

AIR AMERICA: SIKORSKY UH-34Ds (2nd series)
by Dr. Joe F. Leeker

First published on 15 August 2003, last updated on 24 August 2015



An Air America UH-34D delivering supplies to the Hmong at Phu Pha Dang
(photo taken by Judy Porter, submitted by MacAlan Thompson with kind permission from
the photographer)

The types of missions flown by Air America's UH-34Ds:

The Sikorsky UH-34D was one of Air America's work horses in Laos. With the exception of "803", which was always operated in Thailand and so had a white color scheme similar to that of Royal Thai military aircraft, all Air America UH-34Ds were olive drab and did not bear any titles. They looked like Royal Lao Air Force UH-34Ds, except for the fact that RLAF UH-34Ds bore an Erawan and a four digit serial painted in yellow, while the Air America serial was white. Officially all Air America UH-34Ds were based at Udorn Royal Thai AFB where they were maintained periodically, but normally, all of them operated in up-country Laos for several weeks. Other Air America or CASI planes flew the crews as "dead heads" to the location from where they had to work for a period of several days. During that period the crews either slept in or next to their helicopter or were the guests of the local villages where they were temporarily stationed. At several "hubs" like Sam Thong there were even hostels where to get a shower. There were several types of missions flown by the UH-34Ds: to transport all sorts of supplies (food, ammunition, fuel) to gun positions and other outposts; to fly medical evacuation missions from the villages or from battle areas, to transport indigenous, especially Hmong troops from one point to another during the battle ("leap frog" technique); to evacuate villages and outposts under fire, to rescue downed aircrews, and even to transport back to Udorn small aircraft like Helio Couriers or Pilatus Porters that had had an accident in Laos. In this case, the fuselage of an ill-fated aircraft was tied to one side of the UH-34D and its wings on the other side. Normally an Air America UH-34D could carry 12 or 13 passengers or cargo. All of them had armor plates and a hoist; inertia reels and a sling could be installed to carry outside cargo (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). In 1972 and 1973, Air America's Udorn facility also reconstructed 14 former US Marines UH-34Ds for use by the TNI-AU or Indonesian Air Force - this was called "Project Peace rotor".

Statistics according to official Air America documents:

1962: 20 (Minutes ExCom-AACL of 23 January 62, in: UTD/CIA/B7F1)

Oct. 1962: helicopter operations were confined to Thailand (Minutes ExCom AAACL of 30 October 62, in: UTD/CIA/B7F1)

1963: +3 in August 63 (= H-16/7/8 ?), making a **total** of 7, minus 1 destroyed on 27 October 63 (= H-16), making a **total** of 6 on 29 October 63 (Minutes ExCom-AAACL/AAM of 29 October 63; in: UTD/CIA/B7F2)

1964: + 4, making a **total** of 9 (Minutes BoD-AAM 21 July 64, in: UTD/CIA/B3F5)

1965: + 4, in March 65 (Minutes ExCom-AAACL/AAM of 25 February 65, in: UTD/CIA/B7F4), making a **total** of 19, in July 65 (Minutes ExCom-AAACL/AAM of 27 July 65, in: UTD/CIA/B7F4)

1966: + 3 in January 66 (Minutes ExCom-AAACL/AAM of 12 January 66, in: UTD/CIA/B8F1)
Inventory of 1 February 66 (in: UTD/Herd/B2): 23 + 3 > 26

1967: + 5 in May 67 + 4 about 1 June 67 > a **total** of 31; some of these aircraft were turned over to Laos (that is to the RLAF) (Minutes ExCom-AAACL/AAM of 23 May 67, in: UTD/CIA/B8F2)

Feb. 69: 23 assigned to Air America + 10 assigned to Laos (Royal Lao A.F.), that is a total of 33 UH-34Ds were operated on 28 January 69 under the Madriver contract (Minutes ExCom-AAACL/AAM of 28 January 69, in: UTD/CIA/B8F3)

April 1970: 24L (Minutes ExCom-AAACL/AAM of 12 May 70, in: UTD/CIA/B8F4)

Nov. 1970: + 5 (= ? H-77, 78, 79, 80 and 81?), making a total of 27L (Minutes ExCom-AAACL/AAM of 24 November 70, in: UTD/CIA/B8F4) + 21 additional aircraft scheduled for late 70 / early 71 (Minutes ExCom-AAACL/AAM of 24 November 70, in: UTD/CIA/B8F4)

1972: Inventories of 31 March 72 > 30 November 72 (UTD/CIA/B1F10): 31L > 32L (20 + 12 inactive); on 27 June 72, an additional 10 UH-34Ds were delivered to Udorn and placed in reserve storage; they arrived by truck, in a very poor condition and required considerable work to make them operational (Minutes ExCom-AAACL/AAM of 11 July 72, in: UTD/CIA/B9F7)

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Sikorsky UH-34D	H-11	58.1392	26 Oct. 61	bailed from USMC BuA 148807 (USAF 61-4491)

Service history: received at Bangkok on 26 October 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); made an aborted take-off from a field of marginal size at an unknown location in Laos on 2 February 62; the pilot (Capt. R. W. Gorman), the copilot (R. W. Elder), the Flight Mechanic (C. N. Hagins), and four passengers remained uninjured, one Hmong child bystander was killed, one was injured (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft accidents 1962, in: UTD/CIA/B49F2).

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-4 in Sept. 62

CIC-4	58.1392	4 Sept. 62	ex Air America H-11 (BuA 148807)
-------	---------	------------	----------------------------------

Service history: belonged to the Commission Internationale de Contrôle, Laos (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4), but was maintained by

Air America; in use out of Udorn at least between 29 July 63 and 3 January 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); photos are preserved in: UTD/Hickler/B29+B32; not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

Fate: test flown at Udorn as “8807” on 16 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6); at Udorn on 27 September 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; type not given); given to the R.Lao AF as “8807” in 1968, test flown after maintenance; a drawing of RLAF UH-34D “8807” can be found in: Conboy, *War in Laos*, p. 32; RLAF UH-34D “8807” was reportedly lost in Laos on 7 or 13 January 1972 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).



UH-34D H-12 in the Luang Prabang football field in June 66, taken by Dr. J. Pote
(with kind permission from Dr. Jonathan Pote)

Sikorsky UH-34D	H-12	58.1415	20 Dec. 61	bailed from USMC BuA 149320
-----------------	------	---------	------------	--------------------------------

Service history: received at Bangkok on 20 December 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to contract 1574, then, since 1962, to contract 1758 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); was hit by automatic weapons fire which spattered plexiglass into the cockpit, while cruising over Laos on 24 January 62; the pilot (Capt. D. W. Gardner) was slightly wounded, the Flight Mechanic (C. P. Wyatt) remained uninjured (List “Operational casualties in SEA”, in: UTD/CIA/B29F1); in use out of Udorn at least between 4 September 62 and 24 April 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); assigned to contract AF62(531)-1758 at least from 1 July 63 to 21 September 63; returned from IRAN on 16 July 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); the throttle cable failed in-flight over Laos on 16 April 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; still assigned to contract AF62(531)-1758 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); crashed 7 miles southeast of LS-13 in a hot area on 4 November 64 (Log book of A. Rich, in: UTD/Rich/B1); repaired; had a taxi accident at Vientiane, Laos, on 17 December 64 (Aircraft

accidents 1964, in: UTD/CIA/B49F2); repaired; a photo taken together with a Fulton recovery system is preserved in: UTD/Hickler/B29; assigned to contract AF62(531)-1841 for use out of Udorn in: November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); a photo taken at the site where C-7A "393" crashed on 6 March 66 is preserved in: UTD/Hickler/B32; current on 5 April 66; was to lift up a downed T-28, but did not succeed (video by John Tarn at 0.37.40 minutes); on 11 March 67, H-12 received a small hole in the door caused by backfire when it was about 1 ½ miles east of Udorn; returned to Udorn and was repaired (XOXOs of 11 and 12 March 67, in: UTD/Hickler/B26F16); on 29 March 67, H-12 had engine problems at Nam Bac (LS-203); repaired (XOXO of 29 March 67, in: UTD/Hickler/B26F16).

Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); given to the R. Lao AF as "9320" in 67?; still current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-13	58.1495	1 Oct. 62	bailed from USMC BuA 149392
-----------------	------	---------	-----------	--------------------------------

Service history: received at Bangkok on 1 October 62 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to contract 1574, then, since 1962, to contract 1758 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); in use out of Udorn at least between 5 December 62 and 26 February 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); suffered a power plant malfunction upon landing at an unknown location in Laos on 6 May 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); suffered from unfriendly action over Laos on 27 November 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); assigned to contract AF62(531)-1758 at least from 1 July 63 to 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4) and July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1).

Fate: went missing as a result of unfriendly action on 7 July 64, when piloted by Mike Marshall; on 8 July 64, H-13 was located north of Chong Ha (LS-48), Laos; Mike was recovered; the mechanic, Chris, was shot in breast and flown out; the aircraft was destroyed by fire (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2).

Sikorsky UH-34D	H-14	58.1496	1 Oct. 62	bailed from USMC BuA 149393
-----------------	------	---------	-----------	--------------------------------

Service history: received at Bangkok on 1 October 62 (Aircraft list of June 62, corrected to Sept. 1963 in: UTD/Kirkpatrick/B1F1); assigned to contract 1574, then, since 1962, to contract 1758 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); in use out of Udorn at least between 17 June 63 and 10 May 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); assigned to contract AF62(531)-1758 at least from 1 July 63 to 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004;

Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); still assigned to contract AF62(531)-1758 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); a photo is preserved in: UTD/Hickler/B29; assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); made a hard landing at an unknown location in Laos on 3 February 65 (Aircraft accidents 1965 in: UTD/CIA/B49F2); repaired.

Fate: crashed on take-off from ridge line at TII pad at coordinates UH-6641 near Ban Pak Lo, Laos, on 9 April 66, and burned, killing F/M Romeo B. Crisologo; the 2 pilots received minor injuries (XOXO of 9 April 66, in: UTD/Leary/B34F8; Accident report of 9 April 66, in: UTD/CIA/B58F8; Aircraft accidents 1966, in: UTD/CIA/B49F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 9 April 66; Minutes ExCom-AACL/AAM of 13 April 66, in: UTD/CIA/B8F1; Memorial file in: UTD/LaShomb/B16F3 gives Dan Pak).



UH-34D H-15 taking off from Thakhek West in early 1966, taken by Dr. J. Pote
(with kind permission from Dr. Jonathan Pote)

Sikorsky UH-34D	H-15	58.1497	1 Oct. 62	bailed from USMC BuA 149394
-----------------	------	---------	-----------	--------------------------------

Service history: received at Bangkok on 1 October 62 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to Udorn on 1 October 62 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract 1574, then, since 1962, to contract 1758 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); in use out of Udorn at least between 9 January 63 and 1 April 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); assigned to contract AF62(531)-1758 at least from 1 July 63 to 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); suffered an engine failure west of Ban Na (LS-15), Laos, on 24 May 64 (Log book of A. Rich, in: UTD/Rich/B1); repaired; still assigned to contract AF62(531)-1758 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); hit by ground-fire at an

unknown location in Laos on 13 February 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; used by Ch. O. Davis out of Udorn on 17 February 65 (Davis, *Across the Mekong*, p. 51); a photo can be seen in: Davis, *Across the Mekong*, p. 53; participated in the search for the ill-fated UH-34D H-32 in the Saravane (L-44) area on 13 October 65 (Chronological account, in: UTD/CIA/B58F6); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); at Pakse on 15 December 66 (UTD/Shane Tang [S.C. 5]); on 18 April 67, H-15 made a forced landing at coordinates XB 0187 due to a warning light; as there was no problem, the aircraft returned to Pakse (L-11) (XOXO of 18 April 67, in: UTD/Hickler/B26F16); on 21 April 67, a small amount of metal was discovered in the sump of H-15; the oil was changed and the aircraft was checked (XOXO of 21 April 67, in: UTD/Hickler/B26F16); on 31 May 67, H-15 hit trees while landing on a road 5 miles west of New Paksong (LS-180), damaging the main and the tail rotor (XOXO of 31 May 67, in: UTD/Hickler/B26F16); repaired; struck a tree on 7 June 67, when H-15, which had departed Thakhek (L-40), landed in the vicinity of a village at coordinates VE-6843 in Laos, causing substantial damage (Accident report of 7 June 67, in: UTD/CIA/B59F6); repaired; hit by automatic weapons fire near Na Khang (LS-36), Laos, on 19 March 68; one of 3 passengers was killed; the crew were Messrs. F. E. Stergar, J. L. Tarn, and M. B. Punzalan (XOXO of 19 March 68, in: UTD/Hickler/B26F16; UTD/Leary/B1 for 19 March 68); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); when experienced a loss of power from an electrical malfunction, H-15 struck the ground in up-country Laos at coordinates QD 0239, 32 miles north northeast of Nam Lieu (LS-118A) on 26 September 68, when flown by PIC T. R. Cash and F/M R. J. Pigott, and started falling to the left and sliding down a steep 45 degree incline, until it came to rest against a tree some 30 feet below the pad; the crew was picked up by H-59 (XOXO of 26 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7; Accident report of 26 September 68 plus photos, in: UTD/CIA/B60F7); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69; released to IRAN on 18 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 28 May 69, H-15 accumulated 10,000 hours (see the *Air America* documentary); on 22 June 70, H-15, flown by PIC J. A. McEntee, F/O S. Swangpant, and F/M A. J. Alor, made a forced landing at coordinates TF 4708, some 14 miles north of Vientiane (L-08) due to engine problems; repaired (XOXO of 22 June 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 20 May 71, H-15, flown by PIC N. J. Bengtson; F/O S. B. Kline, and F/M R. L. Wade, made an emergency landing in a rice paddy at coordinates TH 0003 near Luang Prabang (L-54) due to engine problems; repaired (XOXO of 20 May 71, in: UTD/Hickler/B25F11); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); received ground fire at coordinates SF 0898 near Moung Met (LS-158) in Laos on 17 February 72, when flown by PIC A. R. Byrne and F/M J. I. Gaculais; repaired and returned to service on 9 February 72 (XOXO of 17 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAAL/AAM of 11 January 72, in: UTD/CIA/B9F7); on 17 April 72, H-15, piloted by PIC H. J. Thompson, SIC R. C.

Theriault, and F/M P. V. Lorenzo, made an autorotative landing at Ban Nam Luang (LS-313) due to an engine failure; repaired (XOXO of 17 April 72, in: UTD/Hickler/B27F2); reached 15,000 hours on 1 November 72 (a photo of the medal was published in: *Air America Log*, vol. VII, no. 1, 1973, p.1); on 17 January 73, after departure from a helicopter landing zone, a passenger's rifle accidentally discharged one round thru the cabin ceiling, causing damage to the transmission oil pump; an immediate forced landing was made at coordinates XC 347367, 16 kms west of Saravane (L-44), repaired (XOXO of 17 Jan. 73, in: UTD/Hickler/B25F12); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); in use out of Udorn at least between 19 July 68 and 31 January 74 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: ?

Sikorsky UH-34D H-16 58.1049 August 63 ex USCG 1334

Service history: assigned to contract no. AF62(531)-1758 for use out of Udorn, estimated date of arrival was 1 October 63 (AAM Aircraft Availability for 21 September 63, in: UTD/Walker/B25F8).

Fate: crashed and completely destroyed by fire as a result of a take-off accident at coordinates QU-7398, 22 NM from Moung Loei, Thailand, on 27 October 63 due to a power-plant malfunction; the aircraft was en route out of Udorn via several intermediate points, including a Royal Thai Border Police camp 5 miles east of Udorn, to Dan Sai, Thailand, under the provisions of contract no. AF62(531)-1758; there were no injuries; the pilot, Capt. Bill Pearson, was evacuated the next day (Log book of A. Rich, in: UTD/Rich/B1; Aircraft destroyed or lost, in: UTD/CIA/B49 F2; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; Minutes ExCom-AACL/AAM of 29 October 63, in: UTD/CIA/B7F2; List "Aircraft accidents 1963", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-17 58.985 August 63 ex USCG 1332

Service history: assigned to contract no. AF62(531)-1758 for use out of Udorn, estimated date of arrival was 7 October 63 (AAM Aircraft Availability for 21 September 63, in: UTD/Walker/B25F8); in use out of Udorn at least between 6 January 64 and 16 May 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); assigned to contract AF62(531)-1758 in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

Fate: transferred to the Royal Lao Air Force as "1332" on 25 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); not current with the RLAf on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D H-18 58.1056 August 63 ex USCG 1335

Service history: assigned to contract no. AF62(531)-1758 for use out of Udorn, estimated date of arrival was 14 October 63 (AAM Aircraft Availability for 21 September 63, in: UTD/Walker/B25F8); in use out of Udorn at least between 2 December 63 and 1 April 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24);

assigned to contract AF62(531)-1758 in February 64 and in April 64 (AAM aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4) and in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); not current in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3).

Fate: to the RLAF as “1335” in 1964/65; RLAF UH-34D “1335” was reportedly lost in Laos on 23 June 1966 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D H-19 58.1040 July 64 bailed from USMC BuA
145807

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); received three hits on 30 July 64, when piloted by Capt. Wayne Knight (Log book of A. Rich, in: UTD/Rich/B1).

Fate: shot down near route 42 north of Phong Savan (LS-21) and Ban Peung (LS-95) at the southeast corner of PDJ, Laos, on 18 August 64, when trying to rescue the Thai pilot (Capt. I. Tavashi, Chief of Staff) of a Thai T-28 which had been shot down; the pilot, Capt. William A. Zeitler, escaped, but F/M Cornelio N. (“Pappy”) Pascual was killed by gunfire onboard H-19; H-19 blew up on the ground; Billy Zeitler was later rescued by H-20, piloted by Jack Connors and Stan Wilson; the downed Thai pilot was killed rather than surrender (UTD/Leary/B1 for 18 August 64; XOXO of 24 August 64, in: UTD/Walker/B23F17; Aircraft accidents 1964, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Personal observation made by D. H. Hickler, in: UTD/Hickler/B3 cont. I; “Personal Observation”, that is doc. no. GML-64-065H, sent by Dave Hickler to Air America’s President on 22 August 64, document in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005; the accident is also described in: Robbins, *Air America*, pp.146/7).

Sikorsky UH-34D H-20 58.1042 July 64? bailed from USMC BuA
145808

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); piloted by Jack Connors and Stan Wilson, H-20 rescued the pilot of UH-34D H-19, William A. Zeitler, who had been shot down near route 42 north of LS-21/95 at the southeast corner of the PDJ, Laos, on 18 August 64, while trying to rescue the Thai pilot (Lt. Iriyapong Tavashi, Chief of Staff and base commander at Udorn) of a downed Thai T-28; the downed Thai pilot was killed rather than surrender (UTD/Leary/B1 for 18 August 64).

