The types of missions flown by Air America’s Helio Couriers:

The Helio Courier was an aircraft designed for undeveloped terrain. Air America’s first Helio was introduced to Laos in January 1959, but as pilots did not like the aircraft, it sat idle at Vientiane airport until February 1960. At that time, USAF Major Aderholt convinced Air America crews that the Helio could land at places where most other aircraft had difficulties to land, and after dozens of short and tricky mountaintop landing sites (“Lima Sites,” at that time still called “Victor Sites”) had been carved out of the terrain with primitive methods, the Helio became one of Air America’s work horses in Laos. Over the next couple of years, the number of those small mountaintop airstrips grew to about 450, and with them grew the number of Helios used by Air America for a variety of missions. These missions ranged from communication to flying around CIA case officers or ARMA people, recruiting soldiers for the Hmong army, transporting medical doctors and medicine, dropping small supplies, inserting and picking up spies and agents in enemy territory, and so on. Joe Hazen recalls: “As for case officers and military, I know I flew several in addition to Bill Lair, Tony Poe, Art Ellsmore, Pat Landry, Tom Fosmire and Earl Jones. As for military, the only one I can remember specifically is Col. Arthur ‘Bull’ Simon, who was in uniform when I flew him from a crash site of an Army Beaver east of Pakse to Pakse (L-11) to re-fuel and then to Vientiane” (e-mail dated 9 July 2005, kindly sent to the author by Joe Hazen). As to the cargo: “The Helio was used to carry whatever the Customer required to small strips and also as a drop aircraft, sometimes the cargo attached to a parachute and sometimes free fall. When a drop was required, two panels on the left side of the aircraft, the upper panel a window and the lower solid panel were removed and either tied down in the passenger/cargo compartment or left at the takeoff point if the aircraft was to come back to the strip. Usually, a small Hmong male would be in the compartment with the cargo to push it at the pilot's command. I recall ‘PAI’ was the word used to get him to push. I spoke to Bill Andresevic today and he told me he and Gary Malmberg would sometimes place the cargo on a net or mesh bag and pull it toward the opening. When they got to the drop point, they would bank to the left and the cargo would slide out. One could do this only once per flight, I would imagine. This maneuver was Gary’s idea. I never used it. [...] The two panels could be removed or installed within a couple of minutes. Sometimes, if the package was small, the pilot could open a hinged window on his door and drop it himself. I recall doing that a few times. The package had a piece of cloth attached to make it more visible to the person(s) on the ground.” (E-mail dated 25 June 2005, kindly sent to the author by Joe Hazen). As to the supplies that could be carried by an Air America Helio Courier in Laos, Joe Hazen mentions rice, wheat, salt, piglets, medicine, and mail or military supplies like mortars, mortar shells, hand grenades, small arms plus small arms ammunition, and money (Lao kip) with a paymaster to pay the troops at distant sites. “I have also carried wounded and sometimes dead Lao/Hmong soldiers from an outlying site to Sam Thong (LS-20), where there was a hospital.” (e-mail dated 26 June 2005, kindly sent to the author by Joe Hazen).

Air America’s Helios often worked in upcountry Laos for a couple of days before returning again to their official base at Vientiane or Udorn. Air America Helio-pilot Joe Hazen recalls: “The Helio and Dornier would stay at the Air America Hostel/Motel/Chalet at Sam Thong (LS-20). The Helio more often than the Dornier. There was a full time cook from
Vientiane, Chinese I think, and the accommodations were not that bad. Fresh sheets on the beds, fairly decent food, cold beer, warm shower water (don’t recall hot). I think I stayed two/three times at most. – The aircraft were directed by the Customer. Pop Buell, at LS-20 would also direct aircraft, but his authority to do so (I believe) came from the Customer. The Customer might put someone on board and say” “take him to this place and then that place and then come back here.”” (e-mail dated 3 July 2005, kindly sent to the author by Joe Hazen).

