

AIR AMERICA: SIKORSKY UH-34s (1st series)
by Dr. Joe F. Leeker

Last updated on 1 June 2009

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

For this type of information, see the file about the second series of Air America UH-34Ds.

Statistics according to official Air America documents:

29 March 61: 16 UH-34s were leased to Air America, ferried Bangkok-Udorn on 29 March 61, and based at Udorn (*Air America Log*, vol. VI, no. 5, 1972, p. 4)

April 1963: 17 UH-34s, considered to be reduced to 4 due to the partial termination of contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4)

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Sikorsky UH-34D	H-A	58.572	20 Dec. 60	bailed from USMC BuA 144644

Service history: received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); initially based at Vientiane, but moved to Udorn in March 61 (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960); at Ban Na in 1961?; a photo is preserved in: UTD/Landry/B1F3; used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); in use out of Udorn at least between 29 January 63 and 31 January 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24).

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-6 in June 1963.

CIC-6	58.572	6 June 63	Air America H-A (BuA 144644)
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Service history: 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); damaged by a thunderstorm at Vientiane (L-08) on 25 May 68, when one main rotor blade was broken (XOXO of 25 May 68, in: UTD/Hickler/B25F13); repaired; 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 found 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) or in 1971; reportedly to the South Vietnamese AF as "44644" in 1971 (Lundh, *Sikorsky H-34*, p. 135); but reserialled as "4644" in 1971; used for training at Udorn on 15 March 71 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; type not given); given to the Royal Laotian Air Force as "4644" before April 72; current with them on 1 April 72 (List of assigned / maintained aircraft of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-B 58.578 20 Dec. 60 bailed from USMC BuA
144647

Service history: received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); initially based at Vientiane, but moved to Udorn in March 61 (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960); a photo is preserved in: UTD/Landry/B1F3; while operating in Laos under contract no. 39-007, H-B made an emergency landing in enemy territory on 15 May 61 because the tail rotor failed; pilot E. Shore, Flight Mechanic J.P. McMorrow and passenger G. Wolfkill were imprisoned for 15 months ("Operational casualties in SEA", in: UTD/CIA/B29F1); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); suffered an in-flight engine failure over Laos on 4 May 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired ; in use out of Udorn at least between 22 October 62 and 4 May 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24).

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-5 in May 1963; deleted from contract no. AF62(531)-1674 by modification no.16 of 22 May 63 (in: UTD/Kaufman/B1F12).

CIC-5 58.578 27 May 63 Air America H-B
(BuA 144647)

Service history: 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/B3 F24); photos are preserved in: UTD/Hickler/B29 + B32.

Fate: reserialled as "647" 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; to the South Vietnamese AF as "44647" in 1969.

Sikorsky UH-34D H-C 58.489 20 Dec. 60 bailed from USMC BuA
143975

Service history: received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); initially based at Vientiane, but moved to Udorn in March 61 (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: lost at an unknown place in Laos on 21 October 61 in a landing accident caused by sticking oleo resulting in ground resonance; the pilot (Capt. N. E. Early), the Flight Mechanic (L. J. Jones) and two MAAG passengers were slightly injured (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1961, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-D 58.459 20 Dec. 60 bailed from USMC BuA
143963

Service history: received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); had an accident at an unknown place in Laos on 22 January 61, when the pilot attempted operations in excess of aircraft performance limitations, that is the aircraft made an emergency landing because of the loss of control during a very high altitude take-off, while operating under contract no. 39-007; the pilot (C. J. Abadie) received no injury, the Flight Mechanic received minor injury (Aircraft accidents 1961, in: UTD/CIA/B49F2);

Operational casualties in SEA, in: UTD/CIA/B29F1); repaired; initially based at Vientiane, but moved to Udorn in March 61 (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: after bringing Vang Pao to a site just over the south rim of the PDJ, H-D, piloted by Clarence Abadie, got into a downdraft over the trees on take off and settled upright into the tall trees on 22 January 61; the aircraft was operating under contract 39-007, when it had to made this emergency landing in insecure area because of control loss during heavy high altitude landing; the pilot, Capt. C. J. Abadie, was not injured; the aircraft was abandoned on customer's advice (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960; Operational casualties, in: UTD/CIA/B29F1; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-E 58.813 2 Feb. 61 bailed from USMC BuA
145745

Service history: received at Bangkok on 2 February 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); in use out of Udorn at least between 16 October 62 and 26 February 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: transferred to the South Vietnamese AF as "45745" on 15 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); written off on 26 November 65 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).