Fate: made a forced landing at an unknown location in Laos due to an engine failure on 13 February 65 and was destroyed by unfriendly forces on 16 February 65 (XOXOs of 14 February 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 15 February 65, in: UTD/CIA/B7F4).

Sikorsky UH-34D H-21 58.973 July 64? bailed from USMC BuA
145789

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); made an emergency landing at coordinates TG5670 in Laos on 12 August 65, while en route from Long Tieng (LS-98) to TG5470, when a rotor

blade broke in flight, rendering the aircraft uncontrollable (XOXOs of 13 to 24 August 65, in: UTD/Walker/B24F1; Memorandum of 7 September 65, in: UTD/CIA/B58F4; Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; flown by Ch. O. Davis to Sam Thong (LS-20), Laos, on 17 August 65 (Davis, *Across the Mekong*, p. 103); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Air-craft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/ B1F2).

Fate: not current with Air America on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); had been transferred to the RLAF as “5789” in 1967/68; RLAF UH-34D “5789” was reportedly lost in Laos on 3 June 1968 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).



UH-34D H-22 somewhere in Laos in the mid-sixties
(UTD/Wiren/B2)

Sikorsky UH-34D	H-22	58.948	20 July 64	bailed from USMC BuA 145780
-----------------	------	--------	------------	--------------------------------

Service history: assigned to Udorn on 20 July 64 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); the pilot undershot a landing site at an unknown location in Laos on 4 October 64 during heavy rain (Aircraft accidents 1964, in: UTD/CIA/B49F2); made an emergency landing near Hua Moun (LS-58), Laos, in an unfriendly area, on 30 January 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2; Log book of A. Rich, in: UTD/Rich/B1); repaired; used on a rescue mission to Son La, North Vietnam, on 20 June 65 to rescue the crew of a US Navy F4H that had been shot down; H-22 was shot at, the mission was aborted, and H-22 returned to Udorn for repair (see report by George Carroll, in: Davis, *Across the Mekong*, pp. 86-90); assigned to contract AF62(531)-1841 for use out of Udorn, in: November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/ B1F2); received battle damage at LS-95 on 20 December 65 (XOXO of 20 December 65, in: UTD/Walker/B25F2); lost rotor rounds per minute during takeoff in downdraft at the H-43 accident site on 8 September 66, so that the tail broke off and the helicopter rolled over (XOXO of 8 Sept. 66, in: UTD/Hickler/B26F16; Accident report of 8 September 66, in: UTD/CIA/B58F13; Minutes ExCom-AAAC/AAM of 14 September 66, in: UTD/CIA/B8F1); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); at Udorn on 17 February 69; assigned to contract AF62531-67-C-0028 still 16-30 June 69 (F.O.C. of 15 June 69,

in: UTD/Hickler/B8F7B; Log book of E. Munsell, in: UTD/Munsell/B3F24); a photo can be seen in: UTD/Hickler/B29, and in: Lundh, *Sikorsky H-34*, p. 125; a slide is preserved in: UTD/Wiren/B2; not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

Fate: given to the Royal Lao Air Force as “5780” in July/August 69; not current with Air America on 15 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-23	58.1393	64?	bailed from USMC BuA 148808
-----------------	------	---------	-----	--------------------------------

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); a photo can be seen in: UTD/Hickler/B32 and Lundh, *Sikorsky H-34*, p. 126.

Fate: ditched into the Mekong River, Thailand/Laos, about 20 nautical miles from Vientiane during bad weather and sunk on 20 August 65 at about 19.30 hours local time in the dark, while en route from Nam Lieu (LS-118A), Laos, to Vientiane (L-08); the crew, pilot Capt. Bob J. Nunez, flight mechanic Steve I. Nichols, and deadhead Captain F. W. Calhoun survived swimming to the banks, but four passengers died in the water; the aircraft was not found (XOXOs of 20 to 23 August 65, in: UTD/Walker/B24F1; Davis, *Across the Mekong*, pp. 106-108; Accident report for 20 August 65, in: UTD/CIA/B58F5; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2; Aircraft accidents 1965, in: UTD/CIA/B49F2; DD/S, Monthly Report for August/September 1965, p. 3, online no. [1818029/196508](#)); still officially assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2) - recovery pending.

Sikorsky UH-34D	H-24	58.1726	64?	leased from Royal Thai Air Force H.4-32/08 (e- mail dated 28 March 04, kindly sent to the author by Martin Best); ex US Army 63-13006
-----------------	------	---------	-----	--

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); Helicopter Identification gives identity as “13006” (in: UTD/Hickler/B26F19); was assigned to contract AF62(531)-1758 out of Udorn before being released from that contract on 30 January 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1).

Fate: returned to the Royal Thai Air Force on 30 January 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) as H.4-32/08, which was acquired on 14 February 1965 (e-mail dated 28 March 04, kindly sent to the author by Martin Best).

Sikorsky UH-34D	H-25	58.1727	64?	leased from Royal Thai Air Force H.4-33/08 (e- mail dated 28 March 04, kindly sent to the author by Martin Best); ex US Army 63-13007
-----------------	------	---------	-----	--

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); Helicopter Identification gives identity as “13007” (in: UTD/Hickler/B26F19); was assigned to contract AF62(531)-1758 out of Udorn before being released from that contract on 30 January 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1).

Fate: returned to the Royal Thai Air Force on 30 January 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) as H.4-33/08, which was acquired on 14 February 65 (e-mail dated 28 March 04, kindly sent to the author by Martin Best).

Sikorsky UH-34D	H-26	58.1728	64?	believed leased from the Royal Thai Air Force; ex US Army 63-13008
-----------------	------	---------	-----	--

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); Helicopter Identification gives identity as “13008” (in: UTD/Hickler/B26F19); on 28 February 65, a truck collided with H-26 at an unknown location in Laos (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired.

Fate: crashed at Pho Lang Mon, 25 miles southeast of Luang Prabang (L-54), Laos, on 5 March 65, while resupplying a high mountain position (pad “Foxtrot”) northwest of Mounng Soui, killing Charles D. Jones and 4 passengers; H-26 suffered engine problems, crashed violently against the side of a mountain, rolled downslope, caught fire and finally came to rest hundreds of feet below, where it burnt to ashes, incinerating all occupants, except for a guide seated in the cockpit; H-26 had flown under the provisions of contract AF62(531)-1758 (XOXOs of 5 to 7 March 65, in: UTD/Walker/B25F2; Accident report for 5 March 65, in: UTD/CIA/B58F2; Employee accident report, in: UTD/CIA/B34F1; List “Total number of company employees killed in aircraft accidents”, in: UTD/CIA/B1F10; Aircraft accidents 1965, in: UTD/CIA/B49F2; Memorial; Memorial file, in: UTD/LaShomb/B16F3; List “Company operated aircraft lost or destroyed”, in: UTD/CIA/B1F10 and UTD/CIA/B49F2; UTD/Leary/B1 for 5 March 65; Davis, *Across the Mekong*, p. 60; Log book of A. Rich, in: UTD/Rich/B1).

Sikorsky UH-34D	H-27	58.537	64?	bailed from USMC BuA 144637
-----------------	------	--------	-----	--------------------------------

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); had a taxi accident at an unknown location in Laos on 18 February 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; had a power loss at coordinates QC0878 on 30 May 65, but flown to T-516 and repaired (XOXO of 31 May 65, in: UTD/Walker/B25F2); on 18 July 65, the aircraft went aft, left ground and fell on the left side during ground tests at Udorn (Accident report for 18 July 65, in: UTD/CIA/B58F3; Aircraft accidents 1965, in: UTD/CIA/B49F2, gives 17 July 65); repaired; assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2).

Fate: to the Royal Lao AF as “4637” in 67?; current with the RLAF on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 93; reportedly to the South Vietnamese AF as “44637”, but this is probably wrong.

Sikorsky UH-34D H-28 58.538 64? bailed from USMC BuA
144638

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); made a precautionary landing at LS-69A on 3 October 65; engine was changed (XOXO of 5 October 65, in: UTD/Walker/B24F1); participated in the search for the ill-fated UH-34D H-32 in the Saravane (L-44) area on 13 October 65 (Chronological account, in: UTD/CIA/B58F6); assigned to contract AF62(531)-1841 at least since 1 November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); on 6 January 66, a passenger caused a slight damage to the aircraft in flight, but it was able to land at coordinates WD 5030 (XOXO of 6 Jan. 66, in: UTD/Hickler/B26F16).

Fate: transferred to the R.Lao AF as "4638" on 20 February 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1); in use at Udorn (for local tests only?) on 17 October 68 and 13 April 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; type not given); believed to be this **R.Lao AF UH-34D test flown** after maintenance; current with the RLAf on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-29 58.1052 64? bailed from USMC BuA
145812

Service history: not current on 7 July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); on 6 February 65, H-29 had an engine failure at TG4738, not yet recovered on 8 February 65 (XOXO of 8 February 65, in: UTD/Walker/B25F2); assigned to contract AF62(531)-1841 in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1) and in April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1); on IRAN at that time, estimated return on 6 May 66; current on 4 May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 26 May 66, H-29 made a forced landing at coordinates PB 6898 due to engine trouble; returned to Udorn the following day (XOXOs of 26 and 27 May 66, in: UTD/Hickler/B26F16).

Fate: not current with Air America on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); transferred to the RLAf as "5812" in 1967/68; RLAf UH-34D "5812" was reportedly lost in Laos on 16 January 1969 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D H-30 58.1708 4 March 65 bailed from USMC BuA
150577

Service history: assigned to Udorn on 4 March 65 (Aircraft Status as of 1 May 68, in: UTD/Herd/B2); undershot the runway upon landing at an airstrip in Laos on 25 May 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; a photo can be seen in: *Airliners*, summer 93, p. 16; made a hard landing near Ban Na (LS-15) on 19 November 65, damaging the tail cone (XOXO of 19 November 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; officially deactivated by the USMC at JUSMAG Thailand on 9 December 65 (Nanson, USMC Helic. Disp.); made a crash landing at a 3600 foot pad at coordinates RC1339 near Luang Prabang (L 54) on 29 December 65 during a training flight (XOXO of 29 December 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2; a photo can be seen in: UTD/Abadie/B2F5, and in: Lundh,

Sikorsky H-34, p. 127; Memorandum of 15 January 66, in: UTD/CIA/B58F7); repaired; on 8 January 66, H-30 had an unknown accident close to Luang Prabang (L-54), where it waited for transportation to Udorn that day (XOXO of 8 Jan. 66, in: UTD/Hickler/B26F16); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); flew Udorn-Vientiane on 14 March 68 (Log book of D. D. Wharton, in: UTD/Wharton/B1F2); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 15 January 69, H-30, flown by PIC T. Woosley and F/M M. A. Baccay, encountered a severe downdraft while landing at coordinates UH 3915 near Na Khang (LS-36) and was damaged, but repaired later (XOXO of 15 Jan. 69, in: UTD/Hickler/B26F18); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69; released to IRAN on 15 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 29 January 70, H-30, operated by PIC D. L. Fraher and F/M J. M. Forrest, was taxiing at Sam Thong (LS-20), when it was struck by Caribou "393" (XOXO of 29 Jan. 70, in: UTD/Hickler/B25F10); on 17 February 70, H-30, flown by PIC Elmer Munsell, F/O R. W. Bailey, and F/M C. Hill, made a precautionary landing at coordinates UG 2686 near Bouam Long (LS-32); repaired (XOXO of 17 Feb. 70, in: UTD/Hickler/B25F10); on 26 November 70, the tail wheel locking pin of H-30 broke, while the aircraft was at Wattay airport, Vientiane (L-08), repaired (XOXO of 26 Nov. 70, in: UTD/Hickler/B25F10); and in use out of Udorn at least between 11 June 68 and 12 June 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; Udorn daily flight schedule of 23 June 69, in: UTD/Hickler/B8F1); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-15 July 71 (F.O.C. of 1 July 71, in: UTD/Hickler/B8F7B); put into temporary storage on 10 July 71 (F.O. Circular of 15 July 71, in: UTD/Hickler/B8F7B).

Fate: with the Royal Lao Air Force as "0577" on 1 March 72; current with the RLAF on 1 June 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 June 73, in: UTD/Bisson/B5 reel 24); escaped from Laos and landed at Ubol on 25 June 1975; remained there unattended until 1987, when the US Government sold it to SPM Company, Thailand; ultimate fate unknown (e-mail dated 19 March 2004, kindly sent to the author by Martin Best who had obtained that information from the Royal Thai Air Force Museum, Bangkok); believed to be the anonymous UH-34 that is now preserved at a temple in Pathum Thani, northeast of Bangkok.

Sikorsky UH-34D	H-31	58.1170	March 65?	bailed from USMC BuA 148057; officially deactivated by the USMC at JUSMAG Thailand only on 9 Dec. 65 (Nanson, "USMC Helic. Dispos.")
-----------------	------	---------	-----------	--

Service history: based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3); a photo taken at Sam Thong (LS-20) in May 65 is preserved in: UTD/Hickler/B32; the tail wheel assembly broke at Ban Houei Sai (L-25) on 21 August 66 (Accident report for 21 August 66 and photo, in: UTD/CIA/B58F11); repaired; received extensive battle damage in the vicinity of LS-36 on 30 September 65 (XOXO of 30 September 65, in: UTD/Walker/B24F1); assigned to contract

AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 22 August 66, the tail wheel assembly of H-31 collapsed, when the aircraft landed at Ban Houei Sai (L-25); repaired (XOXO of 22 Aug. 66, in: UTD/Hickler/B26F16).

Fate: destroyed at Luang Prabang (L-54), Laos on 2 February 67, at about 1.05 hours local time, when hit by rockets; there were no injuries or fatalities (XOXO of 2 Feb. 67, in: UTD/Hickler/B26F16; Accident report, in: UTD/CIA/B59F1; Minutes Ex Com-AAAC/AAM of 14 February 67, in: UTD/CIA/B8F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 2 February 67).

Sikorsky UH-34D H-32 58.1444 9 March 65 bailed from USMC BuA
149344

Service history: assigned to Udorn on 9 March 65 (Aircraft Status as of 1 May 68, in: UTD/Herd/B2); crashed on take-off from a pad at coordinates XC 675465 near Saravane (L-44), Laos, on 12 October 65 and hit the ground at 90 mph, killing the pilot, Capt. Richard H. Liebert, the co-pilot, Franklin D. Smith, and 2 USAID passengers, including Mike Deuel (UTD/Leary/B1 for 12 October 65; Conboy / Morrison, *Shadow war*, p.142; a photo is preserved in: UTD/Abadie/B2F5; Minutes of 13 October 65, in: UTD/CIA/B7F4; Log book of A. Rich, in: UTD/Rich/B1; Memorial file, in: UTD/LaShomb/B16F3; Aircraft accidents 1965, in: UTD/CIA/B49F2; Chronological account, in: UTD/CIA/B58F6; Board of Review report, in: UTD/CIA/B34F1); on 13 October 65, a para team from Pitt's Camp (T-603) jumped into the site from Caribou "853" to secure the area (XOXO of 13 October 65, in: UTD/Walker/B24F1); officially deactivated by the USMC at JUSMAG Thailand on 9 December 65 (Nanson, USMC Helic. Disp.); although the aircraft was initially considered to be a total loss (List "Aircraft destroyed or lost", in: UTD/CIA/B49F2), it was repaired; assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66; returned from IRAN on 30 May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 18 February 67, H-32 settled into the tree tops, after taking off from a pad at coordinates TG 7205, but there were no problems (XOXO of 18 Feb. 67, in: UTD/Hickler/B26F16); on 25 February 67, H-32 made a forced landing at Hong Sa (LS-62) due to engine problems; repaired (XOXO of 25 Feb. 67, in: UTD/Hickler/B26F16); on 1 May 67, H-32 settled into a field beside the highway, 5 miles west of New Paksong (LS-180); repaired (XOXO of 1 May 67, in: UTD/Hickler/B26F16); on 31 May 67, H-32 made a forced landing in a small clearing at XB-2879, while on a flight from Pakse (L-11) to PS-22, and hit the trees, damaging the main and the tail rotor ; there are photos in the report (XOXO of 31 May 67, in: UTD/Hickler/B26F16; Accident report for 31 May 67, in: UTD/CIA/B59F5); repaired; picked up the crew and the passengers of the downed H-54 near Saravane, Laos, on 26 February 68 (UTD/Leary/B1 for 26 February 68); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Udorn on 23 June 69 and 25 June 69 (Udorn daily flight schedules, in: UTD/Hickler/B8F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20);

assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 22 July 68 and 5 July 71 (Log book of D. Keele, in: UTD/Keele/B1F6; UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: Miller/B4F6); current on 15 July 71 (F.O. Circular of 15 July 71, in: UTD/Hickler/B8F7B).

Fate: hit by large caliber ground fire (12.7) during approach to landing at coordinates TH-2427 near Ban Dong Hene (LS-54), Laos, on 28 March 72; autorotated into a rice field in the valley near the helipad; PIC T. Woosley, F/O I. Freedman, F/M R. A. Tolentino and 9 indigenous passengers escaped, but the aircraft exploded and burned and was subsequently destroyed by fire; there were no injuries (XOXO of 28 March 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F3; Minutes ExCom-AAACL/AAM of 14 April 72, in: UTD/CIA/B9F7; UTD/Leary/B1 for 29 March 72).

