

## **AIR AMERICA: BELL 205 / UH-1D and UH-1H**

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Bell 205 N47004 picking up evacuees on top of the Pittman Apartments on 29 April 1975 (with kind permission from Philippe Buffon, the photographer, whose website located at <http://philippe.buffon.free.fr/images/vietnamexpo/heloco/index.htm> has a total of 17 photos depicting the same historic moment)

### **The types of missions flown by Air America's Bell 205s and UH-1Hs:**

Air America's five Bell 205s were all flown in Laos and mostly for the AID-439-713 customer, that is for the CIA's Hmong program. They could carry 12 passengers or cargo, had seat armor, and a hoist and inertia reels could be installed (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). They were used to carry Hmong troops from one point to another within a battle ("leap frog" technique), but also to supply isolated outposts and gun positions with all types of goods including arms. They also flew some sort of postal service to isolated villages and participated in evacuations. After the remaining three aircraft had been flown to Saigon in the spring of 1974, they remained idle at Tan Son Nhut, until they received US registry in April 75 in order to be able to participate in the evacuation of Saigon. But only one of them made it to the US ships waiting to take the aircraft home. – Little is known about the 6 US Army UH-1Ds used by Air America in the spring of 1971, except that they seem to have been used in a similar way under contract F04606-71-C-0002. – The sole UH-1H operated in 1971 seems to have been used at Tainan in order to train Republic of China Air Force people and to prepare them for a wiretap mission to be flown into North Vietnam. – Finally, the more than 30 UH-1Hs delivered to Air America in 1973 were all able to transport 10 passengers or cargo, and were equipped with armor, inertia reels and a cargo hook (Aircraft and avionics information as of 1 April 73, in: UTD/Kaufman/B1F14). But they had two different missions: The smaller part of them was assigned to contract AID/VN-100, flying all sorts of supplies to isolated villages in South Vietnam, but also into besieged positions in Cambodia. Although USAID was officially an

important contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts, and within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2). The greater number of those helicopters – 22 UH-1Hs in the beginning – was assigned to contract ICCS-73-008, that is to *ICCS Air Services*, as the air operations of the *International Commission of Control and Supervision* was called. These aircraft had to fly around members of the commission who had to supervise the observance paid by all sides to the Peace Agreement. The aircraft were painted in their normal Air America colors, but had three large yellow stripes around the fuselage, and instead of Air America titles, they bore a large ICCS sign. In the eyes of many Air America people, however, the inefficiency of that commission soon changed the meaning of the abbreviation. For them, ICCS became to mean: “I can’t control shit”. That inefficiency may have been the reason why since 1974, more and more UH-1Hs were returned to normal Air America service. And in the last days of April 75, it were those UH-1Hs that carried out most of Air America’s evacuation work from 13 designated points in Saigon to the U. S. Embassy roof top in downtown Saigon and to the Defense Attaché Office at Tan Son Nhut airport and then to the 7th US fleet waiting in neutral waters outside South Vietnam. And the famous photo showing a helicopter on top of the Pittman Building at Saigon on 29 April 75, with CIA agent Oren B. Harnage helping people standing on a ladder to enter the evacuation helicopter, depicts one of Air America’s Bell 205s formerly flown in Laos: N47004 (Letter by Robert Caron, in: *Air America Log*, vol. XVII, no. 2, April-June 2000, p. 14; Harnage, *A thousand faces*, pp. 145-60).

#### Statistics according to official Air America documents:

- Inventories of 31 March 72 > 30 November 72 (UTD/CIA/B1F10): 3 > 3

#### The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Bell UH-1D (205D)	XW-PFF	3208	21 Sept. 67	bought new

**Service history:** an Agreement of sale between Bell Helicopters and Air America was signed on 29 May 67 (Minutes ExCom-AAACL/AAM of 23 May 67, in: UTD/CIA/B8F2); officially bought by Air America on 31 August 67 at \$ 328,645.75 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; Bill of Sale for the unregistered aircraft dated 21 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F3); arrived at Udorn on delivery on 30 September 67 (UTD/Leary/B1 for 30 September 67); assigned to contract AID-439-713 for use out of Udorn on 30 September 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); put into service out of Udorn on 2 October 67 (Minutes ExCom-AAACL/AAM of 3 October 67, in: UTD/CIA/B8F2); made an emergency landing on a river bank at coordinates TJ 04622 in Northwestern Laos on 25 November 67 due to fuel exhaustion, damaging the tail rotor; subsequently damaged by enemy forces, but recovered and repaired at a cost of \$69,919 (XOXO of 25 Nov. 67, in: UTD/Hickler/B25F8; Accident report, in: UTD/Hickler/B8F7B; Minutes ExCom-AAACL/AAM of 28 November 67 and 12 December 67, in: UTD/CIA/B8F2); at Ban Keun, Laos, in 1968; photo in *Airliners*, summer 93, p. 18; still assigned to contract AID-439-713 for use out of Udorn 15-31 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); struck a mound of dirt and a barbed wire fence with the right skid during an emergency evacuation landing at

night with the aid of truck lights and in foggy weather at Moun Soui (L-108), Laos, on 9 February 69, damaging the engine and the tail rotor shaft; repaired at a cost of \$64,800 and returned to service on 18 February 69 (XOXO of 9 Feb. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AAACL/AAM of 11 February 69 and 11 March 69, in: UTD/CIA/B8F3); still assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 25 December 69, XW-PFF suffered problems with the MGB accessory section head during take-off from Houei Tong Ko (LS-184); the aircraft was repaired at Long Tieng (LS-20A) and returned to service on 26 December 69 (XOXOs of 25 and 26 Dec. 69, in: UTD/Hickler/B25F9); the main rotor blades and the tail assembly were damaged by ground fire in late 69, but repaired at a cost of \$11,000 (Minutes ExCom-AAACL/AAM of 6 January 70, in: UTD/CIA/B8F4).

**Fate:** lost power after being hit by ground fire and autorotated to a safe landing, but was hit by mortar fire and destroyed after landing at “Echo” pad at coordinates UG 0470, Plain of Jars, Laos, on 17 January 70; the crew and one passenger were evacuated by Air America UH-34D H-59; the rescue helicopter and the observation aircraft, Porter N358F, were also hit by ground fire during those rescue operations (XOXO of 17 Jan. 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Hickler/B24F2; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2; Minutes Ex Com-AAACL/AAM of 27 January 70, in: UTD/CIA/B8F4; commendation at [http://www.foia.cia.gov/sites/default/files/document\\_conversions/15/c05266383.pdf](http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05266383.pdf); see also Robbins, *Air America*, pp. 149-50).



Bell 205 XW-PFG, taken by Tom Lum, probably at Udorn in the early seventies (photo no.VA024850, No Date, Allen Cates Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

Bell UH-1D (205D) XW-PFG 3209 21 Sept. 67 bought new

**Service history:** an Agreement of sale between Bell Helicopters and Air America was signed on 29 May 67 (Minutes ExCom-AAACL/AAM of 23 May 67, in: UTD/CIA/B8F2); officially bought by Air America on 31 August 67 at \$ 328,645.75 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; Bill of Sale for the unregistered aircraft dated 21 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F3); assigned to contract AID-439-713 for use out of Udorn on 2 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); put into service out of Udorn on 2 October 67 (Minutes ExCom-AAACL/AAM of 3 October 67, in: UTD/CIA/B8F2); the main rotor blade was damaged by ground fire at Pha Peung (LS-