Nearly all of Air America’s Helios were acquired by Air Asia and given Taiwanese (B-) registrations from B-833 onwards. But when Laos and Taiwan broke off diplomatic relations in mid-1962, the B-prefix was simply painted over so that the aircraft continued to fly with their old numbers which, without that B-prefix, looked like military serials. This solution proved to be very practical, as Chinese registered Helio H-395s were allowed to be operated at a special gross weight 350 lbs. above the US FAA-certified maximum of 3000 lbs. under special restrictions (Minutes ExCom-AACL of 11 December 62, in: UTD/CIA/B7F1), and in 1963, the maximum gross take-off weight of all of Air America’s Chinese-registered Helios was approved by the Civil Aviation Administration of Taiwan to be increased from 3000 pounds to 3350 pounds (Minutes of ExCom-AACL/AAM of 27 August 63, in: UTD/CIA/B7F2).

Already in 1962, the need for more Helios was so great that some aircraft were leased from VIAT (Vietnamese Air Transport), the CIA’s outfit in South Vietnam (Conboy / Andradé, Spies and commandos, pp. 33-44), and those aircraft used their manufacturer’s serial numbers as serials – like “531”. At that time Air America also supported VIAT’s other Helios – like XV-NAE – which were operated in South Vietnam on covert missions. As to Air America, the demand grew and grew until the mid-sixties, when Air America took over several Helios from VIAT, which had gone out of business in 1964. By that time Air America could operate openly in South Vietnam. One year later, the US Army loaned three Helios to Air America, and it seems that on several occasions, additional Helios from the USAF’s 56th Air Commando Wing of Nakhon Phanom were used for special missions. Starting in 1964 many of Air America’s Helios were given XW-registrations and some of them even received an Erawan painted on the fin, apparently to underline their Laotian nationality although, in reality, their ownership had only passed from Air Asia to Air America. Helios flown in South Vietnam, however, retained their B-prefix although some of Air America’s Helios also used their XW-registrations in South Vietnam. The first two Air America Helios to be operated in South Vietnam were B-875 and B-877 acquired from VIAT in 1964 and 1965 and assigned to a USAF contract, but their career in South Vietnam was short-lived; only in late 1966 and early 1967 a total of 9 Helios was transferred to Saigon for use under USAID and military contracts, probably mainly for communications duties or for flying around CIA case officers. By 1969, most of them had been put into storage. On 12 March 74, all remaining Air America Helios were sold to Aviation Associates of Manila.

Statistics according to official Air America documents:
1960: 2 Helios were operated in Laos (Minutes BoD-AAM of 19 July 60, in: UTD/CIA/B3F1) (B-833 + B-835)
Nov. 63: + 2 were bought in October/November 63 at $36,000 each (Minutes ExCom-AACL/AAM of 29 October 63, in: UTD/CIA/B7F2) (= B-867 + B-869)

May 64: 2 (B-871 + B-873) were returned to Skyways (Minutes ExCom-AACL/AAM of 28 April 64, in: UTD/CIA/B7F3)

Feb. 65: + 2 (Minutes ExCom-AACL/AAM of 6 April 65, in: UTD/CIA/B7F4) (= B-875 + B-877)

Feb. 66: Inventory of 1 Feb. 66, in: UTD/Herd/B2: 19 + 2 planned

1969: 3 Helios were released from Vietnam operations and assigned to Laos, and their registration changed from B- to XW- (Minutes ExCom-AACL/AAM of 13 May 69, in: UTD/CIA/B8F3), probably XW-PGA/PGB/PBC

1972: Inventories of 31 March 72 > 30 November 72: 9 > 8 + 1 inactive (in: UTD/CIA/B1F10)

The individual aircraft histories:

<table>
<thead>
<tr>
<th>Type</th>
<th>registration / serial</th>
<th>c/n (msn)</th>
<th>date acquired</th>
<th>origin</th>
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I) Helio Couriers owned by Air Asia CoLtd or Air America Inc:

Air America Helio B-833 at Vientiane on 14 January 60
(UTD/Kirkpatrick/color slide no. 1KP-A2-SC 5194)