Sikorsky UH-34D H-33 58.1470 10 March 65 bailed from USMC BuA
149368

Service history: assigned to Udorn on 10 March 65 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); used on a rescue mission to Na San / Son La Valley, North Vietnam, on 20 June 65 to rescue the crew of a US Navy F4H that had been shot down; H-33 was shot at, the mission was aborted, and H-33 returned to Houei Ma (LS-107), Laos, for repair (see report by George Carroll, in: Davis, *Across the Mekong*, pp. 86-90; although this report states that the aircraft involved was H-23, Dick Casterlin, who was the Pilot-in-Command of that mission, says it was H-33: e-mail dated 14 December 2008 sent by Dick Casterlin to Paul Oelkrug who forwarded it to the author); on 5 September 65, H-33 touched some trees while on a pickup mission in the LS-58 area (XOXO of 5 September 65, in: UTD/Walker/B24F1); officially deactivated by the USMC at JUSMAG Thailand on 9 December 65 (Nanson, USMC Helic. Disp.); on 1 May 66, H-33 received a hole in the fuselage due to an electrical fire, when it was at Luang Prabang (L-54); flown to Udorn the following day and repaired (XOXOs of 1 and 2 May 66, in: UTD/Hickler/B26F16); flown by Ch. O. Davis on 19 May 66 (Davis, *Across the Mekong*, p. 129); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 2 February 67, H-33 made a forced landing at Houei Ki Nin (LS-38) due to warning lights, but then proceeded to Sam Thong (LS-20) (XOXO of 2 Feb. 67, in: UTD/Hickler/B26F16); received bullet damage at coordinates TH2506 on 28 February 67 (XOXO of 28 February 67, in: UTD/Leary/B34F9); the tail section failed and broke off to the right, while taxiing at Luang Prabang (L-54), Laos, on 28 March 68 (XOXO of 28 March 68, in: UTD/Hickler/B25F14; Accident report, in: UTD/Hickler/B24F7; photos are preserved in: UTD/CIA/B60F3); repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AF62531-67-C-0028 still 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 20 June 68 and 10 July 69 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24).

Fate: given to the Royal Lao Air Force as "9368" in July/August 69; not current with Air America on 15 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); still current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-34	58.964	May 65	bailed from USMC BuA 145786
-----------------	------	--------	--------	--------------------------------

Service history: not current in April 65, but current on 3 May 65 (Aircraft list of April 65, in: UTD/Walker/B12F3; Planned Aircraft Assignments, Memo of 3 May 65 in: UTD/Walker/B12F3); in use on contract no. AF62(531)-1841 in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1), April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1), and May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 18 July 66, H-34 hit a telephone pole while approaching to Long Tieng (LS-20A) in heavy rain and landing in the road bed at Skyline drive, damaging the main rotor blade; nobody was injured, and on 22 July 66, H-34 returned to Udorn (T-08) after repairs (XOXO of 18 and 22 July 66, in: UTD/Hickler/B26F16; Minutes Ex Com-AACL/AAM of 27 July 66, in: UTD/CIA/B8F1) not with Air America on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2)

Fate: to the Royal Lao AF as "5786" prior to 1 May 68; still current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-35	58.908	May 65	bailed from USMC BuA 145769
-----------------	------	--------	--------	--------------------------------

Service history: not current in April 65, but current on 3 May 65 (Aircraft list of April 65, in: UTD/Walker/B12F3; Planned Aircraft Assignments, Memo of 3 May 65 in: UTD/Walker/B12F3); already covered by contract no. AFAF62(531)-1841, Exhibit "B", of 1 July 65 (in: UTD/Kaufman/B1F9); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); a photo can be seen in: *Troupes d' Élite Aviation*, no.142, p. 184; suffered an inflight engine fire on 31 May 65 and made an emergency landing at L-108 (XOXO of 31 May 65, in: UTD/Walker/B25F2); the tail wheel broke off in a chuck hole, while turning on the ground at Moung Son (L-59) on 29 June 66; there are photos in the report (Accident report for 29 June 66, in: UTD/CIA/B58F10); on 24 March 67, H-35 made a forced landing at Moung Soui (L-108) after receiving battle damage near Phou So (LS-57); returned to Udorn the following day and was repaired (XOXO of 24 and 25 March 67, in: UTD/Hickler/B26F16).

Fate: not current with Air America on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); to the Royal Lao AF as "5769" after 4 May 66; current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 93.

Sikorsky UH-34D	H-36	58.1018	April 65	bailed from USMC BuA 145799
-----------------	------	---------	----------	--------------------------------

Service history: not current in April 65, but current on 3 May 65 (Aircraft list of April 65, in: UTD/Walker/B12F3; Planned Aircraft Assignments, Memo of 3 May 65 in: UTD/Walker/B12F3); on 28 April 65, the strut was separated, when the aircraft was towed away at Udorn (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; already covered by contract no. AFAF62(531)-1841, Exhibit "B", of 1 July 65 (in: UTD/Kaufman/B1F9); assigned to contract AF62(531)-1841 for use out of Udorn in November 65, April 66, and May 66 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1;

Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2).

Fate: crashed on take-off from coordinates UH-3838 (LZ-FF), Laos, due to a loss of power, and made an emergency landing at the pad on 28 March 67. The crew and the 8 passengers, which were to be flown to Na Khang (LS-36), egressed shortly before the aircraft rolled over and was subsequently destroyed by fire (XOXO of 28 March 67, in: UTD/Hickler/B26F16; Accident report for 28 March 67, in: UTD/CIA/B59F2; UTD/Leary/B1 for 28 March 67; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).



UH-34D H-37 during the flood at Vientiane in 1966
(UTD/Wharton/B2F2)

Sikorsky UH-34D	H-37	58.1083	May 65	bailed from USMC BuA 147167
-----------------	------	---------	--------	--------------------------------

Service history: not current in April 65, but current on 3 May 65 (Aircraft list of April 65, in: UTD/Walker/B12F3; Planned Aircraft Assignments, Memo of 3 May 65 in: UTD/Walker/B12F3); already covered by contract no. AF62(531)-1841, Exhibit "B", of 1 July 65 (in: UTD/Kaufman/B1F9); had an accident in September 65, was repaired and returned to LS-36 on 15 September 65 (XOXO of 15 September 65, in: UTD/Walker/B24F1); in use on contract no. AF62(531)-1841 in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1), April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1), and May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 22 December 66, H-37 made a forced landing at Thakhek East (L-40), due to an engine failure; believed repaired (XOXO of 22 Dec. 66, in: UTD/Hickler/B26F16); a photo taken at Vientiane in 1966 is preserved in: UTD/Wharton/B2F2.

Fate: not current with Air America on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); transferred to the RLAF as "7167" in 1967/68; RLAF UH-34D "7167" was reportedly lost in Laos on 15 or 21 September 67 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-38	58.1763	14 March 66	bailed from USMC BuA 153125
-----------------	------	---------	-------------	--------------------------------

Service history: struck off charge from USN FR North island in April 66 (e-mail

dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 14 March 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66, and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); at Udorn on 3 December 66 (UTD/Shane Tang [S.C. 5]).

Fate: hit by 57mm rifle shot on 3 August 67, 30 seconds after having landed at coordinates TH-2867, a pad located 24 miles NE of Luang Prabang (L-54), and destroyed by fire; the American flight mechanic, Lowell Z. Pirkle, and a Lao passenger were killed; the pilot, Captain C. A. Weitz, and First Officer C. L. Asta escaped; the area where the incident occurred was overrun by hostile forces thereafter; H-38 had departed Mol Lok (LS-131), Laos, at 17.10 hours local time to evacuate wounded local personnel from a landing zone at coordinates TH-2867 under the provisions of contract no. AF 1841 (XOXO of 3 and 4 August 67, in: UTD/Hickler/B27F1; Accident report for 3 August 67, in: UTD/CIA/B59F8; Minutes ExCom-AACL/AAM of 8 August 67, in: UTD/CIA/B8F2; Board of Review report, in: UTD/CIA/B34F2; UTD/Leary/B1 for 3 August 67; Memorial file, in: UTD/LaShomb/B16F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; CIA document no. c05268509 online readable on the CIA website at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05268509.pdf).

Sikorsky UH-34D	H-39	58.1764	13 March 66	bailed from USMC BuA
				153126

Service history: struck off charge from USN FR North island in April 66 (e-mail dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 13 March 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66, and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); used out of Udorn on 23 June 69 (Udorn daily flight schedule, in: UTD/Hickler/B8F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 8 August 68 and 21 July 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 6 August 71, H-39, flown by PIC D. L. Ankerberg, Training F/M J. T. Nakamoto, and F/M R. S. Nuestro, lost generator power immediately after take off from Vientiane (L-08) and made an emergency landing; repaired (XOXO of 6 August 71, in: UTD/Hickler/B25F11).

Fate: received battle damage and made a forced landing into the jungle at coordinates XC 0515 near Ban Saphat (LS-175), Laos, on 3 September 71, with PIC A. R. Byrne, F/O Frank E. Stergar, F/M Steve Sickler and 8 passengers onboard; all were rescued by Air America UH-34D H-44, and H-39 was destroyed by T-28s by order of the customer (XOXO of 3 Sept. 71, in: UTD/Hickler/B25F11; UTD/Leary/B1 for 3 September 71; List "Aircraft destroyed or lost", in: UTD/CIA/B49 F2).



UH-34D H-40 carrying a CASI Porter at Udorn
(*Air America Log*, vol. V, no.2, 1971, p. 4)

Sikorsky UH-34D H-40 58.1765 15 March 66 bailed from USMC BuA
153127

Service history: struck off charge from USN FR North island in April 66 (e-mail dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 15 March 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66, and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); at Udorn on 3 December 66 (UTD/Shane Tang [S.C. 5]); recovered the ill-fated PC-6 N153L, probably in December 66 (a photo is preserved in: UTD/Hickler/B28); rescued the crew of the ill-fated UH-34D H-52 on 22 February 68 (Accident report, in: UTD/Hickler/B24F3); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); recovered an ill-fated Continental Air Services PC-6 at an unknown date (old photos in *Air America Log*, vol. V, no.2, 1971, p. 4).

Fate: suffered an in-flight engine failure at coordinates TJ4312, about 3 miles east of Ban Pha Thong (LS-247) on 14 June 68, probably after receiving ground fire; the aircraft made an emergency landing, and the crew - Pilot in Command L. P. Egan and Flight Mechanic M. A. Backay - was immediately picked up by UH-34D H-41, as the area was not secure. On 18 June 68, a recovery team visited the site, but the checks could not be completed due to enemy action at the site; on 21 June 68, LS-247 was overrun by the enemy, and H-40 was destroyed upon request of the customer (XOXOs of 14 to 22 June 68, in: UTD/Hickler/B10F12; Accident report of 14 June 68, in: UTD/CIA/B60F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-41 58.1766 13 March 66 bailed from USMC BuA
153128

Service history: struck off charge from USN FR North island in April 66 (e-mail dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 13 March 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66, and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); received ground fire, when landing at coordinates TH-0688 in Laos on 8 November 66, took off, and returned to Nam Bac (LS-203), where it crash-landed; one passenger died (XOXO of 8 Nov. 66, in: UTD/Hickler/B26F16; Accident report of 8 November 66, in: UTD/CIA/B58F14); assigned to contract AF62531-67-

C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Udorn at least between 2 August 68 and 6 November 69 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: MillerB4F6); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

Fate: landed on a tree stump hidden by grass on an unprepared landing zone at coordinates TJ 7012 near Yung Tuia (LS-217) in Laos on 16 September 69, damaging the exhaust collector ring; the aircraft had been flown by PIC E. D. Rudolfs, Training PIC H. P. Edwards, and F/M R. Campit; nobody was injured; the aircraft had to be abandoned and was subsequently further damaged by the enemy (XOXO of 16 Sept. 69, in: UTD/Hickler/B25F9; Minutes ExCom-AACL/AAM of 23 September 69, in: UTD/CIA/B8F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-42 58.1762 30 March 66 bailed from USMC BuA
153124

Service history: struck off charge from USN FR North island in April 66 (e-mail dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 30 March 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66, and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2).

Fate: hit by gunfire while landing FAR troops northeast of Bouam Long (LS-32), Laos, in the Mounng Hiem (LS-48A) area on 19 May 66, killing the pilot, Capt. John W. Wilmot Jr., and 8 passengers; F/M Matthew Luca was severely burnt, but escaped together with 2 passengers; the aircraft was destroyed by ground fire; H-42 had been one of 7 Air America helicopters involved in a passenger movement from LS-48A to "T" pad at coordinates UH-3301 (Accident report for 19 May 66, in: UTD/CIA/B58F9; Minutes ExCom-AACL/AAM of 25 May 66, in: UTD/CIA/B8F1; UTD/Leary/B1 for 19 May 66; Aircraft accidents 1966, in: UTD/CIA/B49F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; out of Udorn also Davis, *Across the Mekong*, pp. 129-30; Memorial file, in: UTD/LaShomb/B16F3, gives Thamla as location).

Sikorsky UH-34D H-43 58.1768 2 April 66 bailed from USMC BuA
153130

Service history: struck off charge from USN FR North island in April 66 (e-mail dated 3 March 2015, kindly sent to the author by Sid Nanson); added to contract AF62(531)-1841 for use out of Udorn on 2 April 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); arrived directly from Sikorsky; assigned to contract AF62(531)-1841 for use out of Udorn in April 66 and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); taken in a downdraft on the lee side of a ridge at coordinates QC-5210 in the Luang Prabang (L-54) area on 7 September 66, causing major damage (XOXO of 7 Sept. 66, in: UTD/Hickler/B26F16; Accident report for 7 September 66, in: UTD/CIA/B58F12; Minutes ExCom-AACL/AAM of 14 September 66, in: UTD/CIA/B8F1); repaired; at Udorn on 14 December 66 (UTD/Shane Tang [S.C. 5]); incurred substantial damage after an engine failure in the vicinity of Mounng Soui (L-

108) and crashed into a village on 23 April 67; H-43 came from Long Tieng (LS-20A) and was to shuttle radio equipment from Moung Soui (L-108) to Phu Cum II (LS-50) under the provisions of contract no. AF 62(531)-1841 (XOXO of 23 April 67, in: UTD/Hickler/B26F16; Accident report for 23 April 67, in: UTD/CIA/B59F3); later repaired.

Fate: hit a mountain in bad weather when en route Pakse-Ban Thateng (PS-28) near Pakse (L-11), Laos, on 8 August 67 and crashed into the cliff at coordinates XC435 045, killing the pilot, Capt. John J. Cooney, and the flight mechanic, Earle E. Bruce Jr. (XOXOs of 8 to 14 August 67, in: UTD/Hickler/B27F1; UTD/Leary/B1 for 8 August 67; Memorial file, in: UTD/LaShomb/B16F3); the aircraft was destroyed by fire (Minutes ExCom-AACL/AAM of 22 August 67, in: UTD/CIA/B8F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; a photo is preserved in: UTD/Abadie/B2F9).

Sikorsky UH-34D	H-44	58.1777	15 Oct. 66	bailed from USMC BuA 153133
-----------------	------	---------	------------	--------------------------------

Service history: transferred by the USMC to MAP on 12 October 66 (Nanson, USMC Helic. Disp.); assigned to Udorn on 15 October 66 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; on 27 April 68, H-44 suffered a sudden loss of oil pressure, while landing near PS-7; the crew consisting of Messrs. R. D. Davis, P. E. Jennings, and S. Juntarapbool was not injured (XOXO of 27 April 68, in: UTD/Hickler/B25F14); repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); the main rotor was struck by the tail rotor of UH-34D H-48, while parked at Na Khang (LS-36), Laos, on 12 January 69 (XOXO of 12 Jan. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2); repaired; landed at night and in foggy weather at Moung Soui (L-108), Laos, on 9 February 69 (Accident report, in: UTD/Hickler/B24F2); struck by the right wing tip of a landing aircraft (C-130), while parked at Luang Prabang (L-54), Laos, on 1 July 69, damaging dynamic parts and injuring the pilot; repaired (XOXO of 1 July 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Dreifus/B1F1; Accident report plus photos in: UTD/CIA/B60F11; Minutes ExCom AAM/AACL of 8 July 69, in: UTD/CIA/B8F3); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 20 June 68 and 3 June 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); made a forced landing at coordinates TH 0507 near Luang Prabang (L-54) in Laos on 2 March 72, after the engine chip warning light came on, damaging the engine; repaired and returned to service on 3 March 72 (XOXO of 2 March 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 14 March 72, in: UTD/CIA/B9F7); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); H-44 was to be transferred to the RLAf in October 72 (Letter of 5 October 72, Det.11 AFCMC to Air America, in: UTD/Bisson/B5, microfilm reel no.24), but evidently remained with Air America; on 26 April 73, H-44, flown by PIC C. R. Carpenter, F/O M. D. Cooper, and F/M S. Kumtrup, made a precautionary landing at coordinates PC 664559, about 13 nautical miles northeast of Ban Houei Sai (L-25); on 27 April 73,

Air America Chinook “019” picked up H-44 and returned it to L-25 for repair (XOXO of 26 April 73, in: UTD/Hickler/B25F12); in storage at Udorn in September 73 (photos by Ward S. Reimer); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), and 1 November-31 December 73 (F. O. C.s of 1 Nov. 73, and 1 Dec. 73, in: UTD/Hick-



Air America UH-34Ds H-44, H-52, and others in storage at Udorn in September 73
(with kind permission from Ward S. Reimer)

ler/B8F7C); not current on 1 February 74 (F.O.Circular of 1 Feb. 74, in: UTD/CIA/B51F21).

Fate: ?; not current 1 February 74

Sikorsky UH-34D	H-45	58.1778	15 Oct. 66	bailed from USMC BuA 153556
-----------------	------	---------	------------	-----------------------------

Service history: transferred by the USMC to MAP on 12 October 66 (Nanson, USMC Helic. Disp.); assigned to Udorn on 15 October 66 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; at Udorn on 6 May 67; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 21 March 69, H-45 made a forced landing at Attopeu (L-10) due to an engine failure, when flown by PIC A. R. Byrne, SIC I. R. Gram, and F/M J. T. Mason (XOXO of 21 March 69, in: UTD/Hickler/B26F18); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 19 February 70, H-45 was hit by ground fire, while operating in the WD 0559 area; PIC A. R. Byrne and F/M A. P. Cortez remained uninjured, but 3 Lao passengers received minor injuries (XOXO of 19 Feb. 70, in: UTD/Hickler/B25F10); airlifted PC-6 N199X from an unknown accident in the mid 60ies (photos can be found in: UTD/Hickler/B28, and in: Lundh, *Sikorsky H-34*, p. 127); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 23 September 70, H-45, flown by PIC J. A. Lopes, F/O R. H. Koeppe, and F/M R. A. Legaspi, struck a small tree during take-off from a hastily constructed landing site at coordinates XB 8646 near Phou Kham Phouk (LS-166), while on an emergency evacuation of wounded; the flight was completed without further incident to PS-38, where the aircraft was secured (XOXO of 23 Sept. 70, in: UTD/Hickler/B25F10); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); put into temporary storage in late July 71, but later reactivated (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List

“Assigned, Maintained aircraft” as of 1 April 72, in: UTD/CIA/B49F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); in use out of Udorn at least between 2 August 68 and 5 February 74 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); a photo taken at Udorn in March 73 is preserved in: UTD/Landry/B1F2; on 26 April 73, H-45, flown by PIC G. J. Connolly and F/M R. A. Tolentino, suffered an engine failure and made a forced landing at coordinates TF 6799, about 6 nautical miles northeast of Ban Xon (LS-272); as an engine change was required, Air America Chinook “019” picked up H-45 and returned it to Udorn (XOXO of 26 April 73, in: UTD/Hickler/B25F12).