21) on 30 October 67; repaired (XOXO of 30 Oct. 67, in: UTD/Hickler/B27F1; Minutes ExCom-AACL/AAM of 14 November 67, in: UTD/CIA/B8F2); on 2 April 68, XW-PFG was hit by small arms fire at coordinates WC 6397, while hovering at 3500 feet; nobody on board was injured; repaired (XOXO of 2 April 68, in: UTD/Hickler/B25F14); still assigned to contract AID-439-713 for use out of Udorn 15-31 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); at Pakse (L-11) on 10 January 69 (Log book of E. Munsell, in: UTD/Munsell/B3F24); on 9 February 69, XW-PFG received battle damage at coordinates UH 5008, approximately 4 miles east of Na Khang (LS-36) in Laos; nobody on board was injured; repaired (XOXO of 9 Feb. 69, in: UTD/Hickler/B26F18); on 26 April 69, XW-PFG made a hard landing at coordinates UG 1939, about 1 mile north northeast of Phou Khe (LS-19) in Laos, slightly damaging the aft cross tube; repaired (XOXO of 26 April 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); on 13 December 69, XW-PFG received battle damage at coordinates UG 1858, about 8 miles northeast of Xieng Khouang (L-22) in Laos; nobody on board was injured, and the aircraft received only minor skin damage; repaired (XOXO of 13 Dec. 69, in: UTD/Hickler/B25F9); on 2 April 70, XW-PFG made a forced landing at Sam Thong (LS-20) in Laos because of rotor problems; repaired (XOXO of 2 April 70, in: UTD/Hickler/B25F10); suffered an engine failure on take-off from a pad at coordinates UF 7496 near Moung Nham (LS-63) in Laos on 6 November 70; repaired (Minutes ExCom-AACL/AAM of 10 November 70, in: UTD/CIA/B8F4); used at Udorn at least between 30 July 70 and 4 September 70 (Log book of D. Keele, in: UTD/Keele/B1F6; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AID-439-713 for use out of Udorn 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); 2 indigenous people were killed at coordinates UG 0931 near Phou Houang (LS-140) in Laos on 17 February 72, when they ran into the rotor blades; there was only minor damage to the rotor blades (XOXO of 17 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 22 February 72, in: UTD/CIA/B9F7); used out of Udorn on 2 March 73 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga) and on 18 April 73 (Udorn daily flight schedule of 18 April 73, in: UTD/Dexter/F1); a photo of XW-PFG taken by Wayne Knight at Long Tieng (LS-20A) can be found at <http://www.air-america.org/ImageLibrary/Large6d.htm> ; two photos of XW-PFG, probably taken at Udorn in 1972/3, can be found in the collection of A. Cates, preserved at the TTU (nos. 24808 and 24850); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1-30 April 74 (F.O.Circulars of 1 November 73, 1 December 73, and 1 April 74, in: UTD/Hickler/B8F7C); to be used out of Saigon as a spare aircraft for calls by the AID C-1029 contract 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** XW-reg canx on 14 May 74; stored at Saigon without reg. (Undated aircraft list of late 74, in: UTD/CIA/B49F1); reg. N47000 was requested by Air America on 10 April 75 (Letter by Clyde S. Carter dated 10 April 75, in: UTD/CIA/B17F3).

N47000            3209            17 April 75    rereg. from XW-PFG

**Service history:** officially regd. on 17 April 75 (e-mail dated 25 April 2013, kindly sent to the author by Martin Best); painted in full Air America colors and flown regd. as N47000 (tape "Geschichte des Hubschraubers" at 0.44.44 minutes)

**Fate:** was to be crated and shipped to the Continental US on 1 May 75 (Telex dated

20 March 75, in: UTD/CIA/B18F2); forced to ditch at sea alongside the *USS Blue Ridge* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; e-mail dated 17 October 2004, kindly sent to the author by William Leary; the scene can be seen on the tape "Geschichte des Hubschraubers" at 0.44.44 minutes) and considered as lost; the cancellation of the reg was requested on 25 June 75 (XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Letter by Clyde S. Carter dated 25 June 75, in: UTD/CIA/B17F4); officially cancelled on 17 July 75 (e-mail dated 25 April 2013, kindly sent to the author by Martin Best); however, the list of properties abandoned and the survey report dated 21 July 75 still refer to it as XW-PFG, stating the loss as being of \$ 341,412,21 (both, in: UTD/CIA/B18F7); this probably also refers to the report by Robbins, *Air America*, p. 304, according to which several Air America choppers landed on the water next to the 7th US fleet on 29 April 75, when they were refused to land on the ships.

Bell UH-1D (205D) XW-PFH 3210 21 Sept. 67 bought new

**Service history:** an Agreement of sale between Bell Helicopters and Air America was signed on 29 May 67 (Minutes ExCom-AACL/AAM of 23 May 67, in: UTD/CIA/B8F2); Bill of Sale for the unregistered aircraft dated 21 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F3); officially bought by Air America on 30 September 67 at \$ 328,645.75 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; assigned to contract AID-439-713 for use out of Udorn on 2 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); put into service out of Udorn on 2 October 67 (Minutes ExCom-AACL/AAM of 3 October 67, in: UTD/CIA/B8F2); tail rotor damaged when it hit trees upon landing at coordinates UF 0699, Laos, on 26 December 67 (XOXO of 26 Dec. 67, in: UTD/Hickler/B25F8); Accident report, in: UTD/Hickler/B24F3); repaired; still assigned to contract AID-439-713 for use out of Udorn 15-31 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); unable to climb after take-off from Na Khang (LS-36), Laos, on 26 September 68, XW-PFH came down in soft soil causing the aircraft to tip over and come to rest in an inverted position (XOXO of 26 Sept. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; still assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); crashed at coordinates UH 1047 near the pad at Houei Tong Ko (LS-184) in Laos on 7 July 69, injuring the pilot (Capt. R. A. W. Elder), the flight mechanic (L. M. Irons) and one American passenger; extensively damaged; repaired at a cost of \$135,000 (XOXO of 7 July 69, in: UTD/Hickler/B25F9; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1; Minutes ExCom-AAM/AACL of 8 July 69 and 12 August 69, in: UTD/CIA/B8F3); still assigned to contract AID-439-713 for use out of Udorn 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); the engine was damaged during landing at coordinates TG 9905 near Pha Khao (LS-14) in Laos on 25 February 72; repaired and returned to service on 26 February 72; was struck by Bell 204B N8513F, while parked on the ramp at Vientiane (L-08) in Laos on 27 February 72, damaging the main rotor blades and the hub assembly; repaired and returned to service on 12 March 72 (XOXOs of 25 and 27 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 14 March 72, in: UTD/CIA/B9F7); the engine lost power during cruise and malfunctioned, resulting in an autorotation landing at coordinates TF 3546 near Phong Hong (LS-133) in Laos on

7 July 72; repaired (XOXO of 7 July 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAACL/AAM of 11 July 72, in: UTD/CIA/B9F7); on 16 August 72, XW-PFH suffered engine problems while on the ground at Long Tieng (LS-20A); repaired and back to service the same day (XOXOs of 16 Aug. 72, in: UTD/Hickler/B27F2); on 17 December 72, XW-PFH was damaged by rocket fire, when the aircraft was parked overnight at Luang Prabang (L-54) airport; repaired (XOXO of 17 Dec. 72, in: UTD/Hickler/B27F2); made a forced crash-landing at "T" helipad at coordinates TG 4611, Laos, approximately 1 mile southeast of Ban Nam Song (LS-363), on 21 May 73, due to engine problems; there were only minor injuries, and the aircraft was later repaired (XOXO of 21 May 73, in: UTD/Hickler/B25F12; Accident report with photos, in: UTD/CIA/B62F4); in use out of Udorn at least between 18 April 73 and 24 February 74 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; Udorn daily flight schedule of 18 April 73, in: UTD/ Dexter/F1); in the *Air America* documentary; assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1-30 April 74 (F.O.Circulars of 1 November 73, 1 December 73, and 1 April 74, in: UTD/Hickler/B8F7C); flew to Udorn-Long Tieng for customer 713 on 28 April 74 (Udorn Flight Schedule of 28 April 74, in: UTD/Walker/B31F7); used out of Udorn as a spare aircraft 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); ferried by Air America pilots Marius Burke and Geza Eiler from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01) on 23 June 74, still registered as XW-PFH (Udorn daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2).