Air America UH-34D H-F at Sam Thong on 9 January 66, taken by Dr. Jonathan Pote
(with kind permission from Dr. Jonathan Pote)

Sikorsky UH-34D H-F 58.1166 17 March 61 bailed from USMC BuA
148054

Service history: received at Bangkok on 17 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Vientiane in 1961 (a photo is preserved in: UTD/Sass [Sm.Coll. 4]); in use out of Udorn at least between 15 September 62 and 24 April 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); when the pilot, Capt. W. T. Cook, attempted to fly over a ridge at an unknown place in Laos on 7 April 63, while under operating contract

Memorial file, in: UTD/LaShomb/B16F3; Maintenance report of H-G, dated 5 June 61, in: UTD/Lewis/B2F6); Pa Doung was the head-quarters of Major Vang Pao, besieged by Pathet Lao forces at that time, and H-G had landed supplies to the Hmong troops (Leary, *CIA Operations in Laos*, p. 58); as H-G had crashed in an inaccessible area, it was abandoned on customer's advice (Aircraft destroyed or lost, in: UTD/CIA/B49F2); the Aircraft list of June 62, corrected to Sept. 1963 (in: UTD/Kirkpatrick/B1F1), also gives the aircraft as lost - reportedly, the aircraft went to the South Vietnamese AF as "48063" in (?) and was transferred to the MASDC, Davis-Monthan AFB, AZ, in 75 (?) - but this was probably another aircraft.

Sikorsky UH-34D H-H 58.490 29 March 61 bailed from USMC BuA
143976

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn on 29 March 61; flown Bangkok-Udorn on 29 March 61 by C. J. Abadie (Note of 1972, in: UTD/Abadie/B1F5); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: lost at an unknown place in Laos on 27 July 61, when it made an emergency landing in enemy area caused by engine failure during climb out; the pilot (Capt. R. B. Crafts), the Flight Mechanic (W. B. Williams) and one passenger remained unhurt, two passengers were slightly injured; H-H was abandoned on customer's advice (list "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1961, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-I 58.492 29 March 61 bailed from USMC BuA
143978

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: lost at an unknown place in Laos on 19 April 61 in a landing accident in enemy area caused by the loss of control during a heavy high altitude landing, while operating under contract no. 39-007; the pilot (Capt. J. R. Haver), the copilot (E. H. Norfleet), the Flight Mechanic (R. Eakin) and four Laotian passengers received minor injuries; H-I was abandoned on customer's advice (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-J 58.516 29 March 61 bailed from USMC BuA
143983

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn on 29 March 61; at Udorn on 2 October 62 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 16 April 61 (Modification no.14 to contract no. AF62(531)-1674 of 4 April 63, in: UTD/Kaufman/B1F12); to the South Vietnamese Air Force as "43983" on 10 May 63; photo in Mesko, *VNAF. South Vietnamese Air Force*, p. 35; written off on 18 November 68 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-K 58.517 29 March 61 bailed from USMC BuA
144630

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: made an emergency landing because of a tail rotor failure and crashed in enemy controlled area at an unknown place in Laos on 15 May 1961, while flying under contract 39-007; the pilot (Capt. E. Shore), the Flight Mechanic (J. P. McMorrow) and passenger G. Wolfkill were imprisoned for 15 months; H-K was abandoned on customer's advice (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Sikorsky UH-34D H-L 58.552 29 March 61 bailed from USMC BuA
144642

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn on 29 March 61; crash-landed at Udorn (T-08), Thailand, on 23 February 62 due to a power plant failure (Aircraft accidents, in: UTD/CIA/B49F2); repaired; in use out of Udorn at least between 4 September 62 and 21 October 62 (UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44642" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).



Air America UH-34D H-M in Laos in the early sixties
(UTD/Abadie/B2F9)

Sikorsky UH-34D H-M 58.571 29 March 61 bailed from USMC BuA
144643

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); hit by rapid fire weapons while cruising at low altitude over Laos on 18 November 61; the pilot (J. A. Glutting) and one passenger were slightly wounded (List "Operational casualties, in: SEA", in: UTD/CIA/B29F1); photos can be found in: UTD/Abadie/B2F9, and in: Lundh, *Sikorsky H-34*, p. 125; in use out of Udorn on 26 February 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44643" on 17 April 63 (Aircraft list of June 62, corrected to Sept.