Helio H-391B B-833 086 Feb. 59 N4136D

Service history: bought by CAT Inc from Helio Aircraft Corp as N4136D in April 58 for $42,282 (Leary, Manuscript, p.361, in: UTD/Leary/B19F2); transferred to AACL as B-833 in February 59 (Air Asia Statement of Property as of 31 March 61, in: UTD/CIA/B55F6); officially regd. on 21 January 59 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); on 23 September 59, Air America’s first Helio Courier, B-833, was chartered to USOM for trials in Laos (Minutes ExCom-AACL of 10 Sept. 59/UTD/CIA/B6F4). As the pilots did not like it, it sat idle at Wattay airport until February 60; seen at Vientiane in January 60 (Kirkpatrick slides A5194 and A5195 were taken at Vientiane on 14 January 60); taken in February 60 by Major Aderholt to Takhli (T-05) to serve as a courier aircraft for Detachment 2; also flown into Laos and used for training Air America pilots (Trest, Air Commando One, pp.
104/5); made an emergency landing at Phong Saly (L-15), Laos, on 2 March 60, while flying under contract 57-08; the emergency landing was caused by an engine failure, during which the aircraft nosed over; the pilot (E. F. Sims), the co-pilot (R. J. Sutphin) and two passengers received minor injuries; taken to Tainan and repaired (List “Operational casualties in SEA”, in: UTD/CIA/B29F1; Aircraft accidents 1960, in: UTD/CIA/B49F2; Minutes ExCom-AACL of 12 April 60, in: UTD/CIA/B6F5); used to train William Andresevic out of “M” (Vientiane) on 29 April 61, with Fred Walker as instructor pilot; on 8 June 61, Andresevic ferried B-833 back from Bangkok after maintenance (Log book of William Andresevic, at: UTD/Leary/B43F9); made a forced landing in Thailand on 13 June 61 due to fuel exhaustion (Aircraft accidents 1961, in: UTD/CIA/B49F2); on 30 September 61, a Hmong tribesman walked into the idling propeller, while the aircraft was being loaded in Laos, while under contract 57-08; the pilot, Gary E. Malmberg, did not receive any injury, but the Hmong refugee was killed (List “Operational casualties in SEA”, in: UTD/CIA/B29F1); flown by Joe Hazen in January 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); made a forced landing at Vientiane (L-08), Laos, on 2 October 62, when piloted by Joe Kennedy; there were no injuries; the reason was a control malfunction (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; seen at Vientiane in 1963; photos are preserved in UTD/Landry/B1F4 and UTD/Abadie/B2F9; crashed again upon landing at Hong Non (LS-86), Laos, on 9 February 63, when piloted by Jim Rhyne (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired.

Fate: crashed at drop zone “L” in Laos on 3 June 63, when piloted by Ray Salucci; the kicker was badly injured; both Air America crew members were rescued by Vang Pao’s forces; as the aircraft was bombarded by mortar and small arms fire, it was not retrievable; the injured kicker was flown to Bangkok; on 21 June 63, B-833 was blown up (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1963, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2); reg. officially cancelled in June 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

Helio B-835 at Vientiane on 6 June 60
(UTD/Kirkpatrick, slide A 5218)
Service history: donated by the Pacific Corp. to Air Asia Co Ltd in March 60 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); officially regd. on 25 March 60 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); had a landing accident at Okuma airport, Okinawa, on 27 March 60, during training flights, when the pilot failed to maintain control (Aircraft accidents 1960, in: UTD/CIA/B49F2; Minutes ExCom-AACL of 12 April 60, in: UTD/CIA/B6F5); repaired; at Vientiane on 6 June 60 (UTD/Kirkpatrick, slides A5216 and A5218); a photo is preserved in UTD/Kirkpatrick/B30; made an emergency landing due to engine damage caused by ground fire at Ban Khan Dia, Thailand, on 3 November 60, while flying under contract 57-08; the pilot (R. J. Sutphin) and three passengers received minor injuries (List “Operational casualties in SEA”, in: UTD/CIA/B29F1; however, in the list “Aircraft accidents 1960”, in: UTD/CIA/B49F2, the aircraft involved in that accident is given as B-833); made a hard landing at an unknown airstrip in Laos on 23 March 61 (Aircraft accidents 1961, in: UTD/CIA/B49F2); flown by William Andresevic and Fred Walker from “M” (Vientiane) to “5” (Pa Doung) and back to “M” on 22 April 61, escorting helicopters (Log book of William Andresevic, at: UTD/Leary/B43F9); crashed at “16” (Phou Fa) on 31 May 61, when piloted by William Andresevic; the aircraft had carried Vang Pao and some cargo, damaging the fuselage; but after one test take-off, Andresevic flew “835” back to Vientiane (V-08) and ferried it to Bangkok (S-09) the same night in very bad weather (Log book of William Andresevic, at: UTD/Leary/B43F9); on 26 June 61, after some testing at Bangkok, Andresevic ferried “835” back to Vientiane (V-08), where it entered service the following day (Log book of William Andresevic, at: UTD/Leary/B43F9).