**Fate:** XW-reg officially cancelled already on 14 May 74; stored at Saigon without reg. (Undated aircraft list of late 74, in: UTD/CIA/B49F1); reg. N47001 was requested by Air America on 10 April 75 (Letter by Clyde S. Carter dated 10 April 75, in: UTD/CIA/B17F3).

N47001            3210            17 April 75    rereg. from XW-PFH

**Service history:** officially regd. on 17 April 75 (e-mail dated 25 April 2013, kindly sent to the author by Martin Best); was to be crated and shipped to the Continental US on 1 May 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); was undergoing an engine change in the Air America hangar at Saigon on 29 April 75 and not operational at the time of evacuation (Report by Boyd D. Mesecher dated 75, in: UTD/CIA/B17F4).

**Fate:** abandoned in the Air America hangar at Tan Son Nhut airport, Saigon, on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; XOXO of 19 July 75: "Write-off of aircraft that were abandoned at Saigon", in: UTD/CIA/B40F4; Report by Boyd D. Mesecher dated 75, in: UTD/CIA/B17F4); the cancellation of the registration was requested on 25 June 75 (Letter by Clyde S. Carter dated 25 June 75, in: UTD/CIA/B17F4); officially cancelled on 17 July 75 (e-mail dated 25 April 2013, kindly sent to the author by Martin Best); however, the list of properties abandoned and the survey report dated 21 July 75 still refer to it as XW-PFH, stating the loss as being of \$ 341,242,85 (both in: UTD/CIA/B18F7).

Bell UH-1D (205D)    XW-PFI            3212            21 Sept. 67    bought new

**Service history:** an Agreement of sale between Bell Helicopters and Air America was signed on 29 May 67 (Minutes ExCom-AAACL/AAM of 23 May 67, in: UTD/CIA/B8F2); Bill of Sale for the unregistered aircraft dated 21 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F3); officially bought by Air America on 30 September 67 at \$ 328,645.75 (Accumulated costs as of 30 November 68, in:

UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; assigned to contract AID-439-713 for use out of Udorn on 2 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); made a forced landing 10 miles east of Vientiane (L-08) on 10 November 67 due to the loss of engine oil pressure because the oil cooler drain valve was open, damaging the engine; returned to service on 17 November 67 (XOXO of 10 Nov. 67, in: UTD/Hickler/B25F8; Minutes ExCom-AACL/AAM of 14 November 67, in: UTD/CIA/B8F2); on 30 January 68, XW-PFJ undershot a hill top pad at coordinates UG 5923 near Ban Moug Ngan (LS-236) in Laos, slightly injuring the PIC, the First Officer, the Flight Mechanic, and a passenger; the tail and the rotor of the aircraft were substantially damaged; later repaired (XOXO of 30 Jan. 68, in: UTD/Hickler/B26F17); current in April 68 (see Accident report for XW-PFJ of 9 November 68, p. 3); still assigned to contract AID-439-713 for use out of Udorn 15-31 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14).

**Fate:** destroyed at Houei Ma (LS-107), Laos, on 7 December 68, killing Pilot in Command Captain William J. Fraser, F/M Patrick F. McCarthy and trainee F/M Bernardo L. Dychitan, when a pin pulled out of a bag of grenades while off-loading during operations under the provisions of contract no. AID-439-713; Captain Fraser, who was seated at the controls with rotors turning at idle, was killed instantly (XOXO of 7 Dec. 68, in: UTD/Hickler/B26F17; Memorial; List "Deceased employees", in: UTD/Leary/B34F1; Memorial file, in: UTD/LaShomb/B16F3; Board of Review report, in: UTD/CIA/B34F3; List "Total number of company employees killed in aircraft accidents", in: UTD/CIA/B1F10; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; UTD/Leary/B1 for 7 December 68).



Two photos of Bell 205 XW-PFJ, both taken at Udorn in 1973  
(both with kind permission from Judy Porter)

Bell UH-1D (205D) XW-PFJ 3211 21 Sept. 67 bought new

**Service history:** an Agreement of sale between Bell Helicopters and Air America was signed on 29 May 67 (Minutes ExCom-AACL/AAM of 23 May 67, in: UTD/CIA/B8F2); Bill of Sale for the unregistered aircraft dated 21 September 67 (Status as of 5 April 74, in: UTD/CIA/B56F3); officially bought by Air America on 30 September 67 at \$ 328,645.75 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; assigned to contract AID-439-713 for use out of Udorn on 14 October 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); the main rotor blades struck the side of a slope near the heli pad at coordinates UG5923, Laos, on 30

January 68, and XW-PFJ tipped to the right and the skids separated (Accident report, in: UTD/Hickler/B24F3); repaired; still assigned to contract AID-439-713 for use out of Udorn 16-31 August 68 (F.O.C. of 15 August 68, in: UTD/LaShomb/B14); made a forced landing at Na Khang (LS-36), Laos, on 9 November 68, after engine failure (XOXO of 9 Nov. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; still assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 16-31 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); a photo taken on the Plain of Jars in September 69 can be seen in: Conboy, *War in Laos*, title; on 31 October 69, XW-PFJ received battle damage at coordinates UG 1467, 12 miles northeast of Xieng Khouang (L-22); nobody on board was injured; the aircraft landed at L-22 and was later ferried to Udorn (T-08) (XOXO of 31 Oct. 69, in: UTD/Hickler/B25F9); on 29 November 69, XW-PFJ suffered an engine failure while on final approach to the helipad at coordinates UG 2966, 13 miles northeast of Xieng Khouang (L-22) and made a hard landing, resulting in substantial damage to the landing gear; later repaired (XOXO of 29 Nov. 69, in: UTD/Hickler/B25F9); flew Udorn (T-08) - Long Tieng (LS-20A) on 15 January 70 (Log book of D. Keele, in: UTD/Keele/B1F6); struck by driverless jeep which rolled into the aircraft at Long Tieng (LS-20A) in Laos on 16 August 70, damaging the tail boom and the aft area of the fuselage; repaired and returned to service on 23 August 70 (XOXO of 16 Aug. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 25 August 70, in: UTD/CIA/B8F4; a photo of this accident can be found in the collection of John Anthony, preserved at the TTU); on 20 September 70, XW-PFJ received battle damage at an unknown location in the Long Tieng (LS-46) area, as the damage was discovered only after the end of the operation at Moung Moc (LS-20A); repaired (XOXO of 20 Sept. 70, in: UTD/Hickler/B25F10); on 26 December 70, XW-PFJ received battle damage during rapid take-off from a pad at coordinates TG 8838 near Ban Na (LS-15) in Laos: a small caliber projectile narrowly missed the pilot, Capt. E. Reid, and the engine became too hot during take-off; but the aircraft managed to return to Udorn (T-08) for repair (XOXO of 26 December 70, in: UTD/Hickler/B25F10; XOXO of 28 December 70, i.e. CIA doc. no. c05274722 at [http://www.foia.cia.gov/sites/default/files/document\\_conversions/15/c05274722.pdf](http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05274722.pdf)); still assigned to contract AID-439-713 for use out of Udorn 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); suffered a loss of rounds per minute on take-off from Pa Doung (LS-05) in Laos on 26 March 72, causing substantial damage to the main rotor blades and the aircraft rolling onto the right side; the pilot, the co-pilot and 2 Lao passengers received minor injuries; repaired and returned to service on 11 June 72 (XOXO of 26 March 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 14 April 72, in: UTD/CIA/B9F7); at Udorn in 1973 (photos in: UTD/Landry and UTD/Abadie/B1); in use out of Udorn at least between 26 September 72 and 9 February 74 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14), 1 November-31 December 73, and 1-30 April 74 (F.O.Circulars of 1 November 73, 1 December 73, and 1 April 74, in: UTD/Hickler/B8F7C); used out of Udorn as a spare aircraft 1-31 May 74 (F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); ferried by Air America employee H. F. Miller from Udorn (T-08) to Saigon (V-01) via Bangkok (T-09) and Phnom Penh (C-01) on 23 June 74, still registered as XW-PFJ (Udorn daily flight schedule of 23 June 74, in: UTD/Spencer/B1F2).