Fate: on 18 April 74, H-45 departed Long Tieng (LS-20A) with 5 Lao passengers, 500 pounds of cargo, and 500 pounds of fuel for Tango Pad X at coordinates TG 6233; the F/O was flying the aircraft and made his landing approach to the west with a light tail wind. The F/O overshot the pad, the RPM was decaying, and the aircraft swerved to the right, allowing only the right main gear to touch down on the pad. The aircraft settled, breaking the right main gear and rolled over one time, coming to rest on the right side. F/M Manoon Latloi was thrown from H-45 and apparently died almost instantly from a blow on the right side of his head. The pilot and the passengers were injured, but left the aircraft thru the emergency exit left side; on 27 April 75, H-45 was recovered and flown to Udorn; probably in May 74, the aircraft was considered to be a write-off (XOXOs of 18 to 27 April 74, in: UTD/CIA/B50F5; Minutes ExCom-AACL/AAM of 30 April 74, in: UTD/CIA/B10F1; Memorial file, in: UTD/LaShomb/B16F3; UTD/Leary/B1 for 18 April 74).



Two photos taken by MacAlan Thompson at Nam Bac (LS-203) in late May 67:
RLAF C-47 “374” struck by Air America UH-34D H-46, and an Air America mechanic
fixing the rotor blade of H-46
(both photos with kind permission from MacAlan Thompson)

Sikorsky UH-34D	H-46	58.1780	15 Oct. 66	bailed from USMC BuA 153558
-----------------	------	---------	------------	--------------------------------

Service history: transferred by the USMC to MAP on 12 October 66 (Nanson, USMC Helic. Disp.); assigned to Udorn on 15 October 66 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; on 1 March 67, H-46 made a forced landing at coordinates WE 4762 due to engine problems; repaired (XOXO of 1 March 67, in: UTD/Hickler/B26F16); taxied too close to RLAF C-47 “374”, after

landing at Nam Bac (LS-203) on 27 May 67, so that the main rotor blades struck the nose of the C-47, causing substantial damage to both aircraft; there are photos in the report (XOXO of 27 May 67, in: UTD/Hickler/B26F16; Accident report for 27 May 67, in: UTD/CIA/B59F4); repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 8 April 69, an indigenous soldier ran into the main rotor at Ban Na (LS-15) and was immediately killed (XOXO of 8 April 69, in: UTD/Hickler/B26F18; Accident report in: UTD/CIA/B60F9); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Udorn at least between 26 June 68 and 14 February 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: crashed on landing at the "Red Victor" pad located at TG 1696, 10 miles southeast of Luang Prabang (L-54), Laos, on 25 February 70 and burnt; was a training flight for First Officer John W. Beardsley; 4 passengers died in the fire; F/M Jose I. Gaculais was injured; F/O John W. Beardsley died of burns on 10 March 70, and Capt. Harvey B. Potter, the Pilot in Command, died of his burns on 2 March 70 (XOXO of 25 Feb. 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F11, and in: UTD/CIA/B60F15; Minutes BoD-AAM 17 March 70, in: UTD/CIA/B4F1; Memorial file, in: UTD/LaShomb/B16F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 25 February 70).

Sikorsky UH-34D	H-47	58.1779	6 Jan. 67	bailed from USMC BuA 153557
-----------------	------	---------	-----------	--------------------------------

Service history: transferred by the USMC to MAP on 3 January 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 6 January 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; on 22 February 67, H-47 made a successful autorotative landing into a rice paddy at coordinates TE 6242 after suffering from engine failure; repaired (XOXO of 22 Feb. 67, in: UTD/Hickler/B26F16); on 16 March 67, H-47 received minor damage to the skin at Nam Bac (LS-203); repaired (XOXO of 16 March 67, in: UTD/Hickler/B26F16); successfully landed in the Nam Hia Boum River in approximately 22 feet of water near coordinates VE-4898, Laos, on 14 September 67, after in-flight engine failure; the crew swam to the river bank (XOXO of 14 Sept. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3); on 20 December 67, a CH-47 attempted to recover H-47, but during recovery, the aircraft was dropped from 1500 feet and considered as "destroyed" (Accident report, in: UTD/Hickler/B24F3); nevertheless it was repaired and assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); received ground fire near Ba La Tee (LS-190) on 22 June 68 and crash-landed in a small wooded area; the crew was PIC H. B. Potter and F/M T. Woosley (XOXO of 22 June 68, in: UTD/Hickler/B10F12; Accident report of 22 June 68 plus photos, in: UTD/CIA/B60F5); damage repair in progress at Udorn in August 68, returned in September 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 4 July 69, the two main rotor blades of H-47 were damaged during a SAR mission at coordinates TG 9830 near Tha Tam Bleung (LS-72) (XOXO of 4 July 69, in: UTD/Hickler/B25F9); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Udorn at least between 21

November 68 and 17 June 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); left for overhaul (IRAN) on 26 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); a photo can be seen in: Yearbook 1984, in: UTD/Wharton/B1F3; not current on 1 January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 24).

Fate: to the Royal Lao Air Force as "3557" before January 72 (List of assigned / maintained aircraft as of 1 January 72, in: UTD/Bisson/B5 reel 24); still current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-48	58.1390	29 March 67	bailed from USMC BuA 148805; had been with Air America as H-Y 1961 to Sept. 62, then with CIC as CIC-2
-----------------	------	---------	-------------	--

Service history: assigned to Udorn on 29 March 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); returned to service on 6 September 68 after an accident (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); the tail rotor blades of H-48 struck the main rotor of UH-34D H-44, which was parked at Na Khang (LS-36), Laos, on 12 January 69 (XOXO of 12 Jan. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; Accident report plus photos, in: UTD/CIA/B60F8); repaired; in use out of Udorn at least between 3 October 68 and 30 June 69 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24), assigned to contract AF62531-67-C-0028 still 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B).

Fate: not with Air America on 15 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); given to the Royal Lao AF as "8805" in July/August 69; this aircraft rolled down an incline and struck Air America Volpar N9671C at Long Tieng (LS-20A), Laos, on 9 December 69 (Accident report, in: UTD/Hickler/B24F2); current with the RLAF on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 94; RLAF UH-34D "8805" was reportedly lost in Laos on 11 or 20 April 1972 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-49	58.1789	29 March 67	bailed from USMC BuA 153695
-----------------	------	---------	-------------	-----------------------------

Service history: transferred by the USMC to MAP on 13 February 67 (Nanson, USMC Helic. Disp.); assigned contract AF62(531)-1841 for use out of Udorn on 29 March 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; on 16 March 68, H-49 was hit by large caliber ground fire, while in flight in the vicinity of PS-7 (XOXO of 16 March 68, in: UTD/Hickler/B26F16); repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in:

UTD/LaShomb/B14); in use out of Udorn at least between 23 June 68 and 2 May 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); hit by large caliber round while in flight near LS-7 (?) on 16 March 68 (UTD/Leary/B1 for 16 March 68); on 3 March 69, H-49 received holes in the fuel cell, while flown in the Na Khang (LS-36) area by PIC J. D. Ford, SIC T. R. Cash, and F/M R. S. Strba (XOXO of 3 March 69, in: UTD/Hickler/B26F18); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

Fate: while within clouds, the main rotor blades struck several trees at TG 7916 (between LS-20 and LS-20A), Laos, on 19 May 70; the aircraft, which had been flown by PIC F. G. Stelle and F/M R. C. Bundalian, skidded downslope about 200 feet and crashed against a large tree; the pilot and flight mechanic escaped, before the aircraft was completely destroyed by fire (XOXO of 19 May 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F11, and in: UTD/CIA/B60F4; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-50 58.1790 29 March 67 bailed from USMC BuA
153696

Service history: transferred by the USMC to MAP on 13 February 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 29 March 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; UH-34D H-57 was parked on an incline up-slope of H-50 at Long Tieng (LS-20A), Laos, on 13 March 68, when it rolled down the incline and struck H-50, causing substantial damage (XOXO of 14 March 68, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F3); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Udorn at least between 29 July 68 and 18 June 69 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); contacted Helio XW-PBZ in mid-air, while landing at Sam Thong (LS-20), Laos, on 27 April 69, at or near touchdown, damaging the ADF antenna; continued operations (XOXO of 27 April 69, in: UTD/Hickler/B26F18; Minutes ExCom-AACL/AAM of 13 May 69, in: UTD/CIA/B8F3); assigned to contract AF62531-67-C-0028 still 16-30 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B); based at Udorn at least between 16 June 69 and 30 June 69 (F.O. Circular of 15 June 69, in: UTD/Hickler/B8F7B).

Fate: crashed upon landing at Khang Kho (LS-204), near Pa Doung (LS-5), Laos, on 17 July 69, killing the pilot, Gerald A. Booth, and the flight mechanic, Montano L. Centeno and 1 passenger; the aircraft was completely destroyed by fire (XOXO of 17 July 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2, and in: UTD/CIA/B60F12; Board of Review report, in: UTD/CIA/B34F3; Minutes ExCom-AACL/AAM of 8 July 69, in: UTD/CIA/B8F3; Memorial; Memorial file, in: UTD/LaShomb/B16F3; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-51 58.1791 20 May (?) 67 bailed from USMC BuA
153697

Service history: transferred by the USMC to MAP on 22 March 67 (Nanson, USMC Helic. Disp.)

Fate: crashed and burned during take-off from coordinates TF-6373, a helicopter pad

located in up-country Laos in the vicinity of Ban Keun (LS-44), on 7 July 67, killing 2 passengers; the aircraft was destroyed by fire (XOXO of 7 July 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24/F3, and in: UTD/CIA/B59F7; Minutes ExCom-AACL/AAM of 11 July 67, in: UTD/CIA/B8F2; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D H-52 58.1792 20 May 67 bailed from USMC BuA
153698

Service history: transferred by the USMC to MAP on 22 March 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 20 May 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; hit by heavy enemy fire after landing on a helipad at coordinates UG 115 275, Laos, on 22 February 68, and considered as "totally destroyed" by fire; Flight Mechanic J. H. Hope was injured; the crew was rescued by H-40 (XOXO of 22 Feb. 68, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F3; UTD/CIA/B60F1); nevertheless, the aircraft was repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68, damage repair in progress at Udorn; returned to service on 26 September 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 26 April 69, H-52, flown by PIC L. A. Higgins and F/M A. J. Alor, made a successful forced landing at coordinates TG 8741, 3 miles north of Ban Na (LS-15) due to engine problems (XOXO of 26 April 69, in: UTD/Hickler/B26F18); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Udorn at least between 4 October 68 and 29 June 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 31 March 71, H-52, flown by PIC U. A. White, F/O S. D. Kline, and F/M R. A. Legaspi, seemed to be lost, but was later found at Nam Tan (LS-268), unable to make radio contact; returned (XOXOs of 31 March and 1 April 71, in: UTD/Hickler/B25F11); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); put into temporary storage in late July 71, but reactivated later (F.O. Circular of 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); F/M Feliciano C. Manalo was killed in H-52 near Pakse (L-11), Laos, on 16 July 72, when H-52 came under large caliber enemy fire; the aircraft was repaired (XOXO of 16 July 72, in: UTD/Hickler/B27F2; UTD/Leary/B1 for 16 July 72); on 19 October, H-59, flown by PIC F. L. Stergar, SIC M. D. Warker, and F/M F. R. Mondelo, was hit by ground fire near Saravane (L-44), while rescuing the crew and passengers of H-62; the main rotor blades were damaged; repaired and returned to service on 20 October 72 (XOXO of 19 Oct. 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F12; Minutes ExCom-AACL/AAM of 24 October 72, in: UTD/CIA/B9F7; Memorial file, in: UTD/LaShomb/B16F3); the tail rotor contacted trees after taking off from the crash-site of C-123K "648" on 6 December 72, so that it made an emergency landing in the Paksong (LS-449) area (XOXO of 6 December 72, in: UTD/Hickler/B27F2; Accident report for "648" on 6 December 72, in: UTD/CIA/B61F15; Robbins, *Air America*, p. 218); later repaired; on 22 December 72, H-52, flown by PIC C. R. Carpenter, F/O M. D. Walker, and F/M T. Srisawat, was hit by ground fire during a medevac mission at coordinates XB 3377 near New Paksong (LS-180); so H-52 made an emergency

landing at LS-180, from where it was recovered by CH-47 helilift (XOXO of 22 Dec. 72, in: UTD/Hickler/B27F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C), in storage at Udorn in September 73 (photos by Ward S. Reimer); in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74, and 1 May 74 (F. O. Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D	H-53	58.1793	20 May 67	bailed from USMC BuA 153699
-----------------	------	---------	-----------	--------------------------------

Service history: transferred by the USMC to MAP on 22 March 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 20 May 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 4 December 69, H-53, flown by PIC Elmer Munsell and F/M R. S. Nery, made at forced landing at coordinates UG 6518 near Ban Moung Ngan (LS-236) due to a loss of engine oil pressure (XOXO of 4 Dec. 69, in: UTD/Hickler/B25F9); repaired; in use out of Udorn at least between 4 August 68 and 14 December 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 13 April 71, H-53, flown by PIC N. J. Bengtson, F/O J. J. Sweeney, and F/M R. A. L. Ramos, made a precautionary landing at coordinates TF 4512, 14 nautical miles north of Vientiane (L-08) due to engine problems; repaired (XOXO of 13 April 71, in: UTD/Hickler/B25F11); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); hit by ground fire at an unknown location in Laos on 26 December 71, when the main rotor blade was damaged; repaired (Minutes ExCom-AAAC/AAM of 11 January 72, in: UTD/CIA/B9F7); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 14 May 72, H-53, flown by PIC R. L. Durinsky and F/M C. A. Monserrat, had an engine change at coordinates TF 9377 near Phu He (LS-255) (XOXO of 14 May 72, in: UTD/Hickler/B27F2); on 6 December 72, H-53 rescued the crew of the ill-fated C-123K "648", after H-52 had hit some trees when picking up Captain Hansen near Paksong, but some 25 minutes later, it was forced to land with low fuel, while en route to Pakse (L-11) (Accident report for "648", in: UTD/CIA/B61F15; Robbins, *Air America*, p. 218); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: transferred to the Royal Lao Air Force as "3699" in 1974 (?); escaped from Laos and landed at Udorn on 17 June 1975; remained there unattended until 1987, when the US Government sold it to SPM Company, Thailand; ultimate fate unknown (e-mail dated 19 March 2004, kindly sent to the author by Martin Best who had obtained that information from the Royal Thai Air Force Museum, Bangkok).

Sikorsky UH-34D H-54 58.1794 20 May 67 bailed from USMC BuA
153700

Service history: transferred by the USMC to MAP on 22 March 67 (Nanson, USMC Helic. Disp.); assigned to contract AF62(531)-1841 for use out of Udorn on 20 May 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; while piloted by Capt. J. D. Ford and T. E. Cournoyer, H-54 was hit by large caliber rounds at 3000 feet, while climbing out of a pad located 20 miles southwest of Saravane (L-44), Laos, on 26 February 68; there was smoke in the cockpit; Capt. Ford autorotated into a minefield near a friendly outpost; the crew and the passengers were picked up by H-32; H-54 was later recovered and repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16; UTD/Leary/B1 for 26 February 68); hit by small arms fire near Nam Lieu (LS-118A), Laos, on 18 March 68, when flown by R. E. Davis and Thomson; 6 more people were on board (XOXO of 18 March 68, in: UTD/Hickler/B26F16; UTD/Leary/B1 for 18 March 68); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 26 February 70, the tips of the main rotor of H-54, which was operated by PIC E. D. Rudolfs, SIC B. Com-Intra, and F/M R. D. Decosto, touched the rotor tips of H-76, while both aircraft prepared for departure at coordinates TH 03902 near Luang Prabang (L-54); repaired (XOXO of 26 Feb. 70, in: UTD/Hickler/B25F10); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 16 August 70, H-54, flown by PIC D. L. Ankerberg and F/M J. D. Siaotong, and carrying 10 Lao passengers, was hit by ground fire at coordinates QB 2269, 10 nautical miles southwest of Hong Sa (LS-62A) and made a forced landing; the crew and the passengers were evacuated, the aircraft was ferried back to Udorn (XOXO of 16 Aug. 70, in: UTD/Hickler/B25F10); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 7 July 71, H-54, flown by PIC C. R. Hendryx, F/O P. G. Vaughan, and F/M S.G. Hickler, made a precautionary landing at Ban Dong Hene (LS-54) due to engine problems; repaired (XOXO of 7 July 71, in: UTD/Hickler/B25F11); put into temporary storage in late July 71, but later reactivated (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); in use out of Udorn at least between 19 June 68 and 21 December 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); received ground fire at an unknown location in Laos on 2 February 72, damaging the center fuel cell; repaired and returned to service on 5 February 72 (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); again hit by ground fire at an unknown location in Laos on 20 March 72; repaired and returned to service on 27 March 72 (Minutes ExCom-AACL/AAM of 14 April 72, in: UTD/CIA/B9F7); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D H-55 58.1795 20 May 67 bailed from USMC BuA
153701

Service history: transferred by the USMC to MAP on 22 March 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 20 May 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; at Udorn 23 November 67.

Fate: crash-landed at TH 7076, near Huei Thong (LS-196), Laos, on 18 January 68; the crew and the passengers were recovered by H-50, but the area was overrun by enemy forces shortly afterwards (XOXO of 18 Jan. 68, in: UTD/Hickler/B26F17); the aircraft was recovered at a later date and was returned to Udorn for damage repair (Aircraft accident review dated 22 March 68, in: UTD/Hickler/B24F3); in May 68, it was assigned to contract AF62(531)-67-C-0028 (Aircraft status as of 1 May 68, in: UTD/Herd/B2), but on 1 September 68, it was noted as current, but recovery pending (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); probably it was never repaired, as, later, it was officially given as destroyed in Laos on 18 January 68 (List "Aircraft destroyed or lost", in: UTD/CIA/B49F2); not current with Air America on 15 June 69 nor on 1 July 69 (F.O.C.s of 15 June 69 and 1 July 69, both in: UTD/Hickler/B8F7B) nor on 15 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1).

