

Khmer Air Force AU-24As
by Dr. Joe F. Leeker



A Khmer Air Force AU-24A enroute back to Takhli RTB from a gunnery training mission
in May 73

(with kind permission from Jack Squires via Ed Gunter and Lloyd Van Zee)

**Number of AU-24As assigned to the Khmer Air Force according to Air America's
Phnom Penh Station monthly reports November 73 – June 74:**

14 (Nov. 73) > 13 (March 74) > 12 (April 74) > 12 (June 74)

Aeroflight (at <http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>)
states:

- 15 AU-24s were ordered for evaluation and eventual MAP delivery to the South Vietnamese Air Force, but were believed to be too vulnerable to anti-aircraft fire and SA-7 missiles. After a period of storage at Davis-Monthan AFB, 14 were delivered to the Khmer Air Force
- one Khmer Air Force AU-24 was written off in March 1973, carrying 6 crew and passengers, as well as a full load of ammunition
- 3 Khmer Air Force AU-24s were shot down during operations against the Khmer Rouge
- 1 Khmer Air Force crashed into the Tonkin Gulf due to lack of fuel on 17 April 1975
- of the 6 AU-24s captured by the Khmer Rouge, at least one bore the insignia of the Heng Samrin regime after 1979; it was at Boun Kak park, Phnom Penh, in 1993, but broken up the same year.

Flight characteristics:

Former Air America pilot Jake Wehrell, who was involved in the training program of the Khmer Air Force Helio Stallion, recalls the flight characteristics of that aircraft: "I am not surprised at the number of crashes. The Helio Stallion was one of the least safe airplanes I have ever flown. It had two known deficiencies.

1. In a steep dive, if the pilot had the power back (the blade angle flattened), and the speed happened to get into a certain range (I think) about 100 knots, a terrible longitudinal porpoising began, that could rapidly get violent. Believe it or not, adding power was the best corrective action you could take (and that's hard to do when through the windscreen all you see is the ground already coming up to meet you)!

2. The FAA would not originally certificate it because of a similar, but differently initiated shortcoming, flight control problems. To correct/dampen this, they had to mount a long, forward pointing rod with a weight on it, on the leading edge of the stabilator. (This was enclosed of course in the dorsal fuselage). One day I was flying a Helio, and the stick started walking fore and aft in the cockpit, and the aircraft of course started porpoising. It was obvious to me that the air pressures on the stabilator – instead of fairing it, were actually causing it to move. I wasn't flying the control surfaces; they were flying me. It was a very scary situation. I knew right there and then, there was more to the fact that this aircraft did not get to its original US military destination than budgeting and erroneous closed bidding, etc. It is not a coincidence that so many of these aircraft went down.

And this doesn't even consider that fact that it was very very hard to land – especially in a crosswind." (e-mail dated 21 February 2006, kindly sent to the author by Jake Wehrell)

Statistics:

- Flight training program was organized at Takhli (T-05) in March 73 (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- In April 73, a total of 5 AU-24s was based at Pochentong, with 2 more at Kompong Chnang Air Base (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1)
- In May 73, 13 AU-24s were stationed at Pochentong (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)
- in June 73, 9 aircraft were operational at Pochentong and 3 were grounded (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)



A Khmer Air Force AU-24A in May 73, taken by Jake Wehrell
(with kind permission from Jake Wehrell)

Individual aircraft histories:

Helio AU-24A “21319” 003 9 Nov. 72 ex 72-1319 and N9552A

Previous history: Helio Aircraft to USAF on 29 December 71 (71363); evaluated at Eglin AFB, Florida, in January 72, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 22 July 72 (72204).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; loose rivets were replaced at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A “21320” 004 9 Nov. 72 ex 72-1320 and N9553A

Previous history: Helio Aircraft to USAF on 24 February 72 (72056); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; the tail gear broke during a landing at Battambang in June 73; ferried to Pochentong and repaired (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); parts served to make "72-1329" operational in July 73 (Air America's Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); repairs of "72-1320" were finished on 2 July 73 (Air America's Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); in September 73, the Tacan was inoperative, but repaired (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); received bullet damage at the center wing bottom skin in November 73; repaired (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America's Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: escaped to Thailand in 1975; salvaged at Bangkok; transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); sold to Michael J. Schachle, Anchorage, AK, as N9991F in 1976; sold to James D. Perry, Kent, WA, on ?; leased to Perris Valley Skydiving Inc., Perris, CA, on ?; crashed into the ground during skydiving operation at Perris, CA, on 30 June 88, killing the pilot; the registration was cancelled on 26 August 1988.