**Fate:** the XW-reg was officially cancelled already on 14 May 74; the aircraft was



stored at Saigon without registration (Undated aircraft list of late 74, in: UTD/CIA/B49F1); reg. N47004 was requested by Air America on 10 April 75 (Letter by Clyde S. Carter dated 10 April 75, in: UTD/CIA/B17F3).

N47004            3211            17 April 75    rereg. from XW-PFJ

**Service history:** officially regd. on 17 April 75 (e-mail dated 25 April 2013, kindly sent to the author by Martin Best); used as N47004 during the evacuation of Saigon on 29 April 75 (undated report by Boyd D. Mesecher, in: UTD/CIA/B17F4); this was the aircraft depicted on the famous photo on top of the Pittman Building on 29 April 75 (Letter by Robert Caron, in: *Air America Log*, vol. XVII, no. 2, April-June 2000, p. 14; Harnage, *A thousand faces*, pp. 145-60); a series of photos showing N47004 on top of the Pittman Building during operation "Frequent Wind" on 29 April 75 can be found at <http://philippe.buffon.free.fr/images/vietnamexpo/heloco/index.htm> .

**Fate:** was to be crated and shipped to the Continental US on 1 May 75 (Telex dated 20 March 75, in: UTD/CIA/B18F2); evacuated from Saigon aboard the *USS Hancock* (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); did not receive an FAA certificate (Inventory, p. 17, photo on p. 16, in: UTD/CIA/B17F4); the only Bell 205 on the Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 3 (in: UTD/CIA/B18F6); sold to Omni Aircraft Sales, Washington DC, at \$ 100,000 according to the Sales Agreement of 13 November 75, un-registered (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76; deregistration requested on 9 February 76 (Letter by Clyde S. Carter dated 9 February 76, in: UTD/CIA/B18F9; Fleet list of 17 February 76, in: UTD/CIA/B18F9); sold to Columbia Helicopters, Portland, OR, in 1976 (?), current in 1978-81; sold to?, Tampa, FL, in 1983 (?); regd. to Bill Williams, Dothan, AL, on 2 November 1994; current with him in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>); still owned by Bill Williams, Dothan, AL in 2013; officially deregistered on 15 August 2013 (request submitted to the FAA on 22 July 2015 at [http://registry.faa.gov/aircraftinquiry/NNum\\_Results.aspx?NNumbertxt=47004](http://registry.faa.gov/aircraftinquiry/NNum_Results.aspx?NNumbertxt=47004) ).

Reportedly, 12-14 UH-1Ds were delivered to Air America by the US Army about April 71 (UTD/Leary/B1 for April 71). In fact, 6 US Army UH-1Ds were bailed to Air America and based at Udorn; this bailment was terminated on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B).



Air America UH-1D Y-11 at helipad "EH" on 13 May 71  
(UTD/CIA/B60F20)

<u>UH-1</u>	
<u>CONTRACTOR NUMBER</u>	<u>MANUFACTURE SERIAL NUMBER</u>
Y-11	4713
Y-12	4737
Y-13	4860
Y-14	5127
Y-15	5369
Y-16	5379

Contract no. F04606-71-C-0002, Amendment no. P00022 dated 28 March 71, Attachment 10  
("Inventory of Government furnished Aircraft"), section 2  
(in: UTD/Bisson/B5, microfilm reel no.23)

Bell UH-1D            Y-11            4713            1 April 71        US Army 65-9669

**Service history:** based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B); on 13 May 71, at 11.25 hours local time (= 130425Z), while landing at helipad "EH" at TG8629, 9 miles from Long Tieng (LS-20A), the rotor wash of Y-11 caused a parachute, which had been left down slope from the landing zone, to float into the tail rotor of Y-11. Upon contact, the tail rotor assembly and the tail rotor gear box tore away from the aircraft, so that Y-11 lost directional control, spun to the right, and the tail boom was damaged as it contacted the ground (XOXO of 13 May 71, in: UTD/Hickler/B25F11; Accident report and photos, in: UTD/CIA/B60F20; this was also the unidentified UH-1D which was substantially damaged during a hard landing following tail rotor entanglement with a billowing cargo parachute, mentioned in: Accident summary, in: UTD/Hickler/B24F2); believed repaired.

**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 65-9669; 65-9669 was written off 21 July 72 with the 57th Aviation Company in Vietnam (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

- Bell UH-1D            Y-12            4737            1 April 71    US Army 65-9693  
**Service history:** identity in: Amendment no. F04606-71-C-0002-P00022 dated 28 March 71, in: UTD/Bisson/B5, microfilm reel no.23; based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B).  
**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 65-9693
- Bell UH-1D            Y-13            4860            1 April 71    US Army 65-9816  
**Service history:** identity in: Amendment no. F04606-71-C-0002-P00022 dated 28 March 71, in: UTD/Bisson/B5, microfilm reel no.23; based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B).  
**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 65-9816; converted to UH-1H in?; to AMARC as XA0352 on 30 September 1988.
- Bell UH-1D            Y-14            5127            1 April 71    US Army 65-10083  
**Service history:** identity in: Amendment no. F04606-71-C-0002-P00022 dated 28 March 71, in: UTD/Bisson/B5, microfilm reel no.23; based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B).  
**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 65-10083; 65-10083 was written off 17 February 72 with 3 Aviation Company in Vietnam (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).
- Bell UH-1D            Y-15            5369            1 April 71    US Army 66-886  
**Service history:** identity in: Amendment no. F04606-71-C-0002-P00022 dated 28 March 71, in: UTD/Bisson/B5, microfilm reel no.23; based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B)  
**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 66-886; to the South Korean Army as 00886 in ?; crashed on Youngmun Mountain on 20 February 2008; all 7 onboard killed.
- Bell UH-1D            Y-16            5379            1 April 71    US Army 66-896  
**Service history:** identity in: Amendment no. F04606-71-C-0002-P00022 dated 28 March 71, in: UTD/Bisson/B5, microfilm reel no.23; based at Udorn for contract UTH-0002 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B); on 26 April 71, Y-16 remained grounded at TG8214 near Long Tieng (LS-20A) due to a fuel leak in the fuel tank area, and remained overnight at LS-20A (XOXO of 26 April 71, in: UTD/Hickler/B25F11); believed repaired (also reported as "Q-16" (XOXO of 26 April 71, in: UTD/Hickler/B25F14, but Y-16 is known to be correct.  
**Fate:** returned to the US Army on 30 June 71 (F.O.Circular of 1 July 71, p. 7, in: UTD/Hickler/B8F7B) as 66-896; converted to UH-1H; to AMARC as XA0395 on 5 May 1995.
- Bell UH-1H            ?                12340            April 71 (?)    US Army 70-15730  
**Service history:** not mentioned in the F.O.C.s of 1 July 71 or 15 July 71; mentioned in the letter written by Clyde S. Carter to the Dept. of the Army on 2 December 71 as bailed to Air Asia under contract no. DAJ001-71-L-0013 (P2B), but without giving an identity (in: UTD/CIA/B15F2); the identity is given in a Memorandum dated 19 July

71 listing aircraft covered with insurance for Public Liability, Property Damage, and Passenger Liability (in: UTD/Herd/B2); probably, this is the UH-1 that was used to train the crewmen of the 34th Squadron of the Republic of China Air Force at Tainan for the wiretap mission into Vinh, North Vietnam, since April 71 (Conboy / Morrison, *The quiet one*, pp. 45/6); a photo taken in Taiwan in May 71 showing 6 senior officers from the 34th Squadron of the Republic of China Air Force sitting in front of a UH-1H (whose serial is not visible) can be found in Conboy / Morrison, *The quiet one*, p. 44.