Sikorsky UH-34D	H-56	58.1796	1 June 67	bailed from USMC BuA 153702
-----------------	------	---------	-----------	--------------------------------

Service history: transferred by the USMC to MAP on 29 April 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 1 June 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; hit by ground fire near MOUNG PHALANE (L-61), Laos, on 25 December 67; made an emergency landing at WD4944; recovered and repaired (XOXO of 25 Dec. 67, in: UTD/Hickler/B25F8; Accident report, in: UTD/Hickler/B24F3); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Udorn at least between 10 August 68 and 3 November 68 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); the tail rotor blades struck a parked fuel truck, while taxiing at LUANG PRABANG (L-54), Laos, on 18 September 68 (XOXO of 18 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7; Accident report of 18 September 68 and photos, in: UTD/CIA/B60F6).

Fate: not current with Air America on 15 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B); transferred to the RLAF in 68/69 as "3702"; RLAF UH-34D "3702" was reportedly lost in Laos on 27 May 1971 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-57	58.1797	1 June 67	bailed from USMC BuA 153703
-----------------	------	---------	-----------	--------------------------------

Service history: transferred by the USMC to MAP on 29 April 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 1 June 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; on 26 February 68, H-57 was damaged by a thunderstorm in the vicinity of Ta Fa (LS-216); repaired (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); UH-34D H-57, parked on an incline up-slope of H-50, rolled down the incline and struck H-50, at Long Tieng (LS-20A), Laos, on 13 March 68, received damage to two of its main rotor blades; repaired on the site and returned to service (XOXO of 13 March 68, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F3); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68, but

damaged at coordinates YB0505 on 15 August 68 by a free fall drop; recovered and repaired at Udorn (XOXO of 15 August 68, in: UTD/Hickler/B26F17; F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); suffered an engine failure and made a forced landing at coordinates TH 1941, 24 miles northeast of Luang Prabang (L-54) on 22 September 68, when flown by PIC L. M. Prulhiere, SIC G. W. Burden and F/M J. E. Peterson (XOXO of 22 Sept. 68, in: UTD/Hickler/B26F17); repaired; on 8 December 68, holes were discovered in the rotor blades and in the engine of H-57, while at coordinates UH 5954 (XOXO of 8 Dec. 68, in: UTD/Hickler/B26F17); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 5 September 69, H-57, flown by PIC B. A. van Etten and F/M R. S. Strba, made an autorotation into a rice paddy at coordinates TF 0613 near Vientiane (L-08), due to an engine failure (XOXO of 5 Sept. 69, in: UTD/Hickler/B25F9); repaired; in use out of Udorn at least between 10 October 68 and 23 February 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of D. D. Wharton, in: UTD/Wharton/B1F2; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); made a forced landing at coordinates PD 9902 near Nam Lieu (LS-118A) in Laos on 19 October 70 due to engine trouble; the engine was changed, and the aircraft returned to service the same day (XOXO of 19 Oct. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 27 October 70, in: UTD/CIA/B8F4; CIA document at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05274746.pdf); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); put into temporary storage on 10 July 71, but later reactivated (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B).

Fate: to the R.Lao AF as "3703" in 1971/2; current with the RLAF on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); RLAF UH-34D "3703" was reportedly lost in Laos on 21 September 1972 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-58	58.1798	1 June 67	bailed from USMC BuA 153704
-----------------	------	---------	-----------	-----------------------------

Service history: transferred by the USMC to MAP on 29 April 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 1 June 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Udorn at least between 26 August 68 and 28 August 68 (Log book of D. Keele, in: UTD/Keele/B1F6).

Fate: not current on 15 June 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B); probably given to the Royal Lao Air Force as "3704" in 68/9; an UH-34D serialled "3704" of an unknown owner was test flown at Udorn on 1 March 69 and at Savannakhet (L-39) on 10 September 69 (Log book of D. Keele, in: UTD/Keele/B1F6); RLAF UH-34D "3704" was reportedly lost in Laos on 10 May 1970 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); not current with the RLAF on 1

April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D	H-59	58.1799	1 June 67	bailed from USMC BuA 154889
-----------------	------	---------	-----------	--------------------------------

Service history: transferred by the USMC to MAP on 29 April 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 1 June 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Udorn at least between 10 July 68 and 21 June 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); picked up the crew of the ill-fated H-15 on 26 September 68 (Accident report, in: UTD/Hickler/B24F7); picked up the crew of the ill-fated XW-PFF at Echo pad UG 0470, Plain of Jars, on 17 January 70, but was also hit by ground fire during these rescue operations (Accident report, in: UTD/Hickler/B24F2; Minutes Ex Com-AACL/AAM of 27 January 70, in: UTD/CIA/B8F4; see also Robbins, *Air America*, pp. 149-50); on 18 September 70, H-59, flown by PIC R. P. Caron and F/M R. T. Lacson, made an emergency landing into a rice paddy at coordinates UE 5526 near Sawang Daen (T-425), Thailand; the aircraft was not damaged, and nobody was injured (XOXO of 18 Sept. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 22 September 70, in: UTD/CIA/B8F4); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 15 March 72, H-59, flown by PIC N. J. Bengtson, SIC C. R. Hendryx, and F/M R. C. Delacruz, made a precautionary landing at coordinates RB 1088 near Luang Prabang (L-54) due to engine problems; repaired (XOXO of 15 March 72, in: UTD/Hickler/B27F2); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 21 April 72, H-59, flown by PIC G. J. Connolly, and F/M M. A. Baccay, made an emergency landing at coordinates QC 0198 near Na Ka (LS-357) due to engine problems; repaired (XOXO of 21 April 72, in: UTD/Hickler/B27F2); on 6 July 72, H-59, flown by PIC R. L. Dubinsky, F/O M. L. Morris, and F/M R. C. Ajero, made a forced landing at coordinates TF 5594 near Houei Sai (LS-284) due to engine problems; repaired (XOXO of 6 July 72, in: UTD/Hickler/B27F2); on 19 October 72, H-59, flown by PIC J. A. Lopes, SIC R. N. Huntsberger, and F/M P. Ramos, suffered battle damage (numerous hits) near Saravane (L-44), while rescuing personnel from the downed UH-34D H-62; SIC Huntsberger was seriously wounded, the rest of the crew remained uninjured; repaired and returned to service on 27 October 72 (XOXO of 19 Oct. 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F12; UTD/Leary/B1 for 19 October 72; Minutes ExCom-AACL/AAM of 24 October 72, in: UTD/CIA/B9F7); on 10 December 72, H-59, flown by PIC B. Com-Intra, F/O S. Soodhom, and F/M S. Sittipol, received battle damage at coordinates XB 375830 in the Pakse (L-11) area; 2 of the eleven indigenous passengers were injured, and the aircraft returned to Pakse (XOXO of 10 Dec. 72, in: UTD/Hickler/B27F2); current on 16 April 73 (F.O.Circular of 16 April 73, in: UTD/Kaufman/B1F14).

Fate: ?; not current 1 November 73 (F.O.C. of 1 November 73, in: UTD/Hickler/B8F7C).

Sikorsky UH-34D H-60 58.1800 26 Sept. 67 bailed from USMC BuA
154890

Service history: transferred by the USMC to MAP on 20 May 67 (Nanson, USMC Helic. Disp.); arrived directly from Sikorsky; on 26 September 67, H-60 was ferried from Bangkok (T-09) to Udorn (T-08) by E. Reid (pilot) and R. B. Serafino (mechanic); during the flight, H-60 suffered engine backfire at coordinates PR 0566 and autorotated into a rice paddy; the aircraft was repaired and ferried to Udorn the same day (XOXOs of 26 Sept. 67, in: UTD/Hickler/B27F1).

Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); probably given to the Royal Lao Air Force as "4890" in 68; an UH-34D serialled "4890" of an unknown owner was test flown at Udorn on 17 November 68 and on 14 August 69 (Log book of D. Keele, in: UTD/Keele/B1F6); a R.Lao A. F. UH-34D serialled "4890" was involved in an accident at Luang Prabang (L-54) on 19 April 71, when it damaged airframe "A" (Accident report of 19 April 71, in: UTD/Anthony/F3; XOXO of 19 April 71, in: UTD/Hickler/B25F11); still current with the RLAF on 1 June 73 (List of assigned / maintained aircraft as of 1 June 73, in: UTD/Bisson/B5 reel 24); test flown at Udorn by Harold F. Miller on 25 June 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Sikorsky UH-34D H-61 58.1801 27 Sept. (?) 67 bailed from USMC BuA
154891

Service history: transferred by the USMC to MAP on 20 May 67 (Nanson, USMC Helic. Disp.); arrived directly from Sikorsky; ?

Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); given to the Royal Lao AF as "4891" before March 68; damaged at Vientiane on 24 March 68 in a heavy thunderstorm (XOXO of 25 March 68, in: UTD/Hickler/B26 F16); not current with the RLAF on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 94; RLAF UH-34D "4891" was reportedly lost in Laos on 3 or 9 December 1971 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D H-62 58.1802 27 Sept. 67 bailed from USMC
BuA 154892

Service history: transferred by the USMC to MAP on 20 May 67 (Nanson, USMC Helic. Disp.); assigned to Udorn on 27 Sept. 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 28 May 69, H-62, flown by PIC E. D. Rudolfs and F/M R. A. Legaspi, made a forced landing at coordinates TG 2055 near Kiou Cacham (LS-4) due to an in-flight engine malfunction (XOXO of 28 May 69, in: UTD/Hickler/B26F18); repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 6 December 69, H-62, flown by PIC L. E. Henesy and F/M R. A. Tolentino, made a forced landing at coordinates UG 9653, 1 mile northeast of Xieng Khouang (L-22), due to engine problems; nobody was injured, and there was no damage to the aircraft (XOXO of 6 Dec. 69, in: UTD/Hickler/B25F9); the engine was changed; in use out of Udorn at least between 15 September 68 and 24 April 72 (Log book of D. Keele, in:

UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); rescued air freight dispatcher Thavee Homhuan, when he fell out of C-46 N1383N near Ban Nam Thao (LS-161), Laos, on 26 March 70 (XOXO of 26 March 70, in: UTD/Hickler/B25F10; a photo can be seen in: *Air America Log*, vol. IV, no. 4, 1970, p.3); missed destination and strayed into Burma, ran low on fuel and landed at Tachilek in Burma on 10 November 70; in the custody of the Burmese Army; later returned (XOXO of 10 Nov. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AAAC/AAM of 10 November 70, in: UTD/CIA/B8F4); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2).

Fate: shot down near Saravane (L-44) on 19 October 72; the PIC, Capt. Boonrat Com-Intra, suffered from a shock, the left foot of SIC S. Swangpant was badly lacerated, but F/M S. Sittisongkram remained uninjured; H-62 received intense hostile fire when 20 feet off the ground with 7 passengers (wounded troops) and caught fire; the engine quit and it autorotated, but the aircraft was destroyed by fire; H-59 and H-89 suffered battle damage while rescuing personnel from H-62; H-62 had worked for the -713 customer at Pakse (L-11) (XOXO of 19 Oct. 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F12; UTD/Leary/B1 for 19 October 72; Robbins, *Air America*, p. 212); deleted from Contract no. F04606-71-C-0002 by Modification no. P00067, dated 29 October 72, in: UTD/Bisson/B5, microfilm reel no. 24.

Sikorsky UH-34D	H-63	58.1803	27 Sept. 67	bailed from USMC BuA 154893
-----------------	------	---------	-------------	--------------------------------

Service history: assigned to Udorn on 27 Sept. 67 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 30 January 70, H-63, flown by PIC B. Com-Intra and F/M S. Tongbaiyai, received some holes in the fuel tanks at coordinates UG 2158, 11 miles northeast of Xieng Khouang (L-22); the aircraft was returned to L-22 and repaired (XOXO of 30 Jan. 70, in: UTD/Hickler/B25F10); on 19 May 70, H-63, flown by PIC I. Freedman and F/M C. Hill, made an autorotative landing on to the runway at Chiang Khong (T-526), Thailand, after an engine malfunction (XOXO of 19 May 70, in: UTD/Hickler/B25F10); repaired; was in use out of Udorn at least between 16 August 68 and 24 November 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D H-64 58.1804 13 Jan. 68 bailed from USMC BuA
154894

Service history: transferred by the USMC to MAP on 29 July 67 (Nanson, USMC Helic. Disp.); assigned to contract AF62(531)-1841 for use out of Udorn on 13 January 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); arrived directly from Sikorsky; after H-64 had landed at PS-11 on 13 March 68, a cargo chute billowed up and flew into the tail rotor, damaging the tail assembly (XOXO of 13 March 68, in: UTD/Hickler/B26F16); repaired; assigned to contract AF62531-67-C-0028 in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68, but damaged at coordinates YB0505 on 15 August 68 by a free fall drop; recovered and repaired at Udorn (XOXO of 15 August 68, in: UTD/Hickler/B26F17; F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 4 June 69, H-64, flown by PIC H. B. Potter and F/M F. C. Barangan, made a successful forced landing at Long Tieng (LS-20A) due to an engine malfunction (XOXO of 4 June 69, in: UTD/Hickler/B25F9); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 22 February 70, H-64, flown by PIC L. P. Egan, SIC W. L. Johnson, and F/M M. A. Leveriza, made a precautionary landing at coordinates TG 8534 near Ban Na (LS-15) due to engine problems; repaired (XOXO of 22 Feb. 70, in: UTD/Hickler/B25F10); on 10 May 70, H-64, flown by PIC B. D. Rolston and F/M R. A. Tolentino, suffered an in-flight power plant malfunction at coordinates TF 4859, 14 miles north of Ban Keun (LS-44), and made a successful forced landing (XOXO of 15 May 70, in: UTD/Hickler/B25F10); repaired; in use out of Udorn at least between 13 August 68 and 14 May 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 1 March 71, H-64, flown by PIC R. H. Koeppe, co-captain C. H. Frady, and F/M F. C. Manalo, made a precautionary landing at New Paksong (LS-180) due to engine problems, while en route from Houei Kong (L-56) to Pakse (L-11); repaired (XOXO of 1 March 71, in: UTD/Hickler/B25F11); had engine problems at LS-163 on 10 March 71 (Tom Matthews, Diary, p. 3, formerly at UTD/Leary/Ser.I, B8F13); apparently repaired; received minor damage during a mortar attack on 20 March 71, when the aircraft was parked at Luang Prabang (L-54) airport; repaired (XOXO of 20 March 71, in: UTD/Hickler/B25F11); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71; put into temporary storage on 10 July 71, but later reactivated (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); not current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2).

Fate: to the Royal Lao Air Force as "4894" before January 72; still current with the RLAf on 1 June 73 (Lists of assigned / maintained aircraft as of 1 January 72 and of 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D H-65 58.1814 Feb. 69 bailed from USMC BuA
156592

Service history: arrived directly from Sikorsky; not yet current on 15 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); transferred by the USMC to MAP on 12 February 69 (Nanson, USMC Helic. Disp.).

Fate: no longer current with Air America on 15 June 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B8F7B), or later; transferred to the RLAf as "6592" in 1969; RLAf UH-34D "6592" was reportedly lost in Laos on 30 June 1969 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection,

The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011); not current with the RLAf on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-66 58.1815 Feb. 69 bailed from USMC BuA
156593

Service history: arrived directly from Sikorsky; transferred by the USMC to MAP on 12 February 69 (Nanson, USMC Helic. Disp.); on 1 April 69, H-66 received holes in the main rotor blade and the left main tire, while flown by PIC A. R. Byrne and F/M M. A. Baccay near San Pa Ka (LS-33) (XOXO of 1 April 69, in: UTD/Hickler/B26F18); repaired; in use out of Udorn at least between 29 March 69 and 1 September 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

Fate: crash-landed at coordinates QC 3092, Laos, on 16 June 70 due to engine failure, killing two Lao passengers and injuring the pilot (Capt. Robert W. Bailey), the mechanic (R. C. Mariano) and eight passengers (XOXO of 16 June 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F11, and in: UTD/CIA/B60F16; Minutes ExCom-AACL/AAM of 23 June 70, in: UTD/CIA/B8F4); given as lost on 16 June 70 (Lundh, *Sikorsky H-34*, p. 126), but also reportedly current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); so probably, the decision not to repair the aircraft was made after 1 July 70; not current on 1 July 71 (F.O.Circular of 1 July 71, in: UTD/Hickler/B8F7B).

Sikorsky UH-34D H-67 58.1816 Feb. 69 (?) bailed from USMC BuA
156594

Service history: arrived directly from Sikorsky; reportedly crashed into a cliff on 8 August 67, killing the pilot and the flight mechanic, and destroyed by fire (Minutes ExCom-AACL/AAM of 22 August 67, in: UTD/CIA/B8F2); probably this was not H-67, but H-43; H-67 was not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); reportedly deactivated by the USMC only on 1 January 70 (Nanson, USMC Helic. Disp.), but the correct date was probably Feb. 69; in use out of Udorn at least between 8 March 69 and 25 February 74 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); copilot (SIC) Jon Christian Merkel was killed in H-67 near Tha Lin Noi (LS-18), Laos, on 18 February 70, when a single round came through the cockpit during climb out over the landing zone; PIC John D. Ford returned the aircraft to Long Tieng (LS-20A) (XOXO of 18 Feb. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 10 March 70, in: UTD/CIA/B8F4; Board of Review report, in: UTD/CIA/B34F4; UTD/Leary/B1 for 18 February 70); shown in the *Air America* documentary; on 4 August 70, H-67, flown by PIC D. L. Ankerberg, F/O W. F. Collier, and F/M R. C. Delacruz, suffered an engine failure while on the ground in an insecure area in Laos not indicated (XOXO of 4 Aug. 70, in: UTD/Hickler/B25F10); probably airlifted back to Udorn; assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 19 February 72,

H-67, flown by PIC J. A. Lopes, SIC J. C. Hagerman, and F/M R. T. Lacson, made a precautionary landing into a rice paddy at coordinates TF 4433 near Ban Keun (LS-44); repaired (XOXO of 19 Feb. 72, in: UTD/Hickler/B27F2; current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); H-67 was to be transferred to the RLAF in October 72 (Letter of 5 October 72, Det.11 AFMC to Air America, in: UTD/Bisson/B5, microfilm reel no.24), but evidently remained with Air America; on 17 December 72, H-67 was damaged in a rocket attack, when it was parked in the POL and parking area of Luang Prabang airport (L-54) overnight (XOXO of 17 Dec. 72, in: UTD/Hickler/B27F2); repaired; still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D	H-68	58.1817	68?	bailed from USMC BuA 156595
-----------------	------	---------	-----	--------------------------------

Service history: arrived directly from Sikorsky; in use out of Udorn at least between 22 December 68 and 29 August 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); co-captain William J. Gibbs, was killed in H-68 by a sniper round coming through the window on take-off near Ban Dong Hene (LS-54), Laos, on 13 May 69 at approximately 1430 hours local time; Captain R. L. Charters saved the passengers and the aircraft (UTD/Leary/B1 for 13 May 69; Accident report for 13 May 69, in: UTD/CIA/B60F10; Board of Review report, in: UTD/CIA/B34F3; Memorial file, in: UTD/LaShomb/B16F3); the aircraft was repaired; assigned to contract AF62531-67-C-0028 still 16-30 June 69 and 16-31 August 69 (F.O.C. of 15 June 69, in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 8 January 70, H-68, flown by PIC D. L. Ankerberg, F/O W. L. Foster, and F/M J. I. Gacudais, lost power and made a forced landing at coordinates QC 0197, 2 miles south of Nam Bu (LS-125); repaired (XOXO of 8 Jan. 70, in: UTD/Hickler/B25F10).