Fate: crashed upon landing at Ban Na (LS-15), Laos, on 23 August 61 due to restricted visibility in bad weather; the pilot was William Andresevic (Aircraft accidents 1961, in: UTD/CIA/B49F2; Log book of William Andresevic, at: UTD/Leary/B43F9); deleted from the Air America aircraft roster in September 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); was considered as a loss in March 62 (List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2), but was rebuilt in early 62 with parts of USAF U-10A “555” on lease to Air America (that is of U-10A 62-5915 c/n 555), which had been damaged in a hard landing on 1 November 61; reg. officially regd. on 1 April 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); re-regd. as B-865 on 15 September 1962 (Status as of 28 March 74, in: UTD/CIA/B56F4), now owned by the USAF (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Service history: acquired by Air Asia in “51/10”, that is in October 62 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); registered as B-865 to Air Asia Co Ltd on 15 September 62 (Status as of 28 March 74, in: UTD/CIA/B56F4); officially regd. on 12 September 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); crash-landed at Long Tieng (LS-20A) on 1 December 62, when the pilot, Don Romes, had to pull up the aircraft during the critical landing phase because of horses on the runway; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; seen at Vientiane in 1963; badly bent at Ban Vieng (LS-89), Laos, on 11 May 63, when piloted by Joe Hazen; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft
accidents 1963, in: UTD/CIA/B49F2); repaired; made a hard landing at an unknown airstrip in Laos on 24 June 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); undated promissory note no. 9 (in: UTD/CIA/B9F4) mentions $ 15,000.00 owed by Air America to the Pacific Corp. in 1963/4; assigned to contract AID-439-342 for operations out of Vientiane at least between 1 July and 3 December 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and in April 64 (AAM Aircraft Availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft Availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1), in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1), and in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); used out of Vientiane under a USAID contract at least from 1 September 64 to 29 November 64 (Availability list, in: UTD/Hickler/B8F8); hit small trees and crashed into the slopes of Phu Bia at about UF0599 on 24 March 65; Mike LaDue, who worked out of Sam Thong/Long Tieng in those days as a “Customer”, recalls this accident as follows: “What actually happened to Air America Helio Courier #865 on 24 March 65 was that it was inbound for Sam Thong (LS-20) from Muong Oum (LS-22) when Pilot Harvey Gulick and I […] were asked by radio transmission from the ground to pick up a school teacher at Muong Cha (LS-113) who was in need of a ride. Having done so, we took-off, intending to circle around the south and west sides of Phu Bia (mountain) and land at Sam Thong. Unfortunately, Harve cut it too sharp and wound-up flying into a narrow box canyon which didn’t provide enough width to turn around in. In time, our landing gear hit the tops of the very tall trees, we rotated and crashed on the slopes of Phu Bia at about UF0599. The Meo was thrown out of the passenger door on contact, while Harve had his arm broken against the instrument panel and I had a part of the engine and/or firewall land on my right lower leg, break it and scoop out a lot of tissue […] As to the outcome of the occupants, Harve did lose his arm (he died not long ago), the Meo teacher died after a short time of internal injuries, while I successfully fended off the Korat US Army Hospital doctors who did dearly want to amputate” (e-mail dated 11 September 2003, sent by Mike LaDue to Erik Carlson who kindly forwarded it to the author; the accident is also mentioned in: UTD/Leary/B1 for 24 March 65; XOXOs of 24 to 25 March 65, in: UTD/Walker/B25F2; Log book of A. Rich, in: UTD/Rich/B1; and the List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; a photo of this accident can be found in the John Anthony collection at TTU); later repaired at a cost of $ 30,000 (Minutes ExCom-AACL/AAM of 27 July 65, in: UTD/CIA/B7F4); probably the photos preserved in UTD/Hickler/B32 refer to this accident; in use out of Vientiane at least between 7 February 66 and 27 October 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8; and Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); the brakes failed upon landing on a strip in Laos on 12 May 66, resulting in the loss of control (List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2); on 2 August 66, B-865 made a successful emergency landing at Hong Sa (LS-62A), Laos, after the engine had failed (XOXO of 2 Aug. 66, in: UTD/Hickler/B26F16); still used out of Vientiane in October 66 (Flight Crew Manning of Oct. 66, in: UTD/Leary/B56F1); assigned to contract AID/VN-23 for use out of Saigon on 11 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 14 March 67, B-865 crashed on
take-off from Bien Hoa (V-02) in cross winds, causing substantial damage (XOXO of 14 March 67, in: UTD/Hickler/B26F16); repaired; in use out of Saigon at least between 23 November 66 and 2 April 68 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); lost control on take-off on 14 March 67, causing substantial damage (Minutes ExCom-AACL/AAM of 14 March 67, in: UTD/CIA/B8F2); was hit by ground fire and made a successful emergency landing on a roadway near Long Xuyen (V-169), South Vietnam, on 27 October 67; the pilot, Robert L. Wofford, and his passenger were evacuated by a helicopter; during recovery efforts by a US Army Chinook, B-865 was dropped from a high altitude and substantial damage was incurred (XOXO of 27 Oct. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 14 November 67, in: UTD/CIA/B8F2); repaired; on 20 April 68, a ground vehicle backed into B-865, which was parked at Can Tho (V-17), South Vietnam, damaging the right flap and aileron (XOXO of 20 April 68, in: UTD/Hickler/B25F14); repaired; on 23 December 68, the propeller blades of B-865 were damaged, when they hit an object during run up at Saigon Airport (XOXO of 23 Dec. 68, in: UTD/Hickler/B26F17).