**Fate:** probably returned to the US Army in late 71; not current on 1 April 72 (List of aircraft assigned and maintained by Air America Udorn in April 72 (UTD/CIA/B49F2); noted during March 2003 in storage at the AMCOM/Dynacorp facility at Temple/Draughton-Miller RAP, TX; still there in March 2005.

Between 13 and 20 March 1973, 4 US Army-owned Bell UH-1Hs were utilized to train 20 Air America pilots on this type of aircraft. The US Army certified instructor pilots were the pilots-in-command at all times. The training area was from Tan Son Nhut airport to the US Army local training area outside TSN controlled airspace and return. The training was performed under contract no. AID/VN-100, but not under contract no. 73-008 with the ICCS. After the training was finished, the aircraft were returned to the US Army. The 4 UH-1Hs used for training were (Aircraft Liability Insurance, Letter dated 13 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel 29):

Bell UH-1H	“67-17815”(?)	10013	13 March73	US Army 67-17815
	<b>Service history:</b> used for training out of Tan Son Nhut			
	<b>Fate:</b> returned to the US Army on 20 March 73			
Bell UH-1H	“70-15802”(?)	12412	13 March73	US Army 70-15802
	<b>Service history:</b> used for training out of Tan Son Nhut			
	<b>Fate:</b> returned to the US Army on 20 March 73			
Bell UH-1H	“70-15852”(?)	12462	13 March73	US Army 70-15852
	<b>Service history:</b> used for training out of Tan Son Nhut			
	<b>Fate:</b> returned to the US Army on 20 March 73			
Bell UH-1H	“70-15923”(?)	12495	13 March73	US Army 70-15923
	<b>Service history:</b> used for training out of Tan Son Nhut			
	<b>Fate:</b> returned to the US Army on 20 March 73			



*ICCS Air Services UH-1H*  
*(Air America Log, vol. VII, no. 8, 1973, p. 1)*

Bell UH-1H            “15016”            11304            73            US Army 69-15016

**Service history:** delivered to Air America, Saigon, after 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers’ Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); used by *ICCS Air Services*, Saigon, in 73 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 69-15016 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); 69-15016 was later converted to a UH-1V and was written off 7 February 91 with 229 Med Det. (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            “15322”            10252            March 73            US Army 68-15322

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers’ Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); used by *ICCS Air Services*, Saigon, in 73 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 68-15322 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with the North Dakota Air National Guard in September 89; supplied to Mexico in 1996/7 under the Excess Defense Articles Program, but grounded in March 1998; to civil registry as XC-LIY on 4 October 2005.

Bell UH-1H            “15450”            11738            27 March 73    US Army 69-15450

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to ICCS on 27 March 73 (Saigon base monthly report for March 73, in: UTD/CIA/B41F7); used by *ICCS Air Services*, Saigon, in 73 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 69-15450 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with 159 AvRgt in July 91.

Bell UH-1H            “15570”            10500            73            US Army 68-15570

**Service history:** delivered to Air America, Saigon, after 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1-28 February 74, in flyable storage at Saigon at least 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

**Fate:** returned to the US Army as 68-15570 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with the 25 AvCo in September 88; sold to the Royal Jordan Air Force as “813” in April 96.

Bell UH-1H            “15709”            12319            March 73    US Army 70-15709

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 70-15709 before April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12); 70-15709 was written off 19 July 76 with A Company, 2 Aviation Battalion, South Korea (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            “15713”            12001            21 March 73    US Army 69-15713

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25);

assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73; assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 69-15713 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); sold to the State of California, Sacramento, as N493DF on 4 November 91; sold to the USDA on 15 November 93, used by the USDA Forest Service; registered to the California Dept. of Forestry, Mather, CA, in 1996; current with the USDA Forest Service, McClellan, CA, in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Bell UH-1H            “15714”            12324            March 73            US Army 70-15714

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1-28 February 74, in flyable storage at Saigon at least 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

**Fate:** returned to the US Army as 70-15714 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); given to the South Vietnam Air Force.

Bell UH-1H            “15738”            12348            73            US Army 70-15738

**Service history:** delivered to Air America, Saigon, after 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); used by *ICCS Air Services* since 73 (*Air America Log*, vol. VII, no.8, 1973, p. 1); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); in use out of Saigon on 31 December 73 (Saigon daily flight schedule of 31 Dec. 73, in: UTD/Dexter/F1); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** hijacked by armed South Vietnamese Air Force personnel (paratroopers) at Saigon, Tan Son Nhut Airport, on 29 April 75 at about 9.30 a.m., while parked at the isolated ICCS ramp; airborne, but was believed lost at sea or destroyed (Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5); this was probably not the unmarked blue and silver UH-1H without US flag or titles that a SVNAF pilot had stolen and that reportedly landed on the *USS Dubuque* on 29 April 75 and was thrown overboard as it was thought to be a SVNAF aircraft (Report by M. Burke, in: *Air America Log*, vol. VII, no.1, January-March 1990, p. 6); see also *Aviation Week* of 5 May 75 (in: UTD/CIA/B17F5); apparently landed on a civilian ship that was on its

way to Inchon, South Korea; at Inchon, the aircraft was taken over by the US Army's Direct Support (DS) unit in Pyongtech. "A 100% inspection was conducted; it was repainted, and placed back on the property book as 'found on post' where it became an 8th Army float/replacement aircraft." (E-mail dated 2 October 2009 sent by John M. Harris to Judy Porter who kindly forwarded it to the author); returned to Corpus Christi TX in October 75 (e-mail dated 6 October 09 sent by John Harris to Brian Reynolds; copy received from John Harris); current with the US Army, 3 AvBat, as 70-15738 in July 88; to AMARC as XA0678 on 22 Sept. 2000; it was recorded as having been sold on 1 May 2003 to SMT Aircraft Corp. of Enterprise, Alabama (e-mail dated 3 October 09 sent by John Anthony to Judy Porter who kindly forwarded it to the author). "This helicopter was sold surplus and went through many hands and ended up in New Zealand. We just imported it back into the U.S. this year and it now sits disassembled in storage." (e-mail dated 6 October 2009, sent by Brian Reynolds of Northwest Helicopters LLC to John Harris, who kindly forwarded it to the author); registered to NWH/Turbines LLC, Olympia, WA as N381TB on 26 May 2009 (request submitted on 2 October 2009 to the FAA at <http://registry.faa.gov/aircraftinquiry/>); Northwest Helicopters LLC, in a joint venture with Turbines LTD, known as NWH/Turbines JV LLC has and continues to provide UH-1H helicopters worldwide from their extensive inventory of more than 50 UH-1Hs. [ <http://www.nwhelicopters.com/nwh/pdf/UH-1H.pdf> (e-mail dated 3 October 09 sent by John Anthony to Judy Porter who kindly forwarded it to the author).

Bell UH-1H            "15769"            12379            73            US Army 70-15769  
**Service history:** used by *ICCS Air Services*, Saigon, but not mentioned in the F.O.Circulars of 16 April 73 (in: UTD/Kaufman/B1F14), 1 November 73, 1 December 73, 1 April 74, or 1 May 74, so probably stored all the time.  
**Fate:** returned to the US Army as 70-15769 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3).

