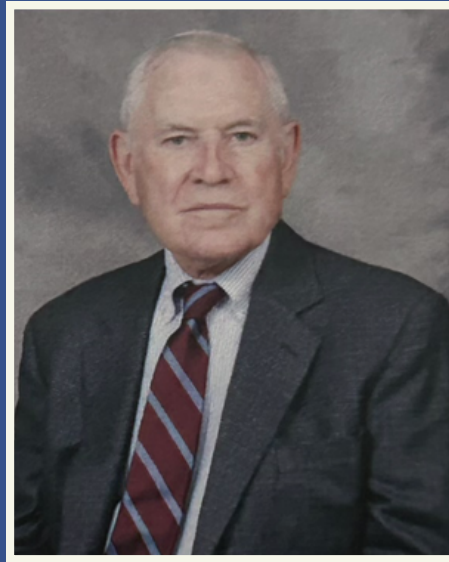
While in Aruba there was news that the Guyana flight that I had requested had crashed in St. Lucia, killing all aboard. The DC-6 took off from St. Lucia, lost two engines and never made it back to the airport.

The aircraft maintenance at Bellomy-Lawson was good. i never had any problem. I was aware that these were old airplanes. No doubt there were over-weight takeoffs and landings and other abuses. After my friends were killed in the crash at St. Lucia, I decided to hang up my wings and call it a day.





**William Joseph Merrigan**  
1934–2024



**William Joseph Merrigan of Conception Junction, Long-Time Legal Counsel to CIA Proprietaries and DOD, Passed Away at 90 in Northern Virginia.**

William Merrigan, a dedicated U.S. Government lawyer who served both the Department of Defense and the CIA proprietary Air America over the course of half a century in both Washington and Asia died on October 26, one month after his 90th birthday.

William Joseph Merrigan was born on September 28, 1934, in Guilford, Missouri and grew up just north in Conception Junction. He was the son of Patrick Merrigan, a farmer, and Irene McLaughlin Merrigan, a schoolteacher. He graduated from Jefferson High School and in 1956 from Creighton University. In 1957 he joined the U.S. Navy Air Corps where he earned his wings in Pensacola, Florida. After receiving an honorable discharge from the Navy, he attended law school at Georgetown University in Washington, D.C. During law school he worked on Capitol Hill as a Legislative Assistant for Missouri Representative W.R. Hull, which introduced him to the culture of Congress.

In 1961, during a stint in the office of the USAF Judge Advocate General in Washington, Mr. Merrigan responded to an intriguing ad in a Washington newspaper seeking an attorney for “a Chinese airline.” He soon learned the position required relocating to Taipei, Taiwan. This was the beginning of his years with the CIA air proprietaries that purported to be civilian commercial enterprises but in fact were owned and controlled by the U.S. Government. As an Air America Legal Counsel and a member of the management team, he was among those responsible for maintaining the top-secret security of the enterprise. For eleven years he lived in Taiwan and worked throughout Asia. Mr. Merrigan left Air America in 1974 as the CIA was dissolving the enterprise to return to the DOD.

**William Joseph Merrigan**  
1934-2024  
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Eager to return to Washington, Mr. Merrigan accepted a position as sole legal counsel at the Civil Aeronautics Board representing DOD's interests until the Board closed in 1978. He subsequently served as DOD counsel for 20 years at the Interstate Commerce Commission on issues concerning railroads and motor carriers until the ICC closed in 1998. In addition, he served as Chief Legal Counsel for DOD on transportation deregulation legislation from 1977 – 2008.

After a 50-year career with the U.S. Government, Mr. Merrigan retired in 2008. Prior to retirement and after, he started working closely with Minority Leader Senator Harry Reid and the Senate Intelligence Committee to pass the Air America Act, to recognize his former colleagues at the CIA's Air America and its related air proprietaries for their work with the U.S. Government. Mr. Merrigan was the last living Air America Legal Counsel and used his experience and unique knowledge of the operation to draft the initial Act in 2003. Most recently, well into his eighties, he walked his 10,000 steps regularly through the halls of both the Senate and House requesting support for the Act, which is currently sponsored by the Senate Intelligence Committee Chairman and the Vice Chairman, and with significant bipartisan co-sponsorship on both sides of Congress.

A warm, gregarious man known for his strong devotion to family and loyalty to friends, Mr. Merrigan loved spending time with people of all ages, including his 45 young nieces and nephews and the children of his many friends. He loved reading books and amassed a decent library over the years. He enjoyed tennis and swam five days a week before the pandemic and was a lifelong avid walker and hiker. He was a keen world traveler, and in his later years he relished spending time in the Pacific Northwest, Seattle, boating in the San Juans Islands and in British Columbia. His sense of humor, talent for storytelling, and tendency to see the bright side of everything made him a kind and lovable uncle and father figure to so many.