Helio AU-24A "21321" 006 9 Nov. 72 ex 72-1321

Previous history: Helio Aircraft to USAF on 3 March 72 (72063); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A "Stallion" at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; was sent from Pochentong to Takhli (-05) and was undergoing heavy inspection in May 73 (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); sustained battle damage over Cambodia in August 73; the engine was changed (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); battle damage still under repair in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1).

Fate: escaped to Thailand in 1975; salvaged at Bangkok; transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); sold to Michael J. Schachle, Anchorage, AK, as N9992F in 1976; sold to Aurotaxi Ltda, La Paz, as CP-1396 in February 78; sold to PB Odom Enterprises Inc, Oklahoma City, OK, as N5779N on 16 November 84; regd. in Nov. 84; CofA on 13 April 1988; sold to Taylor Energy Co, New Orleans, LA, on 29 November 1990; current (request submitted to the FAA on 20 February 2005 at <http://162.58.35.241/acdatabase/>).



Khmer Air Force AU-24A “21322”, taken in May 73 by Jake Wehrell
(with kind permission from Jake Wehrell)

Helio AU-24A “21322” 007 9 Nov. 72 ex 72-1322

Previous history: Helio Aircraft to USAF on 8 March 72 (72068); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; damaged out station during landing in Cambodia in September 73; ferried back to Pochentong, repaired and released for operations the same month (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/ B39F1); received ground fire in December 73; repaired; 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: escaped to Thailand in 1975; salvaged at Bangkok; transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); sold to Alcor, San Antonio, TX; later sold to Michael J. Schachle, Anchorage, AK; regd. as N1384X in March 82; sold to Shark Air Aviation, Kent, WA, on 25 July 89; CofA on 27 July 1989; cancelled in August 89 and rereg. as N9991F (no.2) in September 89; not taken up; sold to Taylor Energy Co, New Orleans, LA, as N994PT in January 1990; rereg. as N550HZ in October 91; sold to David D. Maytag Jr, Prescott, AZ, as N550HZ on 24 December 1991; current (request submitted to the FAA on 20 February 2005 at <http://162.58.35.241/acdatabase/>).



The gun of Khmer Air Force AU-24A “21323”, taken in May 73 by Jake Wehrell
(with kind permission from Jake Wehrell)

Helio AU-24A “21323” 008 9 Nov. 72 ex 72-1323

Previous history: Helio Aircraft to USAF on 17 March 72 (72077); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; sustained a substantial damage at Battambang station in June 73 during a heavy rocket attack; the aircraft was ferried back to Pochentong and repaired (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/ B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A “21325” 010 9 Nov. 72 ex 72-1325

Previous history: Helio Aircraft to USAF on 30 March 72 (72090); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; was sent from Pochentong to Takhli (T-05) for heavy inspection in April 73 (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); in August 73, the Khmer Air Force pilot taxied into a revetment, causing damage to the horizontal stabilizer; repaired (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America's Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); the aileron was repaired in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); the left hand bottom wing skin was repaired in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A "21326" 011 9 Nov. 72 ex 72-1326

Previous history: Helio Aircraft to USAF on 12 June 72 (72164); the type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A "Stallion" at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on after evaluation in South Vietnam to Davis Monthan AFB for storage on 21 July 72 (72203).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; made a hard landing during the training program at Takhli (T-05) in April 73, causing an unknown damage, and was ferried to Udorn for repair (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); bullet holes were repaired in February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A "21327" 012 9 Nov. 72 ex 72-1327

Previous history: Helio Aircraft to USAF on 19 May 72 (72140); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A "Stallion" at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 14 July 72 (72196).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; was reassembled by September 73 and awaited a check flight; this aircraft had never flown since its arrival at Pochentong (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); made a hard landing in November 73, damaging the tail wheel section and the right hand wheel attachment bracket; repaired (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A "21328" 013 9 Nov. 72 ex 72-1328

Previous history: Helio Aircraft to USAF on 28 April 72 (72119); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 20 July 72 (72202).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; the left aileron of “328” was damaged in a training accident at Takhli in March 73; repaired (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A “21329” 014 9 Nov. 72 ex 72-1329

Previous history: Helio Aircraft to USAF on 22 May 72 (72143); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 14 July 72 (72196).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; not flown until July 73, when it was put into operation (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); received battle damage on the right hand wing in March 74; repaired (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A “21330” 015 9 Nov. 72 ex 72-1330

Previous history: Helio Aircraft to USAF on 22 May 72 (72143); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 20 July 72 (72202).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; several ribs at the left hand wing were re-enforced in November 73; the damage had been due to heavy vibration caused by the aircraft weapon (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); damage of the left wing tip was repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.