Bell UH-1H            "15797"            12407            March 73            US Army 70-15797  
**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1-30 April 74; in flyable storage at Saigon 1-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).  
**Fate:** returned to the US Army as 70-15797 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with 159 AvRgt in Nov. 90; 70-15797 was with the 159th Aviation Regiment, West Germany in October 1991 (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            "15836"            12446            March 73            US Army 70-15836  
**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008),



at least 1 November-31 December 73 and 1-28 February 74, in flyable storage at Saigon at least 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

**Fate:** returned to the US Army as 70-15836 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with 1 Inf. Div. in January 86; registered to Procuradoria de la Republica, Mexico, as XC-BBE.

Bell UH-1H            "15843"            12453            March 73            US Army 70-15843

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); damaged in a rocket attack resulting from hostile acts directed at the Danang Air Base, South Vietnam, on 18 July 74 (XOXO of 18 July 74, in: UTD/CIA/B50F5, and in: UTD/Hickler/B10F12; Letter by Clyde S. Carter dated 19 July 74, in: UTD/CIA/B17F3).

**Fate:** sustained light damage in a rocket attack at Tan Son Nhut Airport, Saigon, during the evening of 28 April 75; hijacked by armed South Vietnamese Air Force personnel (paratroopers) at Saigon, Tan Son Nhut Airport, on 29 April 75 at about 9.30 a.m., while parked at the isolated ICCS ramp; airborne, but crashed shortly after take off into an area to the immediate rear of the Tan Son Nhut Passenger Terminal (Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5).

Bell UH-1H            "15856"            12466            March 73            US Army 70-15856

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** badly damaged by rockets at the Air America area at Tan Son Nhut airport, Saigon, at about 4 a.m. in the morning of 29 April 75; as it was beyond repair, it was abandoned (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5; Report by Boyd D. Mesecher of 75, in: UTD/CIA/B17F4).

Bell UH-1H            "15866"            12476            March 73            US Army 70-15866

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008),

at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** evacuated to the *USS Midway* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Guam, where it was off-loaded; repossessed by the US Army as 70-15866 at Guam in May 75; shipped by the *USS The Greenwave* to Corpus Christi, TX, departing Guam on 27 May 75 and arriving at Corpus Christi on 18 June 75 (Letters by Clyde S. Carter dated 13 May 75, 22 May 75, and 28 May 75, in: UTD/CIA/B17F4+F5; Supply Support of June 75, in: UTD/CIA/B17F5); 70-15866 was written off 29 February 92 with B Company, 4/123 AB (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            “15871”            12481            21 March 73    US Army 70-15871

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73; assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 70-15871 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with the 3 AvBat in April 86; candidate for Aeropower Ltd as N? on 18 April 96; regd. to US Helicopter Inc., Ozark, AL, as N11UH on 9 May 96; sold to TRAGSA - Empresa de Transformacion Agraria SA, Madrid, as EC-GIV in June 96; regd. in June 96; current in 1998; regd. to FAASA as CC-CEN on 27 Nov. 2006.

Bell UH-1H            “15916”            12488            March 73        US Army 70-15916

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** hijacked by armed South Vietnamese Air Force personnel (paratroopers) at Saigon, Tan Son Nhut Airport, on 29 April 75 at about 9.30 a.m., while parked at the isolated ICCS ramp; airborne, but probably later lost at sea or destroyed (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5); possibly this was the unmarked blue and silver UH-1H without US flag or titles that a SVNAF pilot had stolen and that reportedly landed on the *USS Dubuque* on 29 April 75 and was thrown overboard as it was thought to be a SVNAF aircraft (Report by M. Burke, in: *Air America Log*, vol. VII, no.1, January-March 1990, p. 6); see also *Aviation Week* of 5 May 75 (in: UTD/CIA/B17F5).

Bell UH-1H            “15951”            12239            73            US Army 69-15951

**Service history:** delivered to Air America, Saigon, after 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services* since 73 (*Air America Log*, vol. VII, no.8, 1973, p. 1); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec, 73, in: UTD/Dexter/F1); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1-28 February 74, in flyable storage at Saigon at least 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

**Fate:** returned to the US Army as 69-15951 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); current in January 89.

Bell UH-1H            “16162”            5856            73            US Army 66-16162

**Service history:** delivered to Air America, Saigon, after 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon, in 73 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** was to be returned to the US Army as 66-16162 in May 74 (Letter by Clyde S. Carter dated 28 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); but was evacuated aboard the *USS Blue Ridge* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12); badly damaged while secured on the deck by the debris of Air America UH-1H “16715” which had been hijacked by South Vietnamese Air Force personnel and attempted to land on deck of the ship, but then plunged into the sea; a photo of “16162” on board of the *USS Blue Ridge* can be found at <http://www.fallofesaigon.org/>; shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 66-16162 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); with the 158 AvRgt in July 88.

Bell UH-1H            “16715”            12292            March 73            US Army 69-16715

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in:

UTD/Hickler/B8F7C).

**Fate:** hijacked by armed South Vietnamese Air Force personnel (paratroopers) at Saigon, Tan Son Nhut Airport, on 29 April 75 at about 9.30 a.m., while parked at the isolated ICCS ramp; airborne, but crashed onto the *USS Blue Ridge* damaging Air America UH-1H "16162" and subsequently plunged into the sea, while attempting a landing (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5); probably this was the Air America chopper that Robbins, *Air America*, p. 300, mentioned as going into the sea, when landing on a 7th fleet ship and hit by a Vietnamese chopper on 29 April 75; however, it was later reported as being "69-16715" of the Philippine Air Force, which is probably an error for "69-16716"; reportedly to Cambodia, but that was another UH-1H.

Bell UH-1H                    "17006"                    9200                    27 March 73                    US Army 66-17006

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to ICCS on 27 March 73 (Saigon base monthly report for March 73, in: UTD/CIA/B41F7); one of initially 40 UH-1Hs bailed to Air America in 73 (Supply support of June 75, in: UTD/CIA/B17F5); used by *ICCS Air Services*, Saigon (contract 008).

**Fate:** on 7 April 73, UH-1H "17006" was engaged in a customer movement and departed Hue/Citadel (V-70) via Quang Tri / La Vang (V-263) en route to Lao Bao (V-71); while on approach to its destination, "17006" was struck by a SA-7 missile at coordinates XD856388 near Huong Hoa, South Vietnam, west of Khe Sanh; "17006" bore distinctive ICCS markings and was on a pre-arranged schedule and flight path; the crew - Pilot in Command Charles L. Osterman, Flight Officer Terry D. Clark and Flight Mechanic Valeriano P. Rosales - as well as probably all eight passengers aboard - were killed (XOXO of 7 April 73, in: UTD/Hickler/B25F12; Board of review report dated 6 June 73, in: UTD/CIA/B34F5; Memorial file, in: UTD/LaShomb/B16F3; not mentioned in the F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14).

Bell UH-1H                    "20081"                    12905                    March 73                    US Army 71-20081

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); on 29 March 73, the plastic overhead cabin sun shield was broken at the Air America ramp at Saigon (V-01), when already with *ICCS Air Services*; repaired (XOXO of 29 March 73, in: UTD/Hickler/B25F12); "20081" was assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract 008), at least 1 November-31 December 73 and 1 April-31 May 74; damaged at Pleiku (V-04) in South Vietnam on 8 March 74, when it struck a protruding refueling valve, damaging the main rotor blades, the tail boom and the tail rotor assembly; returned to Saigon, repaired and returned to service on 9 March 74 (XOXO of 8 March 74, in: UTD/Hickler/B25F14; Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; Minutes ExCom-AAAC/AAM of 12 March 74, in: UTD/CIA/B10F1).

**Fate:** evacuated aboard the *USS Hancock* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 71-20081 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); 71-20081 was with D Company, 150th Aviation, VT ARNG, October 1991 (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            “20088”            12912            21 March 73    US Army 71-20088

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73; assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 71-20088 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with South Carolina Air National Guard in October 89.