Fate: completely destroyed by fire while being defueled for maintenance at Ban Le Tee (LS-190), Laos, on 27 September 70 (XOXO of 27 Sept. 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F11; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; Accident report plus photos, in: UTD/CIA/B60F17; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D	H-69	58.145	Aug. 69	bailed from US Navy BuA 138466
-----------------	------	--------	---------	-----------------------------------

Service history: struck off charge at Pensacola NAS on 25 April 69 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); not yet current on 15 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); at Udorn for modifications on 15 August 69 prior to being put onto contract AF62531-67-C-0028 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); test flown out of Udorn on 13 April 70; in use out of Udorn at least between 2 June 70 and 18 June 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Mun-sell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract FC4606-71-C-0002 for use out of

Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); put into temporary storage later in July 71 (F.O.Circular of 15 July 71, in: UTD/Hickler/B8F7B).

Fate: transferred to the Royal Lao Air Force as “8466” on 1 March 72; still current with the RLAF on 1 June 73 (Lists of assigned / maintained aircraft as of 1 January 72 to 1 June 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D H-70 58.120 Aug. 69 bailed from US Navy
BuA 139022

Service history: struck off charge at Pensacola NAS on 25 April 69 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); not yet current on 15 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); at Udorn for modifications on 15 August 69 prior to being put onto contract AF62531-67-C-0028 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); at Ban Xon (LS-246), Laos, in 70 (a photo can be seen in: *Air America Log*, vol. IV, no.3, 1970, p. 10); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List “Assigned, Maintained aircraft” as of 1 April 72, in: UTD/CIA/B49F2); in use out of Udorn at least between 18 April 70 and 25 May 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 5 June 72, H-70, to be operated by PIC A. R. Byrne, SIC M. L. Morris, and F/M R. D. Decosto, had problems with its gear box while at Long Tieng (LS-20A); repaired; on 8 August 72, H-70, flown by PIC B. Com-Intra and F/M S. Tongbaiyai, made a forced landing at coordinates QC 2451 near Ban Houei Niete (LS-351) due to mechanical problems; repaired and returned to service on 18 August 72 (XOXO of 8 Aug. 72 , in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 22 August 72, in: UTD/CIA/B9F7); on 19 September 72, H-70, flown by PIC B. Nanakornpanom, F/O S. Smod Hom, and F/M A. Pichet, made an emergency landing at coordinates WB 963766 near Pakse (L-11); after an engine change, the aircraft returned to service (XOXO of 19 Sept. 72, in: UTD/Hickler/B27F2); H-70 was to be transferred to the RLAF in October 72 (Letter of 5 October 72, Det.11 AFCCM to Air America, in: UTD/Bisson/B5, microfilm reel no.24), but evidently remained with Air America; still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), and 1 November-31 December 73 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74, and 1 May 74 (F. O. Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D H-71 58.529 Aug. 69 bailed from US Navy
BuA 143879

Service history: struck off charge at Pensacola NAS on 25 April 69 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); not yet current on 15 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); at Udorn for modifications on 15 August 69 prior to being put onto contract AF62531-67-C-0028 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); used out of Udorn at least between 8 September 70 and 6 December 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Udorn daily flight schedules, in:

UTD/Hickler/B8F1); not current on 1 July 71 (F.O.Circular of 1 July 71, in: UTD/Hickler/B8F7B).

Fate: received ground fire upon landing at coordinates TJ 5827 in the Luang Prabang (L-54) area on 17 February 71 and made an emergency landing; the whole crew was injured, but could be picked up two hours later; the aircraft had to be abandoned because of the hostile action in the area and was never recovered (Accident report, in: UTD/CIA/B60F19; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D	H-72	58.646	Aug. 69	bailed from US Navy BuA 143911
-----------------	------	--------	---------	-----------------------------------

Service history: struck off charge at Pensacola NAS on 25 April 69 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); not yet current on 15 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); at Udorn for modifications on 15 August 69 prior to being put onto contract AF62531-67-C-0028 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 8 April 71, H-72, flown by PIC T. Woosley, F/O J. E. Ferris, and F/M R. T. Lacson, made an autorotative landing at coordinates PB 5986 near Ban Houei Lao (LS-147) due to engine problems; repaired (XOXO of 8 April 71, in: UTD/Hickler/B25F11); in use out of Udorn at least between 7 June 70 and 12 September 71 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); not current 1 November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

Fate: after taking off from a helipad at coordinates XB2179 near New Paksong (LS-180), Laos, on 1 October 71, H-72 suffered from mechanic problems when at about 100 feet above the ground; H-72 then made a hard landing short of a road on sloping ground so that the fuel cells were ruptured upon impact; H-72 rolled on its left side, burned and was totally destroyed by fire; the Pilot in Command (Capt. D. B. Kendall) received minor injuries, while the co-captain (D. W. Felder), the Flight Mechanic (Adgero) and one US passenger remained uninjured (XOXO of 1 October 71, in: UTD/Hickler/B25F11; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2).

Sikorsky UH-34D	H-73	58.752	Aug. 69	bailed from USMC BuA 143952
-----------------	------	--------	---------	--------------------------------

Service history: struck off charge at Pensacola NAS on 25 April 69 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); not yet current on 15 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); at Udorn for modifications on 15 August 69 prior to being put onto contract AF62531-67-C-0028 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); received minor damage during a mortar attack on 20 March 71, when the aircraft was parked at Luang Prabang (L-54) airport; repaired (XOXO of 20 March 71, in: UTD/Hickler/B25F11); suffered an engine failure while landing at Nong Khai (T-22), Thailand, on 1 April 71, when flown by PIC Leon LaShomb, F/O L. D. Genz, and F/M C. F. Brigham (XOXO of 1 April 71, in: UTD/Hickler/B25F11); repaired; a photo can be seen in: *Air America Log*, vol. V, no. 4, 1971, p. 6; assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 13 August 70 and 27 December 71 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; Udorn daily flight schedule of 20 September 70, in:

UTD/Hickler/B8F1).

Fate: returning from Xieng Lom (LS-274), Laos, and flown by PIC E. R. Sullivan and F/M A. J. Alor, on 19 March 72, H-73 was hit by small arms fire, but was flown to a friendly location, where it autorotated into a clearing at coordinates QB-0080, approximately 7 NM northeast of Ban Xieng Lom (LS-69), when the engine stopped, because the fuel line had been damaged; received further damage while it was unattended in an insecure area; recovered to Udorn by heavy lift helicopter on 6 April 72, but believed not repaired (XOXOs of 19 to 21 March 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F2; UTD/Leary/B1 for 19 March 72; Minutes ExCom-AACL/AAM of 14 April 72, in: UTD/CIA/B9F7); with the RLAF as "3952" on 1 July 72, still on 1 January 73, no longer on 1 February 73 (Lists of assigned / maintained aircraft as of 1 January 72 and 1 February 73, in: UTD/Bisson/B5 reel 24) RLAF UH-34D "3952" was reportedly lost in Laos on 14 January 1973 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-74	58.1818	Sept. 69 (?)	bailed from USMC BuA 156596
-----------------	------	---------	--------------	--------------------------------

Service history: deactivated by the USMC on 13 July 69 (Nanson, USMC Helic. Disp.); arrived directly from Sikorsky; not current on 15 August 69 (F.O.Circular of 15 August 69, in: UTD/Hickler/B1F1); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); in use out of Udorn at least between 16 September 69 and 23 January 74 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); made a hard landing during autorotative landing practice at Udorn RTAF on 13 December 70, resulting in substantial damage, including the rotor blades, the tail rotor and the tail cone; repaired and returned to service on 19 December 70 (Minutes ExCom-AACL/AAM of 22 December 70, in: UTD/CIA/B8F4; CIA documents nos. c05267430 and c05274730, online readable at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05267430.pdf , http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05274730.pdf ; assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); hit by ground fire at an unknown location in Laos on 3 December 71, damaging the transmission deck and the pilot's window; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); on 12 January 72, H-74, flown by PIC M. Disoum and F/M A. Pichet, suffered mechanical problems while on the ground at coordinates TF 6295 near Ban Xon (LS-272); it was repaired on 13 January 72 and continued to operate in the LS-272 area (XOXO of 12 Jan. 72, in: UTD/Hickler/B27F2); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); on 3 December 73, H-74 had a taxi accident at Luang Prabang (L-54), involving a truck; repaired (XOXO of 3 Dec. 73, in: UTD/Hickler/B25F12).

Fate: ?

Sikorsky UH-34D	H-75	58.1819	Sept. (?) 69	bailed from USMC BuA 156597
-----------------	------	---------	--------------	--------------------------------

Service history: arrived directly from Sikorsky; deactivated by the USMC on 13 July

69 (Nanson, USMC Helic. Disp.); not current 15 August 69 (F.O.Circular of 15 August 69, in: UTD/Hickler/B1F1); in use out of Udorn at least between 17 November 69 and 22 November 69 (Log book of D. Keele, in: UTD/Keele/B1F6); at Udorn on 13 December 69 (Crew member duty re-port of H. F. Miller, in: UTD/Miller/B4F6); on 15 February 70, an engine malfunction prevented H-75 from departing from Xieng Khouang (L-22); repaired (XOXO of 15 Feb. 70, in: UTD/Hickler/B25F10).

Fate: the engine failed near Xieng Khouang (L-22), Laos, on 20 February 70; made an emergency landing; the crew (PIC T. R. Cash and SIC J. A. Lopes) was evacuated, but H-75 was captured by enemy forces (XOXO of 20 Feb. 70, in: UTD/Hickler/B25F10); Accident report, in: UTD/Hickler/B24F2, and in: UTD/CIA/B60F13; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

Sikorsky UH-34D	H-76	58.1820	Sept. (?) 69	bailed from USMC BuA 156598
-----------------	------	---------	--------------	--------------------------------

Service history: arrived directly from Sikorsky; not current on 15 August 69 (F.O.Circular of 15 August 69, in: UTD/Hickler/B1F1); deactivated by the USMC on 13 July 69 (Nanson, USMC Helic. Disp.); in use out of Udorn at least between 1 September 69 and 26 June 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 26 Feb. 70, the tips of the main rotor of H-76, operated by PIC D. B. Kendall, SIC I. Freedman, and F/M F. Q. Delacerna, touched the rotor tips of H-54, while both aircraft prepared for departure at coordinates TH 03902 near Luang Prabang (L-54); repaired (XOXO of 26 Feb. 70, in: UTD/Hickler/B25F10); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20). The extracts from ABCCC - Cricket & Hillsboro - published by the Ravens at <http://www.ravens.org/abccc.htm> have the following for 7 May 1970: "Air America stated that LS-33 and all surrounding friendly positions were overrun. An unknown number of refugees were captured by the enemy. Rainbow was proceeding south. Apparently he abandoned his outpost last night. Cricket never established radio contact. Watts reported intermittent contact throughout the day. Tiger 01 was hit in the LS-32 area by 12.7mm gun fire and both crewmembers ejected. The crew was picked up by Air America helicopters 76 Hotel and 96 Whiskey. Both men were in good condition. Air America 96 Whiskey was hit by small arms fire and one of its crewmembers was hit in the shoulder. Raven 22 was the on-scene SAR commander. A RLAF T-28 reported that he spotted supplies in the open and 'live' trucks parked next to 'dead' trucks in an attempt at camouflage. He also spotted fresh trails in and out of the area and he requested additional ordinance at first light on the 8th."

Fate: to the Royal Lao Air Force as "6598" in June 70; still current with the RLAF on 1 April 73; no longer current on 1 May 73 (Lists of assigned / maintained aircraft as of 1 April 73 and 1 May 73, in: UTD/Bisson/B5 reel 24); RLAF UH-34D "6598" was reportedly lost in Laos on 10 April 1973 ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 30 May 2011).

Sikorsky UH-34D	H-77	58.1604	Nov. 70?	bailed from USMC BuA 150238
-----------------	------	---------	----------	--------------------------------

Service history: deactivated by the USMC on 23 October 70 (Nanson, USMC Helic.

Disp.); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); in use out of Udorn at least between 16 December 70 and 1 February 74 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); made a precautionary landing at coordinates UF 7496 near Mong Nham (LS-63), after the engine chip warning light came on; the magneto stumps revealed metal particles; the engine was changed, and the aircraft returned to service on 31 December 71 (XOXO of 28 Dec. 71, in: UTD/Hickler/B25F11; Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); departed with 3 wounded Thai soldiers, when H-77 was hit by heavy small arms fire near Phou Mieng Mane (LS-96), Laos, on 30 January 72, damaging the engine, the main rotor blade and the aft fuel cell; although engine oil pressure was lost, H-77 made it to LS-96; repaired and returned to service on 10 February 72 (XOXO of 30 Jan. 72, in: UTD/Hickler/B27F2; UTD/Leary/B1 for 30 January 72; Minutes ExCom-AACL/AAM of 22 February 72, in: UTD/CIA/B9F7); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?



The remains of UH-34D H-78 at TG 7525 in January 71
(with kind permission from Ward S. Reimer)

Sikorsky UH-34D	H-78	58.1682	Nov. 70?	bailed from USMC BuA 150555
-----------------	------	---------	----------	--------------------------------

Service history: not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); deactivated by the USMC at Alameda on 23 October 70 (Nanson, USMC Helic. Disp.); in use out of Udorn at least between 27 November 70 and 10 January 71 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: crashed coordinates at TG 7525 (TV Pad) in the Long Tieng (LS-20A) - Sam Thong (LS-20) area in Laos on 20 January 71, killing flight mechanic Ernesto M. Cruz and seven other local personnel in the vicinity of the aircraft, when the aircraft

exploded (XOXO of 20 Jan. 71, in: UTD/Hickler/B25F11; XOXO of 25 April 72, in: UTD/Luckett/B1F3; Accident report, in: UTD/CIA/B60F18; Memorial; List, in: UTD/CIA/B19F1; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2); a photo of the crash site is in Love, *Wings of Air America*, p. 94.

Sikorsky UH-34D H-79 58.1723 Nov. 70? bailed from USMC BuA 150727

Previous history: Received at NARF Alameda from MARTD Alameda as a UH-34D on 3 Sep 1970. Struck off charge (Admin Action) 23 Oct 1970 with a total time of 3919 hours (E-mail dated 19 January 2011 kindly sent to the author by Sid Nanson).

Service history: received ground fire at coordinates TG 8160, one mile northeast of Mounng Soui (L-108), on 24 December 70, injuring Pilot Capt. B. A. Vanetten (XOXO of 24 December 70, in: UTD/Hickler/B25F10; CIA documents can be read online at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05274723.pdf); repaired; made an emergency landing at Moang Soum (LS-157) on 9 March 71 due to engine problems, when flown by PIC R. H. Koeppe, F/O M. G. Baiz, and F/M R. Campit (XOXO of 9 March 71, in: UTD/Hickler/B25F11); repaired; assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); overhaul (IRAN) between 9 July 71 and 23 July 71 (F.O. Circular of 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 29 March 71 and 4 August 71; on 4 August 71, D. Keele flew H-79 from Pakse (L-11) via PS-18 to Udorn (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: not current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); believed transferred to Tainan in August 71 and converted to S-58T; reserialled as ? (possibly as "727") in late 71.

Sikorsky S-58T ? ("727"?) 58.1723 late 71 ex Air America H-79

Service history: this was the Air America UH-34D which was converted for CIA contingencies and based at Taiwan, where it was flown by pilots of the 34th Squadron of the Republic of China Air Force (Morrison / Conboy, *Shadow war*, p. 386, note 14). In late 1971, this S-58T was painted in the colors of the Republic of China Air Force (see the photos in: Conboy / Morrison, *The quiet one*, pp. 44/5, where no serial can be seen) and used to train 6 Taiwanese 34th Squadron crewmen at Tainan to rescue a downed Hughes 500P, as a Hughes 500P was to be used on a covert wiretap mission into Vinh, North Vietnam. In the spring of 1972, training was continued at PS-44, a secret location located 26 kilometers north of Pakse in southern Laos (Conboy / Andradé, *Spies and commandos*, p. 255).

Fate: rereg'd. as XW-PHY in early 72

XW-PHY 58.1723 early 72 ex Air America ?

Service history: current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); believed to have been used out of PS-44 to train 6 Taiwanese 34th Squadron crewmen at Tainan to rescue a downed Hughes 500P, as a Hughes 500P was to be used on a covert wiretap mission into Vinh, North Vietnam. In September 72, the Taiwanese crews returned to Taiwan (Conboy / Morrison, *The quiet one*, p. 46) - possibly XW-PHY with them.

Fate: reserialled as "727" in September (?) 1972

"727" 58.1723 June 72 (?) ex Air America XW-PHY

Service history: at Tainan for ?

Fate: destroyed at Tainan on 5 January 73 as "727" (Air America Aircraft destroyed,

in: UTD/CIA/B49F1); cancelled from bailment agreement on 14 June 73 (Letter by PC Velte dated 28 June 73, in: UTD/CIA/B15F5); not current on 16 April 73 (F.O.Circular of 16 April 73, in: UTD/Kaufman/B1F14). This was the S-58 that crashed into the sea near Hsinchu base on 5 January 73 during a training flight and was subsequently lifted away by an American twin-rotor helicopter (e-mails dated 30 March 2005 and 4 June 2006, kindly sent to the author by Clarence Fu). USMC: Strike 30 March 1973 with 1705 hours as a S-58T (E-mail dated 19 January 2011 kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-80 58.1689 Nov. 70? bailed from USMC BuA
150560

Service history: not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); deactivated by the USMC at Alameda on 23 October 70 (Nanson, USMC Helic. Disp.); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); used out of Pakse by Leon LaShomb on 29 and 30 January 71 (Log book of L. LaShomb, in: UTD/LaShomb/B14); overhaul (IRAN) between 17 June 71 and 5 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); in use out of Udorn at least between 14 December 70 and 5 July 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); photos of H-80, probably taken at Udorn in 1972/3, can be found in the A. Cates collection at TTU (nos. VA024799 and VA024833); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 April 74 and 1 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D H-81 58.1715 Nov. 70? bailed from USMC BuA
150719

Service history: not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); deactivated by the USMC at Alameda on 23 October 70 (Nanson, USMC Helic. Disp.); overhaul (IRAN) between 20 June 71 and 8 July 71; assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); in use at Udorn at least between 21 January 71 and 27 January 74 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); a photo of H-81, probably taken at Udorn in 1972/3, can be found in the A. Cates collection at TTU (no. VA024805); the blades contacted the ground during hover landing at Long Tieng (LS-20A), Laos, on 15 October 72, damaging two main rotor blades, the tail cone and the main rotor head; repaired and returned to service on 25 October 72 (XOXO of 15 Oct. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 24 October 72, in: UTD/CIA/B9F7); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?; used for spares on 1 May 74 (F.O.Circular of 1 May 74, in:

UTD/Hickler/B8F7C).