Fate: sold to Air America on 19 May 69 (Status as of 28 March 74, in: UTD/CIA/B56F4); rereg'd XW-PGB in May 69.

XW-PGB 506 May 69 B-865 rereg'd.

Service history: used as spare aircraft out of Vientiane 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C); still unassigned in August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew manning, in: UTD/CIA/B29F4); current on 1 July 70 (Leary, The aircraft of Air America, p. 20); seen at Chiang Mai in 1971 (a photo is preserved in UTD/Anthony/F9); assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Tainan on 6 August 71 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

Fate: sold to Aviation Associates, Manila, on 12 March 74; held at Tainan pending receipt of the final Letter of Credit until (?) 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4).

Helio H-395 B-837 526 March 61 N4175D

Service history: donated by the Pacific Corp. to Air Asia CoLtd in March 61 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); owned by Air Asia, the 12th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); undated promissory note no.4 (in: UTD/CIA/B9F4) mentions $44,000.00 owed by Air America to the Pacific Corp.; officially regd. on 3 April 61 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); flown by William Andresevic and Ron Sutphin on 26 April 61 from “M” (Vientiane) to “5” (Pa Doung) and back to “M”, carrying “Bill L[air]” (Log book of William Andresevic, at: UTD/Leary/B43F9); flown by Joe Hazen in January 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); was hit by small arms when flying under contract 57-08 over Laos on 28 February 62, causing bullet spatter in the cockpit, wounding the pilot, M. M. Kenstler, while cruising past a mountain ridge (List “Operational casualties in SEA”, in: UTD/CIA/B29F1).
Fate: crashed into some trees near Pha Khao (LS-14), Laos, approximately 75 miles north of Vientiane, on 22 July 62, while transporting 3 Royal Laotian Army soldiers from Sam Thong (LS-20) to Phou Nong (LS-71) under the provisions of contract no. 57-08; the aircraft had been hit by small arms fire which had ignited the aircraft; one passenger died in the crash, while the pilot, Reserve Captain Charles T. Dieffenbach, and two passengers jumped out of the aircraft to the safety of the ground. The three survivors walked directly north for approximately 3 ½ hours until they came upon two abandoned Meo huts. Capt. Dieffenbach who was suffering from burns on his body as well as internal injuries claimed that he could go no farther and moved into one of the deserted huts. It was then decided that the least injured of the two soldiers would attempt to walk to a friendly site and obtain help for the remaining survivors, Captain Dieffenbach remained in the abandoned hut and at approximately 10.00 hours local time on the following day, 23 July 62, passed away (Minutes ExCom-AACL of 31 July 62, in: UTD/CIA/B7F1; List “Deceased employees”, in: UTD/Leary/B34F1; List “Operational casualties in SEA”, in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1962, in: UTD/CIA/B49F2; Memorandum dated 23 August 62, Board of review, in: UTD/CIA/B34F1); reg. officially cancelled in August 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