Bell UH-1H            “20093”            12917            March 73        US Army 71-20093

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); used on an ICCS flight on 14 April 75 from Saigon (V-01) to the PRG capital at Loc Ninh (V-31) to pick up ICCS prisoners (Memo of F. Stergar dated 14 January 94, in: UTD/Stergar/B1F8).

**Fate:** evacuated aboard the *USS Hancock* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 71-20093 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); to AMARC, Davis-Monthan, as XA0683 on 2 October 2000.

Bell UH-1H            “20103”            12927            21 March 73    US Army 71-20103

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); used for training beginning 26 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel 29); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73 and to

contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); damaged in a rocket attack resulting from hostile acts directed at the Danang Air Base, South Vietnam (V-03), on 18 July 74; repaired (XOXO of 18 July 74, in: UTD/CIA/B50F5 and UTD/Hickler/B10F12; Minutes ExCom-AAACL/AAM of 23 July 74, in: UTD/CIA/B10F1); flew Saigon (V-01)-Vung Tau (V-05) on 24 April 75 to pick up panicky Filipino males off the LST, when they were told legal wives would meet the LST upon arrival at Subic Bay; used during the evacuation on 29 April 75 picking up Air America pilots Kendall and Wayne Lannin from the Monterey Apartments in Saigon (Memo of F. Stergar dated 14 January 94, in: UTD/Stergar/B1F8).

**Fate:** evacuated aboard the *USS Hancock* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 71-20103 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); sold in 1989 to the US Dept of State, Patrick AFB, Florida, as N81477, regd. on 10 April 1989; current on 2 October 2009 (request submitted on 2 October 2009 to the FAA at <http://registry.faa.gov/aircraftinquiry/>).

Bell UH-1H            “20104”            12928            21 March 73    US Army 71-20104

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); used for training beginning 26 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel 29); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73 and to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21).

**Fate:** evacuated aboard the *USS Hancock* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 71-20104 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); noted stored at Temple/Draughton-Miller RAP, TX, in March 2005.

Bell UH-1H            “20105”            12929            21 March 73    US Army 71-20105

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); on 12 July 73, “20105” received ground fire at coordinates XS 527177, 10 miles southeast of Truc Giang (V-14), South Vietnam, while operating for customer VN-100/A30A; nobody on board was injured, but the

rotor was damaged; the aircraft was repaired later (XOXO of 12 July 73, in: UTD/Hickler/B25F12); in use out of Saigon on 31 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73 and to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); flew Saigon (V-01) - Vung Tau (V-05) on 23 April 75 to transport Filipinos to the Philippine LST (Memo of F. Stergar dated 14 January 94, in: UTD/Stergar/B1F8).

**Fate:** evacuated to the *USS Midway* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Guam, where it was off-loaded; repossessed by the US Army as 71-20105 at Guam in May 75; shipped by the *USS The Greenwave* to Corpus Christi, TX, departing Guam on 27 May 75 and arriving at Corpus Christi on 18 June 75 (Letters by Clyde S. Carter dated 13 May 75, 22 May 75, and 28 May 75, in: UTD/CIA/B17F4+F5; Supply Support of June 75, in: UTD/CIA/B17F5); noted stored at Temple/Draughton-Miller RAP, TX, in March 2005.

Bell UH-1H                    “20110”                    12934                    21 March 73    US Army 71-20110

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73 and to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C; F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21); UH-1H “71-20110” was hit by small arms fire 3 miles north of Quang Tri City (V-263), South Vietnam, on 16 September 74, damaging both main rotor blades, the antennas and the fuselage skin; the aircraft was operating under the provisions of contract AID-SA-C-1029 for customer A-40-A; it was repaired and returned to service on 17 September 74 (XOXO of 17 Sept. 74, in: UTD/CIA/B50F5; the serial was misquoted as “71-2010” in: Minutes ExCom-AACL/AAM of 16 October 74, in: UTD/CIA/ B10F1).

**Fate:** evacuated aboard the *USS Hancock* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Cubi Point, Philippines, where it was off-loaded; returned to the US Army as 71-20110 in May 75; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75; shipped to Corpus Christi, TX, by June/July 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Supply Support of June 75, in: UTD/CIA/B17F5); with Washington Air National Guard in December 89.



Bell UH-1H 20112 somewhere in South Vietnam in 1973  
(UTD/Dexter/F1)

Bell UH-1H/V            “20112”            12936            21 March 73    US Army 71-20112

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); on 6 July 73, “20112”, flown by PIC D. B. Riley, F/O B. Tarbe, and F/M R. Stewart and carrying one American and seven Cambodian passengers under the provisions of contract VN-100/A30B, departed Kongpon Spen (C-29) in Cambodia en route Phnom Penh (C-01), tracking south of route 4 to avoid severe weather and reported hostile activity; route 3 was intercepted at coordinates VT 7660, about 10 miles south of C-01, and the flight continued north, descending to about 500 feet above the terrain to maintain VMC in heavy rain; when about 5.5 miles south of Phnom Penh (C-01), ground fire was heard and tracers were sighted ahead of the aircraft; evasive action was initiated, however hits were taken, but nobody on board was injured; the aircraft operated normally during the remainder of the flight to C-01 and was repaired later (XOXO of 6 July 73, in: UTD/Hickler/B25F12); still assigned to contract AID/VN-100 for use at least 1 November-31 December 73; on 25 January 74, F/M Le-Van-Sanh was struck on his head by the main rotor blade at Cung Son (V-46); he was taken to hospital at Saigon (XOXO of 25 Jan. 74, in: UTD/Hickler/B25F14); assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); a photo is preserved in: UTD/Dexter/F1.

**Fate:** returned to the US Army as 71-20112 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with Alabama Air National Guard in October 89.

Bell UH-1H            “20115”            12939            March 73        US Army 71-20115

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers’ Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); struck by a missile at coordinates XD 7936, three minutes east of Lao Bao (V-71), South Vietnam, on 7 April 73; repaired (XOXO of 7 April 73, in: UTD/Hickler/B25F12; Board of review report dated 6 June 73, in: UTD/CIA/B34F5); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in:



UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** evacuated to the *USS Midway* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Guam, where it was off-loaded; repossessed by the US Army as 71-20115 at Guam in May 75; shipped by the *USS The Greenwave* to Corpus Christi, TX, departing Guam on 27 May 75 and arriving at Corpus Christi on 18 June 75 (Letters by Clyde S. Carter dated 13 May 75, 22 May 75, and 28 May 75, in: UTD/CIA/B17F4+F5; Supply Support of June 75, in: UTD/CIA/B17F5); 71-20115 was with 1 Squadron, 104 Cav, PA ARNG in October 1991 (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).



Bell UH-1H 20117 somewhere in South Vietnam in 1973  
(*Air America Log*, vol. VII, no. 9, 1973, p. 6)

Bell UH-1H            “20117”            12941            21 March 73    US Army 71-20117

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract AID/VN-100 for use out of Saigon at least 1 November -31 December 73; assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C); at Saigon in 1973 (photo in *Air America Log*, vol. VII, no.9, 1973, p. 6); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1).

**Fate:** returned to the US Army as 71-20117 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C); with 207 AvCo in February 90; 71-20117 was with B Company, 70th Aviation Battalion, West Germany, October 1991 (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).

Bell UH-1H            “20139”            12963            March 73        US Army 71-20139

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers’ Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to

contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services* since 73 (*Air America Log*, vol. VII, no.8, 1973, p. 1); in use out of Saigon on 31 December 73 (Saigon daily flight schedule of 31 Dec. 73, in: UTD/Dexter/F1); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** evacuated to the *USS Midway* on 29 April 75 (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12) and shipped to Guam, where it was off-loaded; repossessed by the US Army as 71-20139 at Guam in May 75; shipped by the *USS The Greenwave* to Corpus Christi, TX, departing Guam on 27 May 75 and arriving at Corpus Christi on 18 June 75 (Letters by Clyde S. Carter dated 13 May 75, 22 May 75, and 28 May 75, in: UTD/CIA/B17F4+F5; Supply Support of June 75, in: UTD/CIA/B17F5); 71-20139 was with 224th Aviation Battalion, VA ARNG October 1991 (e-mail kindly sent to the author on 18 January 2015 by Sid Nanson).