[illegible]

Contract no. F04606-71-C-0002, modifications no. P00012 and P0013
(in: UTD/Bisson/B5 microfilm reel 23)

Sikorsky UH-34D	H-82	58.1357	7 Dec. 70	bailed from USMC BuA 148784
-----------------	------	---------	-----------	--------------------------------

Service history: identity given in: Amendment no. F04606-71-C-0002-P00012 dated 7 December 70, in: UTD/Bisson/B5 microfilm reel no.23; arrived at Udorn on 6 December 70 (Minutes ExCom-AACL/AAM of 8 December 70, in: UTD/CIA/B8F4); not current on 1 July 71 (F. O. Circular of 1 July 71, in: UTD/Hickler/B8F7B); reportedly hit by ground-fire at an unknown location in Laos on 12 December 71, damaging the tail section, rotor blade and the electrical junction box and later repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7).

Fate: transferred to the RLAF on 23 December 70 as "8784" (Amendment no. F04606-71-C-0002-P00013 dated 23 December 70, in: UTD/Bisson/B5 microfilm reel no.23).

Sikorsky UH-34D	H-83	58.1480	7 Dec. 70	bailed from USMC BuA 149378
-----------------	------	---------	-----------	--------------------------------

Service history: identity given in: Amendment no. F04606-71-C-0002-P00012 dated 7 December 70, in: UTD/Bisson/B5 microfilm reel no.23; arrived at Udorn on 6 December 70 (Minutes ExCom-AACL/AAM of 8 December 70, in: UTD/CIA/B8F4). **Fate:** transferred to the RLAF on 23 December 70 as “9378” (Amendment no. F04606-71-C-0002-P00013 dated 23 December 70, in: UTD/Bisson/B5 microfilm reel no.23).

Sikorsky UH-34D	H-84	58.1786	7 Dec. 70	bailed from USMC BuA 153121
-----------------	------	---------	-----------	--------------------------------

Previous history: 153121 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 6 Feb 1970 with a TT of 1762 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code WO, Depot Work. To WRAAR, Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 10 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid

Nanson).

Service history: identity given in: Amendment no. F04606-71-C-0002-P00012 dated 7 December 70, in: UTD/Bisson/B5 microfilm reel no.23; arrived at Udorn on 6 December 70 (Minutes ExCom-AAAC/AAM of 8 December 70, in: UTD/CIA/B8F4); used out of Udorn at least on 13 February 71 (Log book of D. Keele, in: UTD/Keele/B1F6)

Fate: transferred to the RLAF on 23 December 70 as "3121" (Amendment no. F04606-71-C-0002-P00013 dated 23 December 70, in: UTD/Bisson/B5 microfilm reel no.23).

Sikorsky UH-34D	H-85	58.1440	23 Dec. 70	bailed from USMC BuA 149341
-----------------	------	---------	------------	--------------------------------

Previous history: 149341 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 27 Feb 1970 with a TT of 3380 hours. Struck off charge 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code WO, Depot Work. To WRAAR Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 22 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: officially deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); arrived at Udorn in late December 70 (Minutes ExCom-AAAC/AAM of 8 December 70, in: UTD/CIA/B8F4); on 13 March 71, H-85, flown by PIC J. A. McEntee, F/O A. W. Wilbur, and F/M S. G. Sickler, suffered a loss of oil and made an emergency landing at coordinates QD 0811 near Nam Bu (LS-125); repaired (XOXO of 13 March 71, in: UTD/Hickler/B25F11); used out of Long Tieng (LS-20A) by Leon LaShomb on 1 and 2 April 71 (Log book of L. LaShomb, in: UTD/LaShomb/B14); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); in use at Udorn at least between 12 January 71 and 7 May 73 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); while attempting a medevac mission at coordinates PB-5190, near Ban Houei Lao (LS-147), Laos, the pilot, Capt. James E. Rausch, was killed in H-85 on 12 June 72, when hit by small arms fire that came through the windshield; copilot Disoum landed H-85 safely at Ban Moun (LS-177) (XOXO of 12 June 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F5; UTD/Leary/B1 for 12 June 72; Board of Review report dated 28 June 72, in: UTD/CIA/B34F5); on 5 July 72, H-85, flown by PIC D. E. Kawalek, F/O L. M. Barksdale, and F/M M. B. Punzalan, made a precautionary landing at coordinates TG 218688 near Ban Pha Kao (LS-308) due to engine problems; repaired (XOXO of 5 July 72, in: UTD/Hickler/B27F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74 and 1 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: reportedly to the South Vietnamese Air Force as "49341" in 74?; to the Royal Thai AF as "20172" in April 75 (?); coded H4K-62/19 of 201 Sqn, noted in January 2001 (*Air-Britain News*, May 2001, p. 695).

Sikorsky UH-34D	H-86	58.1616	23 Dec. 70	bailed from USMC BuA 150242
-----------------	------	---------	------------	--------------------------------

Previous history: 150242 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 6 Feb 1970 with a TT of 1761 hours. Struck off charge 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code WO, Depot Work. To WRAAR, Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 10 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); arrived at Udorn in late December 70 (Minutes ExCom-AAACL/AAM of 8 December 70, in: UTD/CIA/B8F4); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use at Udorn at least between 11 February 71 and 1 May 72 (Log book of D. Keele, in: UTD/Keele/B1F6; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 30 April 71, H-86 was grounded at Long Tieng (LS-20A) due to engine problems (XOXO of 30 April 71, in: UTD/Hickler/B25F11); received mortar and small arms fire while on the ground at coordinates XC 4600 near Paksong (L-05) in Laos on 23 November 71, damaging the rotor blades and the transmission oil cooler and injuring the pilot and the co-pilot; repaired and returned to service on 3 December 71 (XOXO of 23 Nov. 71, in: UTD/Hickler/B25F11; Minutes ExCom-AAACL/AAM of 11 January 72, in: UTD/CIA/B9F7); a photo is preserved in: UTD/Anthony/F6; current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 14 June 72, H-86, flown by PIC D. L. Fraser, F/O J. J. Sweeney, F/M R. B. Serafino, and Training F/M P. Tanunchai, suffered a main gear box oil pump failure, resulting in a forced landing at coordinates PB 6077 near Ban Moun (LS-177) in Laos; repaired and returned to service on 23 June 72 (Minutes ExCom-AAACL/AAM of 11 July 72, in: UTD/CIA/B9F7); current with Air America on 1 July 72 (List of assigned / maintained aircraft as of 1 July 72, in: UTD/Bisson/B5 reel 24).

Fate: to the RLAF as "0242" on 1 August 72; still with the RLAF as "0242" on 1 June 73 (Lists of assigned / maintained aircraft as of 1 January 72 and 1 February 73, in: UTD/Bisson/B5 reel 24).

Sikorsky UH-34D	H-87	58.1788	23 Dec. 70	bailed from USMC BuA 153123
-----------------	------	---------	------------	--------------------------------

Previous history: 153123 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 17 March 1970 with a TT of 1982 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code WO, Depot Work. To WRAAR Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 10 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); arrived at Udorn in late December 70 (Minutes ExCom-AAACL/AAM of 8 December 70, in: UTD/CIA/B8F4); in use at Udorn at least between 20 January 71 and 27 June 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); used out of Long Tieng (LS-20A) by Leon LaShomb from 2 to 4 March 71 (Log book of L. LaShomb, in: UTD/LaShomb/B14); on 6 March 71, H-87, flown by PIC U. A. White, F/O R. Hendryx, and F/M R. C. Bundalkian, made a precautionary landing at PS-43 due to engine problems (XOXO of 6 March 71, in: UTD/Hickler/B25F11); returned to service the next day; a photo taken on 13 December 71 was published in: Love, *Wings of Air America*, p. 103; current on 1 April 72 (List "Assigned, Maintained aircraft" as

of 1 April 72, in: UTD/CIA/B49F2); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74 and 1 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: reportedly to the South Vietnamese AF as “53123” in 74 (?); to the Royal Thai AF as “20173” in April 75 (?); coded H4K-63/19 of 201 Sqn; noted on the dump at Lop Buri in January 2001 (*Air-Britain News*, May 2001, p. 695).



Air America UH-34D H-88, taken by Tom Lum, probably at Udorn in the early seventies (photo no.VA024805, No Date, Allen Cates Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

Sikorsky UH-34D	H-88	58.1811	Jan. 71	bailed from USMC BuA 154901
-----------------	------	---------	---------	--------------------------------

Previous history: 154901 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 24 Feb 1970 with a TT of 397 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code WO, Depot Work. To WRAAR Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 23 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); arrived at Udorn in January 71 (Minutes ExCom-AAAC/AAM of 8 December 70, in: UTD/CIA/B8F4); used out of Luang Prabang (L-54) by Leon LaShomb from 17 to 20 April 71 (Log book of L. LaShomb, in: UTD/LaShomb/B14); in use at Udorn at least between 28 April 71 and 11 June 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; Log book of D. Keele, in: UTD/Keele/B1F6); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 19 October 71, H-88, flown by PIC J. A. Lopes and F/M R. T. Lacson, made a precautionary landing at coordinates UG 0243 due to engine problems; after an engine change, the aircraft returned (XOXO of 19 Oct. 71, in: UTD/Hickler/B25F11); received mortar and small arms fire while on the ground at coordinates XC 4600 near Paksong (L-05) in Laos on 23 November 71, damaging one main and one tail rotor blade; repaired and returned to service on 25 November 71 (XOXO of 23 Nov. 71, in: UTD/Hickler/B25F11; Minutes ExCom-AAAC/AAM of 11 January 72, in: UTD/CIA/B9F7); current on 1 April 72 (List “Assigned, Maintained aircraft” as of 1 April 72, in: UTD/CIA/B49F2); a photo of H-88, probably taken at Udorn in 1972/3, can be found in the A. Cates collection at TTU (no. VA024805); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73,

1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74, and 1 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: ?

Sikorsky UH-34D	H-89	58.1318	Jan. 71	bailed from USMC BuA 148767
-----------------	------	---------	---------	--------------------------------

Previous history: 148767 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 10 Jan 1970 with a TT of 2662 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code XT, MAP Storage. Status code changed to WO, Depot Work, 11 Aug 1970. To WRAAR Pensacola on 18 Sep 1970, status WK, Contract Work. Stricken TL on 23 Dec 1970 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: officially deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.) was to arrive at Udorn in January 71 (Minutes ExCom-AACL/AAM of 8 December 70, in: UTD/CIA/B8F4); on 16 March 71, the engine of H-89 failed on engagement of rotor at Ban Xong (LS-272), and the helicopter, which was to be operated by PIC J. A. McEntee, F/O A. W. Wilbur, and F/M R. T. Lachon, remained on the ground; repaired (XOXO of 16 March 71, in: UTD/Hickler/B25F11); received minor damage during a mortar attack on 20 March 71, when the aircraft was parked at Luang Prabang (L-54) airport; repaired (XOXO of 20 March 71, in: UTD/Hickler/B25F11); flown from Udorn to Savannakhet on 19 May 71 and then used out of Savannakhet by Leon LaShomb to 22 May 71 (Log book of L. LaShomb, in: UTD/LaShomb/B14); in use at Udorn at least between 11 October 71 and 9 June 73 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); assigned to contract FC4606-71-C-0002 for use out of Udorn at least 1-31 July 71 (F.O.C.s of 1 and 15 July 71, in: UTD/Hickler/B8F7B); hit by ground fire at an unknown location in Laos on 3 December 71, damaging the tail section; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 14 May 72, H-89, flown by PIC R. J. Lister, SIC P. G. Vaughan, and F/M S. G. Sickler, was hit by ground fire near Ban Moun (LS-177), Laos, on 14 May 72, causing bullet holes in the fuel cells, the main rotor blade and the radio wire bundle; ferried to Udorn, repaired and returned to service on 19 May 72 (XOXO of 14 May 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 23 May 72, in: UTD/CIA/B9F7); received minor bullet damage at an unknown location in Laos on 29 May 72; repaired and returned to service on 4 June 72 (Minutes ExCom-AACL/AAM of 13 June 72, in: UTD/CIA/B9F7); on 6 July 72, H-89, flown by PIC J. A. McEntee, SIC S. Swangpant, and F/M M. A. Baccay, made a precautionary landing at coordinates QB 0791 near Ban Nong Tong (LS-209) in Laos, as the engine chip warning light indicated an engine damage; repaired and returned to service on 7 July 72 (XOXO of 6 July 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 11 July 72 in: UTD/CIA/B9F7); suffered battle damage near Saravane (L-44) on 19 October 72, while rescuing personnel from the downed UH-34D H-62, damaging the carburetor; the crew of PIC H. K. Thompson, SIC A. Spelios, and F/M S. Jantavee remained uninjured; the aircraft was repaired and returned to service on 20 October 72 (XOXO of 19 Oct. 72, in: UTD/Hickler/B27F2; Accident report in: UTD/CIA/B61F12; UTD/Leary/B1 for 19 October 72; Minutes ExCom-AACL/AAM of 24 October 72 in: UTD/CIA/B9F7); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in:

UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); current, but in inactive storage on 1 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21), 1 April 74, and 1 May 74 (F.O.Circulars of 1 April 74 and 1 May 74 in: UTD/Hickler/B8F7C).

Fate: to the Royal Thai AF as ? in ?; converted to S-58T around 1978-80.

Sikorsky UH-34D	H-90	58.1466	Jan. 71	bailed from USMC BuA 149364
-----------------	------	---------	---------	--------------------------------

Previous history: 149364 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 10 Jan 1970 with a TT of 1549 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code XT, MAP Storage. Status code changed to WO, Depot Work, 8 Sep 1970. Stricken TL MAP on 12 Apr 1971 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); was to arrive at Udorn in January 71 (Minutes ExCom-AACL/AAM of 8 December 70, in: UTD/CIA/B8F4); on 17 February 72, H-90, to be operated by PIC D. L. Fraser, F/O G. J. Colleir, and F/M R. C. Delacruz, had engine problems on the ground at Ban Xon (LS-272); repaired on 18 February 72 (XOXOs of 17 and 18 Feb. 72, in: UTD/Hickler/B27F2); on 19 February 72, H-90 still had engine problems while on the ground at Ban Xon (LS-272); repaired again (XOXO of 19 Feb. 72, in: UTD/Hickler/B27F2); on 1 March 72, H-90 had once more engine problems while on the ground at Ban Xon (LS-272) (XOXO of 1 March 72, in: UTD/Hickler/B27F2); repaired; current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 30 November 72, H-90, flown by PIC C. R. Carpenter, F/O P. S. Myers, and F/M M. B. Punzalan received battle damage by small arms fire while orbiting at 2000 feet awaiting clearance for a medevac pick-up at coordinates PB 7084 near Ban Houei Lao (LS-147); nobody in the helicopter was injured, but H-90 made a forced landing at LS-147 (XOXO of 30 Nov. 72, in: UTD/Hickler/B27F2); on 17 December 72, H-90 was damaged in a rocket attack, when it was parked in the POL and parking area of Luang Prabang airport (L-54) overnight (XOXO of 17 Dec. 72, in: UTD/Hickler/B27F2); repaired; in use at Udorn at least between 4 May 72 and 30 May 73 (Log book of E. Munsell, in: UTD/Munsell/B3F24; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); at Udorn on 18 April 73 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14).

Fate: ?; not current 1 November 73 (F.O.C. of 1 Nov. 73, in: UTD/Kaufman/B8F7C).

Sikorsky UH-34D	H-91	58.1812	1 April 72	bailed from USMC BuA 154902
-----------------	------	---------	------------	--------------------------------

Previous history: 154902 entered NARF Pensacola on 17 July 1970 as a UH-34D with a TT of 763 hours. Status E10, Awaiting Rework. Status D1, Overhaul in Work, 14 Dec 1970. Struck off charge 5 Feb 1971. Admin strike. No USAF record (as of 1971) (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: struck off charge at Pensacola NAS on 5 February 71 (e-mail dated 3 April 2004, kindly sent to the author by Sid Nanson); stored at Udorn at least in January to March 72 (Lists of assigned / maintained aircraft as of 1 January to March 72, in: UTD/Bisson/B5 reel 24); current with Air America on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); in use at

Udorn at least between 5 June 72 and 24 August 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 8 July 72, H-91, flown by PIC S. B. Kline and F/M S. G. Sickler, made a precautionary landing in a rice paddy at coordinates TE 6338 near Udorn (T-08), as the engine chip warning light indicated an engine damage; repaired and returned to service on 9 July 72 (XOXO of 8 July 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAAC/AAM of 11 July 72, in: UTD/CIA/B9F7); still assigned to contract FC4606-71-C-0002 for use out of Udorn 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1 April-31 May 74 (F.O.C.s of 1 Nov. 73, 1 Dec. 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C)

Fate: ?

Sikorsky UH-34D H-92 58.1781 1 April 72 bailed from USMC BuA 153116

Previous history: 153116 entered storage at Davis Monthan AFB, Tucson as a UH-34D on 7 Jan 1970 with a TT of 1948 hours. Struck off charge on 22 Apr 1970. Admin strike. Gained by USAF same day at Davis Monthan, status code XT, MAP Storage. Status code changed to WO, Depot Work, 5 Oct 1970. To WRAAR, Robbins AFB on 29 Apr 1971. Stricken TL MAP 12 May 1971 (e-mail dated 25 January 2011, kindly sent to the author by Sid Nanson).

Service history: deactivated by the USMC on 22 April 70 (Nanson, USMC Helic. Disp.); still stored at Udorn January to March 72 (Lists of assigned / maintained aircraft as of 1 January to 1 April 72, in: UTD/Bisson/B5 reel 24); current on 1 April 72 (List "Assigned, Maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2).