Mr. Merrigan was a member of the Missouri and Virginia Bar Associations. He was a long-time member of the Army and Navy Club in Washington, D.C. For many years he was a member of the Supreme Court Historical Society, the Asia Society, and for a decade he served as a legislative counsel to the National Capital Lyme and Tick-Borne Disease Association. Mr. Merrigan was a member of the parish at St. John the Beloved Catholic Church in McLean, Virginia.

Mr. Merrigan is survived by his beloved wife of 47 years, Sandra Whipple Merrigan of McLean, Virginia, his sisters Patricia Archer, Cecelia Meyer, and Veronica Dorrel, his sister-in-law Margaret Merrigan, his brother-in-law Bill Stark, and 45 nieces and nephews. He is predeceased by his father, Patrick Merrigan, his mother, Irene McLaughlin Merrigan, his brother, Donald Merrigan, and sisters Winifred Stark, Lucia Munsch, Eulalia Schieber, and Jeannie Merrigan.

## IN MEMORIAM

### Saigon Pilatus Porter Pilots

Several years ago, a group of former Saigon Pilatus Porter pilots posed for a picture at one of the reunions. Only three remain alive. Mauldin, Wehrell & Cates. The rest passed away several years ago.

The Association website has this statement:

**"To die completely, a person must not only forget but be forgotten, and he who is not forgotten is not dead."** - Samuel Butler.

From left to right. Ted Mauldin, L.J. Broussard, Jake Wehrell, Jack Smith, Henry Melich, Allen Cates, Bob Dawson, Earl Richmond.





# IN MEMORIAM

## FRANCISCO R. MONDELO



With heavy hearts we announce the passing of Frank R. Mondelo of Seattle, WA on March 28, 2024, at the age of 89. He died in the Philippines while visiting two of his daughters and their families.

Frank was married to Necitas but was preceded in death in 1991. They have five children. He is survive by his four married daughters, four grandchildren, and one beautiful great-granddaughter.

Frank worked for Air America as a mechanic/flight mechanic in Udorn, Thailand and Laos starting in 1966. His co-workers called him 'Frankie'. Afterwards, he moved to Saigon, Vietnam, remaining with Air America, and worked there until the fall of Vietnam in 1975.

Frank was a champion in Dart. He loved to dance and was a great dancer. He also loved to read books and was a big fan of the Seahawks!

He was a super and a great provider, all he wanted was a great life for his family, a good education for all his children, and fulfilled these goals. He was the best among the best. He was compassionate, generous, trustworthy, and full of integrity and dignity.

Frank was a co-chairman of El Shaddai Basilio Chapter in Manila, Philippines. He was a member of El Shaddai Seattle, Washington Chapter. Psalm 9 is one of his favorite psalms

Frank will be deeply missed by his family and friends.

God bless you daddy, thanks for everything. Till we meet again.

## DONALD J. E. OVERFIELD

It is with deep sadness that we announce the passing of Donald Joe Elza Overfield on October 16, 2024 in Leander, TX. Born on June 28, 1940, Donald was a quiet, loving individual known for his deep thinking and patriotic spirit. A proud veteran, Donald served in the Marine Corps from 1962 to 1967, serving his country with honor and distinction. Following his military service, he joined Air America, where he worked from 1968 until 1974, contributing to various missions and projects.

Donald was a graduate of Ottawa University.

He is survived by his loving wife of 54 years, Danielle, and his daughter, Valerie Macnab, and her family.

We will miss him dearly.



## IN MEMORIUM

### Glen Thomas Van Ingen

Glen Thomas Van Ingen, 91 of Kaneohe passed away on September 8, 2024, in Kaneohe. He was born on February 28, 1933, in Rochester, New York to the late Bart and Helen Van Ingen.

Glen was a retired pilot, first for the US Air Force and then the Airline Industry. He is survived by his wife, Mary Marasovich; family, Joanna (Ernst) Weyand, Jeff Marasovich, Jill (Ernie) Arnold; grandchildren, Tori & Emily, and Gianna & Caleb.