Khmer Air Force AU-24A “21331”, taken in May 73 by Jake Wehrell
(with kind permission from Jake Wehrell)

Helio AU-24A “21331” 016 9 Nov. 72 ex 72-1331

Previous history: Helio Aircraft to USAF on 26 May 72 (72147); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 21 July 72 (72203) and received storage no. “HR014”.

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; in July 73, the tail section was substantially damaged during landing at an outstation (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); repairs of the tail section were completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); in May 74, the damage caused by a hard landing was repaired (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); the vertical stabilizer was repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.

Helio AU-24A “21332” 017 9 Nov. 72 ex 72-1332

Previous history: Helio Aircraft to USAF on 26 May 72 (72147); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 14 July 72 (72196).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force.

Fate: crashed out station in Cambodia in August 73 and was never recovered (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); according Conboy / Bowra, *The war in Cambodia*, p. 21, the date was 10 August 73.

Helio AU-24A “21333” 018 9 Nov. 72 ex 72-1333

Previous history: Helio Aircraft to USAF on 9 June 72 (72161); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 21 July 72 (72203).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; in July 73, the tail section was substantially damaged during take-off at Pochentong (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); repairs of the tail section were completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); received battle damage at the right wing in March 74; repaired (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); had electrical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

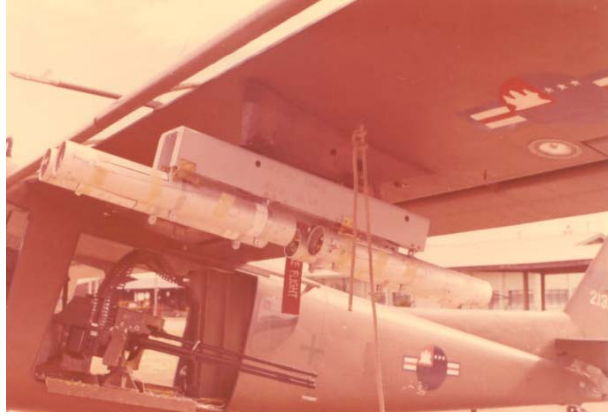
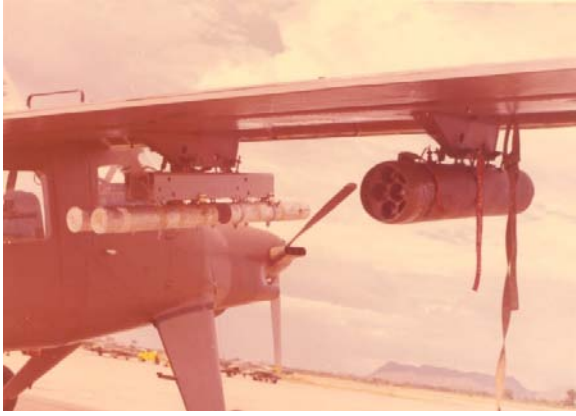
Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.



The cockpit of a Khmer Air Force AU-24A, taken in May 73 by Jake Wehrell
(with kind permission from Jake Wehrell)



The STOL capacity of a Khmer Air Force AU-24A, demonstrated in May 73
(with kind permission from Jake Wehrell)



The weapons of a Khmer Air Force AU-24A, taken in May 73 by Jake Wehrell
(all photos with kind permission from Jake Wehrell)

When Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975, 3 AU-34s escaped to Thailand (Carroll, *World Air Forces Directory 1998/9*, p. 187).

Helio AU-24A "72-1324" c/n 009 was delivered by Helio Aircraft, Pittsburgh, to the USAF on 24 March 72 (72084); after evaluation at Eglin AFB, FL, it was put into storage at Davis Monthan AFB on 29 June 72 (72181); it was never delivered to the Khmer Air Force and was probably scrapped at Davis Monthan.