Fate: aircraft received heavy small arms fire during approach to landing at coordinates WC8021, near Khong Sedone (LS-289), Laos on 19 May 72; the engine failed and the aircraft made autorotative landing in a tree-congested rice paddy; F/M Alfredo J. Alor was killed, when he was struck by the main rotor blade; one passenger was injured; the aircraft received substantial damage to the right main landing gear; as the site was not secure, it was hit by mortar fire while the crew was being rescued (XOXO of 19 May 72, in: UTD/Hickler/B27F2; Accident report, in: UTD/CIA/B61F4; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 19 May 72; Minutes ExCom-AAAC/AAM of 23 May 72, in: UTD/CIA/B9F7); not current 1 November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

The Sikorsky UH-34Ds of Air America's Project "Peace rotor":

In 1972/73, Air America reconstructed 14 former US Navy and US Marines UH-34Ds at Udorn and delivered them to the TNI-AU or Indonesian Air Force (see: UTD/Abadie/B1F4+5). This was called "Project Peace rotor". Probably, these aircraft were later based at Semplak AFB, West Java (Lundh, *Sikorsky H-34*, p. 84). Only one of the UH-34Ds that are listed in Lundh, *Sikorsky H-34*, p. 84, as belonging to the Indonesian Air Force, was a former "Peace rotor" aircraft. Those UH-34s had already been deactivated by the USMC long time before (see: Sid Nanson, "USMC Helicopter Disposition Vietnam Era", formerly at: <http://popasmoke.com/dispositions.html> ; info kindly sent to the author by Steve Stevens in his e-mail dated 2 January 2005). Those known TNI-AU aircraft were:

BuA 143967 c/n 58.466 > H-???? (deactivated already on 31 December 70)

BuA 143982 c/n 58.515 > H-???? (deactivated already on 22 May 70)

On 27 June 72, 10 UH-34 helicopters arrived at Udorn via truck, followed by another 11 UH-34 helicopters by truck on 30 June 72. All of them were in very poor condition and seem to have come from Vietnam. A letter that J. L. Forney, Air America's Acting Vice-President at Laos, sent to Detachment 11, AFCMC (Air Force Contract Maintenance Center) at Udorn on 17 July 72, makes clear that Air America was to rebuilt 14 UH-34 helicopters: "It should be noted at this point that both BuNo 145782 and 147175 are configured in the older UH-34D style and, as such, are identical in many respects to the 13 'G' models. Therefore, in developing 14 aircraft of the same configuration, we propose to use one of these along with the 13 'G' models if the project to restore 14 aircraft to operational condition is approved" (J. L. Forney, letter of 17 July 72 to Detachment 11, AFCMC, in: UTD/Bisson/B5, microfilm reel no. 24).

<u>AIRCRAFT LISTING</u>			
<u>BUNO or</u> <u>MILITARY S/N</u>	<u>MANUFACTURER</u> <u>NUMBER</u>	<u>MODEL</u>	<u>REMARKS</u>
137851	UNK	UH-34G	
138462	UNK	UH-34G	
138488	UNK	UH-34G	
139024	UNK	UH-34G	
139029	UNK	UH-34G	
140134	58188	UH-34G	
141589	52243	UH-34G	
143886	UNK	UH-34G	
143888	58566	UH-34G	
143904	UNK	UH-34G	
143905	UNK	UH-34G	
143907	58631	UH-34G	
143916	UNK	UH-34G	
145782	58950	UH-34D	Records show "D" model, but BUNO not confirmed as "D" in NAVAIR 01-230HLB-2-1
147175	58116	UH-34D	Only partial records received which show both "D" and "G". BUNO confirmed as "D" in NAVAIR 01-230HLB-2-1
148060	UNK	UH-34D	Records show "D" model, but BUNO not confirmed as "D" in NAVAIR 01-230HLB-2-1
149335	581434	UH-34D	
149377	581479	UH-34D	Only partial records received which show both "D" and "G" models. BUNO confirmed as "D" in NAVAIR 01-230-HLB-2-1.
150247	581629	UH-34D	
34-3028	58381	UH-34C	Only partial records received; model confirmed by data plate.
35-4469	58427	UH-34C	Same as above.

The UH-34s that arrived at Udorn in 1972, listed by model
(List in: UTD/Bisson/B5, microfilm reel no. 24)

As UH-34D BuA 147175 is known to have been delivered to the Indonesian Air Force (see above), the 14 "Peace rotor" UH-34s restored by Air America's Udorn facility – that is BuA 147175 plus the 13 'G' models – are as follows (List in: UTD/Bisson/B5, microfilm reel no.

24, c/ns [msns] added from Lundh, *Sikorsky H-34*, pp.109-11 and 119-21):

BuA 137851	58-7	arrived Udorn on 27 June 72
BuA 138462	58-141	arrived Udorn on 27 June 72
BuA 138488	58-46	arrived Udorn on 30 June 72
BuA 139024	58-122	arrived Udorn on 27 June 72
BuA 139029	58-128	arrived Udorn on 30 June 72
BuA 140134	58-188	arrived Udorn on 30 June 72
BuA 141589	58-243	arrived Udorn on 27 June 72
BuA 143886	58-564	arrived Udorn on 27 June 72
BuA 143888	58-566	arrived Udorn on 30 June 72
BuA 143904	58-623	arrived Udorn on 27 June 72
BuA 143905	58-629	arrived Udorn on 30 June 72
BuA 143907	58-631	arrived Udorn on 27 June 72
BuA 143916	58-654	arrived Udorn on 30 June 72
BuA 147175	58-1116	arrived Udorn on 30 June 72

For some of the Project “Peace rotor” UH-34Ds, delivery details are known, but not their identity:

Sikorsky UH-34D H-581 58.??? 72 delivery serial; ex ?
Service history: former US Marines aircraft, reconstructed at Udorn in 1972 for use by the TNI-AU or Indonesian Air Force (Project “Peace rotor”).
Fate: delivered to the TNI-AU (Indonesian Air Force) from Udorn (T-08) to Hua Hin (T-10) on 2 October 72; secured at Hua Hin, Thailand (T-10) on 2 October 72 at 0800Z, i.e. 16.00 local time (XOXO of 2 October 72, in: UTD/Hickler/B10F12+F14); the delivery probably continued via Penang and Singapore to Djakarta; later to H-34??

Sikorsky UH-34D H-582 58.??? 72 delivery serial; ex ?
Service history: former US Marines aircraft, reconstructed at Udorn in 1972 for use by the TNI-AU or Indonesian Air Force (Project “Peace rotor”).
Fate: delivered to the TNI-AU (Indonesian Air Force) from Udorn (T-08) to Hua Hin (T-10) on 2 October 72; secured at Hua Hin, Thailand (T-10) on 2 October 72 at 0800Z, i.e. 16.00 local time (XOXO of 2 October 72, in: UTD/Hickler/B10F12+F14); the delivery probably continued via Penang and Singapore to Djakarta; later to H-34??

Sikorsky UH-34D H-583 58.??? 72 delivery serial; ex ?
Service history: former US Marines aircraft, reconstructed at Udorn in 1972 for use by the TNI-AU or Indonesian Air Force (Project “Peace rotor”).
Fate: delivered to the TNI-AU (Indonesian Air Force) from Udorn (T-08) to Hua Hin (T-10) on 2 October 72; secured at Hua Hin, Thailand (T-10) on 2 October 72 at 0800Z, i.e. 16.00 local time (XOXO of 2 October 72, in: UTD/Hickler/B10F12+F14); the delivery probably continued via Penang and Singapore to Djakarta; later to H-34??

Sikorsky UH-34D H-584 58.??? 72 delivery serial; ex ?
Service history: former US Marines aircraft, reconstructed at Udorn in 1972 for use

by the TNI-AU or Indonesian Air Force (Project "Peace rotor").

Fate: delivered to the TNI-AU (Indonesian Air Force) from Udorn (T-08) to Hua Hin (T-10) on 2 October 72; secured at Hua Hin, Thailand (T-10) on 2 October 72 at 0800Z, i.e. 16.00 local time (XOXO of 2 October 72, in: UTD/Hickler/B10F12+F14); the delivery probably continued via Penang and Singapore to Djakarta; later to H-34??



UH-34D H-589 of Project "Peace rotor", taken at Udorn in 1973
(with kind permission from Judy Porter)

Sikorsky UH-34D H-589 58.??? 73 delivery serial; ex ?

Service history: former US Marines aircraft, reconstructed at Udorn in 1972/3 for use by the TNI-AU or Indonesian Air Force (Project "Peace rotor"); a photo taken at Udorn in March 73 is preserved in: UTD/Landry/B1F2; at Udorn on 17 April 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: to the TNI-AU (Indonesian Air Force) as H-34??; delivered ex Udorn (T-08) to Hua Hin (T-10) on 18 April 73 as H-589 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); the delivery continued via Penang on 19 April and Singapore on 20 April to Djakarta on 21 April 73 (Log book of E. Munsell, in: UTD/Munsell/B3F24).

Sikorsky UH-34D H-590 58.??? 73 delivery serial; ex ?

Service history: former US Marines aircraft, reconstructed at Udorn in 1972/3 for use by the TNI-AU or Indonesian Air Force (Project "Peace rotor"); at Udorn on 16 April 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: to the TNI-AU (Indonesian Air Force) as H-34??; delivered ex Udorn (T-08) to

Hua Hin (T-10) on 18 April 73 as H-590 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); the delivery probably continued via Penang on 19 April and Singapore on 20 April to Djakarta on 21 April 73.

Sikorsky UH-34D H-591 58.??? 73 delivery serial; ex ?

Service history: former US Marines aircraft, reconstructed at Udorn in 1972/3 for use by the TNI-AU or Indonesian Air Force (Project "Peace rotor"); a photo is preserved in: UTD/Cournoyer (Sm.Coll.1); at Udorn on 16 April 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Fate: to the TNI-AU (Indonesian Air Force) as H-34??; delivered ex Udorn (T-08) to Hua Hin (T-10) on 18 April 73 as H-591 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); the delivery probably continued via Penang on 19 April and Singapore on 20 April to Djakarta on 21 April 73.

Sikorsky UH-34D H-592 c/n 58.??? 73 delivery serial; ex ?

Service history: former US Marines aircraft, reconstructed at Udorn in 1972/3 for use by the TNI-AU or Indonesian Air Force (Project "Peace rotor").

Fate: to the TNI-AU (Indonesian Air Force) as H-34??; delivered ex Udorn (T-08) to Hua Hin (T-10) on 18 April 73 as H-592 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); the delivery continued via Penang on 19 April and Singapore on 20 April to Djakarta on 21 April 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6).

Problems and errors:

H-811 flown Udorn (T-08) - Long Tieng (LS-20A) - Udorn (T-08) on 5 May 73 (Log book of E. Munsell, in: UTD/Munsell/B3F24; type not given); believed to be S-58T XW-PHA (c/n 58.1398, ex BuA 148811).

H-?? **c/n 58.133, a H-34A ex SVNAF “54-886”**, reportedly lost on 30 March 63 or in May 1963: According to official Air America documents, this aircraft was not part of Air America’s UH-34 fleet, nor does the accident appear in Air America’s list “Aircraft accidents 1963” (in: UTD/CIA/B49F2). As the H-34s of the SVNAF’s 219th Helicopter Squadron (“Kingbees”) also carried out covert cross border operations into Southern Laos (Plaster, *SOG*, pp. 88/9), it was probably one of their helicopters whose loss was attributed to Air America, as it was known that Air America operated UH-34s in Laos.

H-?? **BuA 150556 c/n 58.1683**: This aircraft was reported to have been lost on 18 April 71; but no Air America UH-34D was lost on 18 April 71; probably, this is an error for Air America UH-34D H-45 c/n 58.1778 ex BuA 153556, which was lost at Long Tieng on 18 April 74.

Unidentified accidents of Air America helicopters (possibly UH-34s):

- 1 UH-34D exploded while on the ground near the Ho Chi Minh trail on a supply mission, date unknown (Robbins, *Air America*, p. 130).
- 1 UH-34D was shot down in the Plain of Jars around 1968 (Robbins, *Air America*, p. 146).
- 1 UH-34D sustained damages during a semi-controlled crash landing after receiving battle damage to the auxiliary and primary hydraulic flight control servo systems. All aboard received minor injuries and the aircraft was subsequently destroyed by persons unknown, probably in 71 or 72, location and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 UH-34D received in-flight small arms fire just prior to landing. The aircraft made an immediate engine-out landing and the aircrew successfully evaded the hostile forces, probably in 71 or 72, location and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 UH-34D was destroyed by an internal explosion, as the munitions cargo was being unloaded, probably in 71 or 72, location and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 UH-34D was hit by large caliber weapon just prior to touchdown. The captain executed an immediate go-around but fire was observed in the rear fuel cell area. An immediate emergency landing was made and all occupants successfully evacuated the aircraft and the area. The helicopter was destroyed by fire, probably in 71 or 72, location and date unknown (Accident summary, in: UTD/Hickler/B24F2).

Air America also maintained the UH-34Ds of the Royal Lao Air Force, but they are listed in a separate file within *The Aircraft of Air America*, called *Royal Lao Air Force UH-34Ds* (see <http://www.utdallas.edu/library/specialcollections/hac/cataam/Lecker/aircraft/index.html>).

UH-34Ds of the *Commission Internationale de Contrôle*

Air America's repair facility at Udorn, Thailand also maintained the 6 UH-34Ds of the *Commission Internationale de Contrôle* which was responsible for supervising the neutrality of Laos since 1962. During their missions these former Air America UH-34Ds were mostly flown by French pilots and used to supervise the observance to be paid to the Geneva Accords. But periodically they came in to Air America's facility at Udorn, where they were maintained and later test flown by Air America pilots. For example, Air America pilot Elmer Munsell notes in his log books (preserved in: UTD/Munsell/B3F24) that he flew CIC-4 and CIC-5 on 29 July 63, CIC-5 and CIC-6 on 24 October 63, CIC-6 on 3 December 63, CIC-4 on 22 December 63, CIC-4 on 3 January 64, CIC-1 on 15 January 64, and CIC-5 on 16 May 64, all on test flights out of Udorn. The CIC UH-34Ds were still maintained by Air America in 1967 as part of the AF62-(531)-1841 contract. In 1967, CIC offered to sell them to AAM (Minutes ExCom-AAAC/AAM of 25 July 67, in: UTD/CIA/B8F2). Those UH-34Ds were painted all white and had a big CIC on the side as well as their actual serial. They were:

UH-34D	CIC-1	58.1388	4 Sept. 62	ex Air America H-X and BuA 148803
--------	-------	---------	------------	--------------------------------------

Service history: identity given in: "Helicopter identification", in: UTD/Hickler/B26F19); belonged to the Commission Internationale de Contrôle, Laos (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4), maintained by Air America; in use out of Udorn on 15 January 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4)

Fate: returned to Air America as "803" on 20 January 65 (Delivery and receipt of aircraft dated 20 January 65, in: UTD/Hickler/B1F3); for the subsequent history see there.

UH-34D	CIC-2	58.1390	4 Sept. 62	ex Air America H-Y and BuA 148805
--------	-------	---------	------------	--------------------------------------

Service history: identity given in: "Helicopter identification", in: UTD/Hickler/B26F19); maintained by Air America; lost at an unknown location in Laos on 3 May 63, given as a loss in the list "Aircraft destroyed or lost" (UTD/CIA/B49F2); not mentioned in the list "Aircraft accidents 1963" (in: UTD/CIA/B49F2); Air America offered to recover it (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); probably the accident had taken place at an earlier date, so that 3 May 63 was only the date of write-off; apparently later recovered by Air America on behalf of their own; not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

Fate: returned to Air America as H-48 on 29 March 67; for the subsequent history see there.

UH-34D	CIC-3	58.1391	4 Sep. 62	ex Air America H-Z and BuA 148806
--------	-------	---------	-----------	--------------------------------------

Service history: identity given in: "Helicopter identification", in: UTD/Hickler/B26F19); maintained by Air America.

Fate: given to R.Lao AF as "8806" in ?; not current with the RLAF on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).



CIC UH-34Ds "CIC-4" and CIC-5" at Sam Thong on 9 January 66, taken by Dr. J. Pote
(with kind permission from Dr. Jonathan Pote)

UH-34D	CIC-4	58.1392	4 Sept. 62	ex Air America H-11 and BuA 148807
--------	-------	---------	------------	---------------------------------------

Service history: identity given in: "Helicopter identification", in: UTD/Hickler/B26F19); belonged to the Commission Internationale de Contrôle, Laos (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4), but was maintained by Air America; in use out of Udorn at least between 29 July 63 and 3 January 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); photos are preserved in: UTD/Hickler/B29 + B32; not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

Fate: test flown out of Udorn as "8807" on 16 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6) as aircraft of the Royal Lao Air Force.

UH-34D	CIC-5	58.578	27 May 63	ex Air America H-B and BuA 144647
--------	-------	--------	-----------	--------------------------------------

Service history: identity given in: "Helicopter identification", in: UTD/Hickler/B26F19); transferred to the Commission Internationale de Contrôle, Laos, Vientiane, on 27 May 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); maintained by Air America; in use out of Udorn at least between 29 July 63 and 16 May 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); photos are preserved in: UTD/Hickler/B29 + B32.

Fate: reserialled in as "4647" in 1969 (?); at Udorn on 3 October 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; type not given); not current with Air America in 1969 or on 1 July 70; probably a RLAf UH-34; reportedly with the South Vietnamese AF.



UH-34D c/n 58.572 as “CIC-6” in the mid-sixties and as “4644” at Udorn in Sept./ Oct. 73
 (UTD/Hickler/B28) (with kind permission from Ward S. Reimer)

UH-34D	CIC-6	58.572	6 June 63	ex Air America H-A and BuA 144644
--------	-------	--------	-----------	--------------------------------------

Service history: identity given in: “Helicopter identification”, in: UTD/Hickler/B26F19); transferred to the Commission Internationale de Contrôle, Laos, Vientiane, on 6 June 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); maintained by Air America; in use out of Udorn at least between 24 October 63 and 26 November 69 (Log book of E. Munsell, in: UTD/Munsell/B3F24); photos can be seen in: UTD/Hickler/B28+B29, and in: Lundh, *Sikorsky H-34*, p. 128.

Fate: not current with Air America on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); given to the Royal Lao Air Force as “4644” before April 72; still in basic white CIC colors at Udorn in September / October 1973, as can be seen in the photo by Ward S. Reimer.