## **2024 Bulldog Roundup**

### ***Air America as Remembered by the 2nd Generation***

by Wes Hutchinson

From October 31<sup>st</sup> to November 3<sup>rd</sup>, Terry and Kathy Bruner hosted the second Air America (AAM) "Bulldog Roundup" at their Rocking B Ranch in Lago Vista, Texas, just west of Austin. (Terry named the event since the Bulldog was our mascot at Air America School in Udorn and "Roundup" is a Texas cowboy thing.) On the heels of the 1st Bulldog Roundup held in November 2022, this event provided another group from Air America's 2nd Generation the opportunity to come to the ranch—and not just to hang out with old friends and a bunch of longhorns—but more specifically, to provide a venue for participants to record their memories, stories, and perspectives from their time living in Thailand and Laos during the 1960s and 1970s as dependent children of Air America employees as well as other government associates working with Air America including the CIA customer. These interviews are conducted and archived by Texas Tech University—The Vietnam Center & Sam Johnson Vietnam Archive. Kelly Cramer, PhD, is the head of the Oral History Project and travels to venues around the country to conduct his interviews in person or over the phone.

Once again, Terry and Kathy, along with Tammy (Rogers) Oliver, worked extremely hard to provide a welcome environment with plenty of food, drinks, and activities, as well as arranging accommodations at a nearby B&B. The Bruners' trusty ranch hand, Andy Ripper, who is more like their adopted son, was there to man the smoker and cook some of the best fajitas in Texas—and of course, add his joviality and wise cracks to the mix. The Rocking B crew and Tammy did an outstanding job in keeping everyone busy and entertained. We highly commend the Bruners and Tammy for their time and dedication over the years to help keep our Air America organization thriving for both the 1<sup>st</sup> and 2<sup>nd</sup> Generations.

The 2nd Generation "kids" (and most of us are well into our golden years) are lightheartedly also referred to as the "brats," as we are the children of the 1<sup>st</sup> Generation. Speaking for all of the 2<sup>nd</sup> Generation, we have great reverence and admiration for our fathers (and mothers) who worked in various critical roles at Air America, from pilots and kickers to those working the demanding and critical ground operations including logistics, aircraft maintenance, transportation, interagency communications, and dependent services, to name just a few. These employees' heroic dedication to Air America's covert mission supporting the war effort throughout Southeast Asia was a significant part of the Vietnam War. Their sacrifice and courage have inspired us and they will always be in our hearts. As the 1<sup>st</sup> Generation's numbers wain with the passing years, it is our duty as their descendants to keep their memories and stories alive and permanently recorded in the military history of our country.

## **2024 Bulldog Roundup**

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Air America employees were generally very tight-lipped about their secret work during the war, and many remained so even after the mission was declassified. Many never had the opportunity to have their stories preserved for history. Some 2nd Generation kids recall some of the stories their fathers spoke about, and we encourage them to share what they remember with Texas Tech's Oral History Project.

We are extremely lucky to have Kelly Crager gathering and recording Air America's multi-generational stories as a part of a highly rated academic institution interested in our history.

### **Event Overview and Participants**

This year there were 15 Roundup participants including our hosts, Terry and Kathy Bruner, and Andy Ripper. The ranch guests for all four days included: Vicki (Kendall) Alford, Mike Cash, Lesa Densley, Wes Hutchison, Tammy (Rogers) Oliver, Dan and Tiffany (Johnson) Parker, Kim (Murray) Ray, Phil Ritter, Marlene Spencer, and Jill (Theriault) Zadrozna. Ted Bruner joined us for one evening but did not stay overnight.

#### **Day 1 – Thursday**

Tammy (Rogers) Oliver was instrumental in getting everyone picked up at the airport because she has such a wonderful and helpful attitude (not to mention she rented a minivan for the cause). Most of us arrived at the airport on Thursday within a couple hours of each other, so she only had to make two trips. Tammy also was in charge of ensuring everyone had accommodations at the B&B and she helped in planning our itinerary of activities. Thank you, Tammy!

By evening, everyone was settled into their rooms, and we were soon talking about our Thailand and Laos memories, as well as our current lives. We talked about our many adventures overseas—good, bad, innocent, risqué, or otherwise—and our camaraderie continued for all four days. Everyone was having a great time.

#### **Day 2 - Friday**

Mike Cash met his match with Andy Ripper, and we all were very amused listening to them poking fun and barbs at each other throughout the reunion. Their verbal arm wrestling was non-stop and hilarious. Ripper is key to the Roundup. Ripper yells at the cows, tells funny stories, argues with Mike Cash continuously, cooks all the food, helps Kathy maintain sanity with all the commotion, and yells at the cows some more. Ripper all by himself is a great entertainer (someone call an agent in Hollywood!) and we all love to hang out with him.

## **2024 Bulldog Roundup**

(continued from previous page)

Kelly Crager arrived Friday morning to conduct the oral history interviews. Kelly is highly committed to documenting all the recollections possible from people who were directly or indirectly involved in America's wars. Following a similar format as the first Roundup interviews in 2022, we all gathered on the shaded back porch overlooking the cow pens. Kelly started with a round robin format, but it often resulted with another person chiming in when one story would trigger an associated memory, and his high-tech apparatus was able to identify each speaker. The session was a cascade of our experiences and lives at home, school, places on and off the Air Force base, and various trips we took in Thailand and Laos. We also talked about how our fathers' work affected us in our daily lives.