1963, in: UTD/Kirkpatrick/B1F1).

Sikorsky UH-34D H-N 58.579 29 March 61 bailed from USMC BuA
144648

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); made a forced landing due to an engine failure at an unknown place in Laos on 24 December 61; the pilot (Capt. D. Gardner) remained unhurt, the Flight Mechanic (L. J. Jones) was slightly injured (List "Operational casualties in SEA", in: UTD/CIA/B29F1); was hit by automatic weapons fire while landing at a newly captured site at an unknown place in Laos on 22 March 62; the pilot (Capt. H. M. Baker) remained unhurt, but the Flight Mechanic (R. L. DeLaurentis) was slightly wounded (List "Operational casualties in SEA", in: UTD/CIA/B29F1); in use out of Udorn at least between 6 September 62 and 9 March 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44648" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); written off on 7 June 66 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-O 58.608 29 March 61 bailed from USMC BuA
144653

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); in use out of Udorn at least between 29 November 62 and 9 March 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44653" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); went missing on 30 November 68 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-P 58.713 29 March 61 bailed from USMC BuA
145730

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: made a forced landing in enemy area at an unknown place in Laos on 9 August 1961 due to unfriendly action; was abandoned on customer's advice (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1961, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-Q 58.731 29 March 61 bailed from USMC BuA
145732

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: lost at an unknown place in Laos, that is east of Mounk Kassy (Conboy / Morrison, *Shadow war*, p. 53) on 5 April 1961, when a deployed parachute became entangled in the rotor blades, resulting in substantial damage to the aircraft, which made an emergency landing in an insecure area; on 6 April 61, H-Q was abandoned on customer's advice (Aircraft list of June 62, corrected to Sept. 1963, in:

UTD/Kirkpatrick/B1F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1961, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-R 58.769 29 March 61 bailed from USMC BuA 145733

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); was hit by automatic weapons fire during approach for landing at an unknown place in Laos on 28 April 62; the pilot (Capt. W. C. Russell), the co-pilot (D. W. Gardner), and the flight mechanic (C. P. Wyatt) remained unhurt, but one MAAG passenger was severely wounded (List "Operational casualties in SEA", in: UTD/CIA/B29F1); repaired; was substantially damaged at an unknown place in Laos as result of unfriendly action on 4 September 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); in use out of Udorn at least between 7 September 62 and 25 January 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "45733" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); damaged on 26 June 64 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-S 58.785 29 March 61 bailed from USMC BuA 145736

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); made an emergency landing at an unknown place in Laos on 6 October 61, due to an engine failure; the pilot (Capt. N. E. Early) remained unhurt, but the Flight Mechanic (K. Dyer) received minor injuries (List "Operational casualties in SEA", in: UTD/CIA/B29F1); in use out of Udorn on 20 October 62 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "45736" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); written off on 14 August 64 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-T 58.809 29 March 61 bailed from USMC BuA 145741

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn in 1961; photos are preserved in: UTD/Abadie/B2; used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); suffered a rotor blade damage on 29 October 61 (UTD/Abadie/B1F2); on 16 July 62, a cockpit window separated in-flight at an unknown place in Laos, damaging the rotor blade (Aircraft accidents, in: UTD/CIA/B49F2).

Fate: returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "45741" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); written off on 27 February 70 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-U 58.837 29 March 61 bailed from USMC BuA
145746

Service history: received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); a photo can be found in: UTD/Abadie/B2F9 and Lundh, *Sikorsky H-34*, p. 125.

Fate: lost at Hong Khai (T-22), Thailand on 3 October 61, when the pilot attempted operations in excess of aircraft performance limitations (Aircraft accidents 61, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); reportedly repaired later and transferred to the South Vietnamese AF as "45746" on (?) (Lundh, *Sikorsky H-34*, p. 135).

Sikorsky UH-34D H-V 58.542 16 April 61 bailed from USMC BuA
144639

Service history: received at Bangkok on 16 April 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); hit taxi obstructions at Vientiane, Laos, on 5 January 62 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); repaired; given as lost on 9 April 62 in Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1; no accident mentioned in Aircraft accidents 1962 (UTD/CIA/B49F2) or Aircraft destroyed or lost (UTD/CIA/B49F2), so probably H-V was captured; hit taxi obstructions at Udorn (T-08), Thailand, on 2 November 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; in use out of Udorn on 27 February 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

Fate: transferred to the South Vietnamese AF as "44639" on 15 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); photo in Mesko, *VNAF. South Vietnamese Air Force*, p. 35 .