Bell 204B “20156” at Saigon in the early seventies with Tony Coalson standing in front  
(with kind permission from Tony Coalson)

Bell UH-1H                    “20156”                    12980                    21 March 73    US Army 71-20156

**Service history:** delivered to Air America, Saigon, by Implementation Order no. I/O-73-001 (R-1) dated 21 March 73 (in: UTD/Bisson/B5, microfilm reel no. 25); assigned to contract AID/VN-100 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); still assigned to contract AID/VN-100 for use out of Saigon at least 1 November-31 December 73; assigned to contract AID SA C-1029 for use out of Saigon 1-14 February 74; dropped from the contract on 15 February 74 (F.O.C. of 1 February 74, in: UTD/CIA/B51F21); in flyable storage at Saigon 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** returned to the US Army as 71-20156 in May 74 (Letter by Clyde S. Carter dated 26 February 74, in: UTD/CIA/B17F3; F.O.Circular of 1 May 74, in: UTD/Hickler/B8F7C).

Bell UH-1H                    “20186”                    13010                    26 March 73    US Army 71-20186

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); used for training beginning 26 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel 29); assigned to ICCS on 31 March 73 (Saigon base monthly report for March 73, in: UTD/CIA/B41F7); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); released from the ICCS contract on 31 August 73 and put into temporary storage at Saigon (Saigon base monthly report for August 73, in: UTD/CIA/B41F7); in flyable storage at Saigon at least 1 November-31 December 73; used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** hijacked by armed South Vietnamese Air Force personnel (paratroopers) at Saigon, Tan Son Nhut Airport, on 29 April 75 at about 9.30 a.m., while parked at the isolated ICCS ramp; airborne, but probably later lost at sea or destroyed (Aircraft list as of 15 May 75, in: UTD/CIA/B51F12; Report by Boyd D. Mesecher dated 13 August 75, p. 4, in: UTD/CIA/B17F5; Robbins, *Air America*, p. 291; Supply Support of June 75, in: UTD/CIA/B17F5).

Bell UH-1H                    “20187”                    13011                    27 March 73    US Army 71-20187

**Service history:** delivered to Air America, Saigon, prior to 27 March 73 (Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel no. 26); assigned to ICCS on 27 March 73 (Saigon base monthly report for March 73, in: UTD/CIA/B41F7); assigned to contract ICCS-73-008 for use out of Saigon 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); used by *ICCS Air Services*, Saigon (contract ICCS-73-008), at least 1 November-31 December 73 and 1 April-31 May 74 (Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, and 1 May 74, in: UTD/Hickler/B8F7C).

**Fate:** destroyed in a rocket attack resulting from hostile acts directed at the Danang Air Base (V-03), South Vietnam, on 18 July 74; the aircraft was completely destroyed by fire (XOXO of 18 July 74, in: UTD/CIA/B50F5 and UTD/Hickler/B10F12; Letter by Clyde S. Carter dated 19 July 74, in: UTD/CIA/B17F3).

The document “Supply Support for Air America Inc”, a report of June 75 (in: UTD/CIA/B17F5) sent by US Army officers Alfred J. Budris Jr. (Ilmo) and Paul N. Simon (Col.) to the Commanders of the US Army Japan and the US Army Garrison of Okinawa, says that initially 40 UH-1Hs had been bailed to Air America in 1973. But the letter dated 28 March 73 that Insurance Manager James Cheng wrote to Mollers' Ltd. asking them to cover their new UH-1H fleet with Aircraft Liability Insurance (in: UTD/Bisson/B5 microfilm reel 29) says that 10 UH-1Hs had been delivered for operations under contract no. AID/VN-100 and 23 UH-1Hs had been delivered for operations under contract no. 73-008 with ICCS, making a total of 33 UH-1Hs – of which “66-17006” was shot down already on 7 April 73. The difference between these 33 helicopters and the 40 UH-1Hs indicated in the “Supply Support” report can be explained by 7 aircraft that were used for training. Four of these training aircraft had been delivered on 13 March 73 and were returned on 20 March 73 (see above), but the 3 UH-1Hs that had been delivered for training on 26 March 73 (71-20103, 71-20104, and 71-20186) remained with Air America and so were included in the number of 33

UH-1Hs (see: Aircraft Liability Insurance, Letter dated 28 March 73 written by James Cheng, Insurance Manager, to Mollers' Ltd., in: UTD/Bisson/B5 microfilm reel 29).

**Problems and errors:**

- Some 30 UH-1s of the USAF/US Army and Air America ditched alongside or landed on US Navy vessels on 29 April 75 (Bowers, *The USAF in South-East Asia. Tactical Airlift*, p. 644); 18 US Army UH-1s (of 434 abandoned in South Vietnam) were purposely crashed into the sea alongside US Navy ships or tossed overboard after landing on 29 April 75 (*Aviation Week* of 5 May 75, in: UTD/CIA/B17F5).

- UH-1H "20798" reportedly flew from Saigon (V-01), South Vietnam, on 4 April 75 on a local flight to cover a C-5A crash and pick up survivors (Memo of F. Stergar dated 14 January 94, in: UTD/Stergar/B1F8); a UH-1H with this serial did never exist (there was a 73-21798, but this did not fly with Air America; as a "20798" is mentioned neither in the Flight Operations Circulars of 1 November 73, 1 December 73, 1 April 74, or 1 May 74 nor in the evacuation reports, this serial is probably an error - maybe for "20103").

- Bell UH-1H XV-GCU (c/n 10295, US Army 68-15365) was reported to have been seen in Air America colors at Corpus Christi, TX, in October 75 (*Aviation Letter*, 110, p. 12); as this aircraft was not part of the Air America UH-1Hs flown in May 74 (Flight Operations Circular of 1 May 74, in: UTD/Hickler/B8F7C), nor on the list of Air America UH-1s shipped to Corpus Christi in 1975 (UTD/CIA/B51F12), it was probably a South Vietnamese Government aircraft which had been given an Air America call-sign, in order to facilitate access to the US evacuation fleet; a photo taken of this aircraft on the *USS Midway* shows that it had South Vietnamese Air Force insignia, but a civil registration;<sup>1</sup> several reports say that Air Vice Marshall Ky flew in his private helicopter to the US fleet, while message traffic preserved at the US Naval Archives says that he was flown to the *USS Denver* in Air America UH-1H "20081" by Phil Vaughn (e-mail dated 24 October 2004, kindly sent to the author by William Leary); probably, XV-GCU was the helicopter in which Air Vice Marshall Ky was officially said to be evacuated to the US fleet, although in reality he used Air America's "20081" – a measure that was possibly destined to protect him from being shot down; XV-GCU was later returned to the US Army as 68-15365 and was written off on 2 February 78.

- a Bell UH-1H "XW-PFK" was sometimes reported, mostly painted on models. As there is no trace of such an aircraft in official Air America records of that period of time (September-October 67 and later), it is evident that an Air America Bell UH-1H XW-PFK did not exist. The source for this registration seems to be the famous painting of Air America Bell UH-1D XW-PFH by Keith Woodcock, where the "H" looks like a "K". See a reproduction of the painting at <http://imgur.com/r/BattlePaintings/e0wMHK4> .

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<sup>1</sup> See [http://www.cv41.org/photos/gallery/main.php?g2\\_itemId=18480](http://www.cv41.org/photos/gallery/main.php?g2_itemId=18480) .