We may only have seen elements of the war from a safe distance, but we were still close to the action at times while living in Udorn, Vientiane, and Saigon. We experienced unfamiliar and exotic aspects of living in an Asian culture, with places, customs, and events that state-side American children never could have imagined. Reminiscing on the porch with Kelly brought back lost memories, feelings, and some anxieties. Our appreciation of our exceptional lives from so long ago permeated and surrounded everyone as we mentally rolled back the years and returned to our younger and innocent selves. Our unique life during the War, as seen through the eyes of a child, has been deeply imbedded in our memories even though at the time, we barely comprehended the purpose of our presence overseas.

After the interviews with us ended in the afternoon, we relaxed and chatted with Kelly for a while before he drove home to Weatherford, Texas. We enjoyed his insights and his extensive knowledge, and we always welcome him to join us at our Air America functions.



(L to R) - Kelly, Jill, Lesa, Tiffany, Dan, and Vickie



**2024 Bulldog Roundup**  
(continued from previous page)

**Day 3 - Saturday**

Ripper cooked a great breakfast in the morning and of course sparred with Mike. After breakfast, Terry and Ripper fed the cows and yelled at them some more. Later, we herded everyone together and drove to a Thai restaurant called The Green Mango for lunch. We sat in a large party section where we could all sit at two tables and talk boisterously. After our fantastic Thai lunch, we had a huge surprise when an unknown benefactor paid the lunch bill. Many thanks to our anonymous friend! We all lined up afterwards to commemorate the occasion next to a large ghoulish skeleton on display for Halloween inside the restaurant. Later that evening, dinner was served at the ranch with entertainment provided by our favorite comedy troupe, Ripper and Cash.



**Day 4 - Sunday**

Our day of departure finally arrived. Mike Cash left first before sunrise. Mike, aka “Mr. Bulldog,” symbolizes the Air America Bulldog school spirit and we always enjoy his company and comedy. His retelling of his escapades during his years in Thailand are enthralling—although somewhat nerve-racking! Everyone loaded into Tammy’s minivan for the trip to the airport, and we said goodbye until the next time.

## 2024 Bulldog Roundup

(continued from previous page)

### Final Thoughts

The New Year's song, "Auld Lang Syne" always seems to be playing in my head as everyone slowly departs in waves from an Air America Reunion. Each year, there are fewer Air America members who can still attend the reunions and we miss them. The reunions reinforce our strong friendships from our shared journey and we relive the memories and visceral sensations of our lives in Southeast Asia. We look into each other's faces and we still see the same face—just a bit older. For the kids, the childhood innocence we shared is still there underneath the years. And we reminisce for our friends and family who have left us. Our fathers were truly our heroes, and our mothers somehow held everyone and everything together through those chaotic and tumultuous years.

Thailand was my home and the Thai people will always have a special place in my heart. Some of us like me were "adopted" by our Thai maids and they became family. Many of us returned to Thailand years later, some with hopes of finding our lost Thai families. We can only hope their lives were happy and without hardship. I went back to Thailand in 2006 but was unable to find my Thai family: Noi, Vichen, and Nui. We must never forget to make the most of our time on Earth and let our loved ones always know how much we cherish them.





## REMINDERS

Please make sure we have your current address and email. You can email or call Lesa Densley with the new information.

Lesla can be contacted at [Ldensley@hotmail.com](mailto:Ldensley@hotmail.com) or 321-720-6067.



## GENERAL NOTICE

If you as an employee, spouse, or dependent of an Air America employee were in Southeast Asia with your family and you are interested in doing an oral history interview and want to contact Kelly at TTU. His contact information is:

Kelly Crager, PhD  
Head, Oral History Project  
Vietnam Center & Archive  
Texas Tech University  
Lubbock, TX 79409  
806-834-4834  
[Kelly.Crager@ttu.edu](mailto:Kelly.Crager@ttu.edu)



## **\*IMPORTANT ANNOUNCEMENT\***

Nominations are open for President and 1 At Large Board Member. Nominations must be submitted to [Lesla Densley](#), Membership Secretary by **February 1st**.

## IN MEMORIUM NOTICES

In memorium notices should be sent to: [Info@Air-America.org](mailto:Info@Air-America.org)

All notices with the families permission will be posted on the Air America Association Inc., Facebook as soon as received. It will be added to the website as soon as possible and will be included in the next LOG. Family members can send an obituary, a short note, and any pictures they would like included.

MEMBERSHIP APPLICATION  
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3

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