Sikorsky UH-34D H-W 58.770 25 May 61 bailed from USMC BuA
145734

Service history: received at Bangkok on 25 May 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: while operating in Laos under contract no. 39-007, H-W lost at an unknown place in Laos on 18 June 61 in a landing accident caused by cattle straying across the landing site during approach; the pilot (Capt. Fred W. Sass), the Flight Mechanic (W. New) and seven Laotian passengers remained unhurt; three Laotian passengers were slightly injured; as the area was inaccessible, H-W was abandoned on customer's advice (list "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft accidents 61, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).



Air America UH-34D 803 at Bangkok in the late sixties
(UTD/Hickler/B28)

Sikorsky UH-34D H-X 58.1388 17 Oct. 61 bailed from USMC BuA
148803

Service history: received at Bangkok on 17 October 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); the rotor blade contacted a light flying object at an unknown place in Laos on 11 June 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired.

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-1 in Sept. 62.

CIC-1 58.1388 4 Sept. 62 Air America H-X
(BuA 148803)

Service history: 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).

"803" 58.1388 20 Jan. 65 CIC-1
(BuA 148803)

Service history: based at Bangkok under the provisions of contract AF62(531)-1845 on 1 November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); still 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); on 19 April 67, "803" was damaged by sharp instruments, while parked on the ground at Songkla (T-29); repaired (XOXO of 20 April 67, in: UTD/Hickler/B26F16); still based at Bangkok on 1 May 68, but at that time under the provisions of contract F62531-68-C-0007, that is CSG Flying (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 into Thailand at least between 20 September 68 and 6 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); on 21 October 68, "803" experienced difficulties when working in the Lop Buri (T-15) area and landed at the local Army camp (XOXO of 21 Oct. 68, in: UTD/Hickler/B26F17); used out of Hua Hin (T-10) at least between 27 November 68 and 29 November 68; flew from Hua Hin (T-10) to Bangkok-Don Muang (T-09) on 29 November 68 and from Bangkok-Don Muang (T-09) via Loei (T-17) and Cheang Kham (T-411) to Udorn (T-08) on 1 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6); officially based at Bangkok to be used

under contract AF 0005 at least between 16 June 69 to 31 August 69 (F. O. Circulars of 15 June 69 and 15 August 69, in: UTD/Hickler/B8F7B + B1F1); but used out of Udorn between 23 June 69 and 25 June 69 (Udorn daily flight schedules of 23, 24, and 25 June 69, in: UTD/Hickler/B8F1); all white, painted as "803"; test flown at Udorn on 13 March 70 (Log book of D. Keele, in: UTD/Keele/B1F6); a photo can be found in: UTD/Hickler/B28, 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 R. Lao AF as "8803" in 1970; written off on 25 October 70 (Lundh, *Sikorsky H-34*, p. 94); 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-Y 58.1390 24 Oct. 61 bailed from USMC BuA
148805

Service history: received at Bangkok on 24 October 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-2 in Sept. 62.

CIC-2 58.1390 4 Sept. 62 Air America H-Y
(BuA 148805)

Service history: maintained by Air America; lost at an unknown place 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" (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.

H-48 58.1390 29 March 67 CIC-2 rereg'd.
(BuA 148805)

Service history: 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 (Accident report, in: UTD/Hickler/B24F2); 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), current 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B).

Fate: not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); given in 69 to R.Lao AF as "8805", which 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 them on 1 April 72 (List of assigned / maintained aircraft of 1 April 72, in: UTD/CIA/B49F2); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 94.

Sikorsky UH-34D H-Z 58.1391 26 Oct. 61 bailed from USMC BuA
148806

Service history: received at Bangkok on 26 October 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); suffered an in-flight engine failure over Laos on 3 January 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired.

Fate: sold to the Commission Internationale de Contrôle, Vientiane, as CIC-3 in Sept.

62.

CIC-3 58.1391 4 Sep. 62 Air America H-Z
(BuA 148806)

Service history: 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).

The CIC UH-34Ds were still maintained by AAM 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).

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