Helio msn 504 as B-839, in blue/white factory colors, and as XW-PGH, all silver, Laos, early sixties, and accident at Udorn on 24 November 71, (in: UTD/Leary/B74F17, and in: UTD/Anthony/B1F6)

Helio H-395 “326” 504 Sept. 61 ex USAF 58-7025; previously N4155D

Service history: obtained from the USAF by Air America in 1961; sold to Air Asia CoLtd as a non registered aircraft on 8 September 61 (Status as of 28 March 74, in: UTD/CIA/B56F4); flown by Air America pilot William Andresevic out of Vientiane between 5 September 61 and 10 October 61, and again between 13 and 24 October 61; for 25 October 61 he notes “839 – no change” (Log book of William Andresevic, at: UTD/Leary/B43F9); evidently repainted as “B-839” on 25 October 61, as from that day on Andresevic flew it as “B-839”
Service history: CCAA approval to register the aircraft to Air Asia Co Ltd as B-839 on 25 September 61 (Status as of 28 March 74, in: UTD/CIA/B56F4); officially regd. on 23 September 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); the 13th aircraft acquired by Air America / Air Asia (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); repainted as “B-839” on 25 October 61 (Log book of William Andresevic, at: UTD/Leary/B43F9); flown by Joe Hazen in training on 12 and 13 December 61, and as a captain on 21 December 61 (e-mail dated 30 April 2005, kindly sent to the author by Joe Hazen); donated by the Pacific Corp. to Air Asia Co Ltd in January 62 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); flown by Joe Hazen in January 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); overshot and crashed into the jungle on take-off at Sam Thong (LS-20), Laos, on 12 June 62; the pilot, Lieutenant Colonel Aderholt, who had worn civilian clothes, went away unhurt (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; collided with ground obstacles on pull-up at an unknown airstrip in Laos on 7 July 62 due to severe wind shear conditions (Aircraft accidents 1962, in: UTD/CIA/B49F2); Joe Hazen, who was the pilot in that Helio accident, recalls: “LS-21, Pha Peung, is where I hit at least one tree on a missed approach on 7 July 1962 with the left wing, stope in a slat and jammed the left aileron down so that the aircraft wanted to roll to the right if I released pressure on the yoke. The site was one way in and one way out, so I had to skid the aircraft (Helio) around 180 degrees (to the left) in order to exit, otherwise I would have hit the mountain at the end of the strip, which was only 500 feet long and at 5600 feet elevation. It took me about 1+20 to get back to Vientiane with Don Campbell in a C-123 flying wing on me. I was REALLY tired after that ordeal. After parking the aircraft, Ron Sutphin met me and started to chew me out as he had previously briefed me and several others that there was no go-around at that strip. After he was done, I said something like ‘so what the f**k should I have done, crash because you said there is no go-around?’ He saw the humor in that, chuckled, and walked away. I flew the DO-28 (24G) the next day. The Helio, B839, had a wing change and probably flew the next day or shortly after. I next flew it on 14 July.” (E-mail dated 10 January 2008, kindly sent to the author by Joe Hazen); repaired; on 16 August 62, the tailwheel was damaged at an unknown airstrip in Laos as the result of bad runway conditions (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; crashed on 3 September 62, when the right main landing gear failed upon landing at an unknown airstrip in Laos (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; crashed on 16 August 63 because of bad runway conditions: the tailwheel had contacted a buried log (XOXO of 1 August 63, in: UTD/Walker/B15F16; Aircraft accidents 1963, in: UTD/CIA/B49F2); assigned to CEECO contract 59-069 for operations out of Udorn at least between 1 July and 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); damaged at Ban Muang, Thailand, on 1 August 63 because of bad runway conditions: the tailwheel had contacted a buried log (XOXO of 1 August 63, in: UTD/Walker/B15F16; Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired and returned to service under contract 59-069 on 8 September 63 (AAM Aircraft Availability
for 21 September 63, in: UTD/Walker/B25F8); the undated promissory note no.11 (UTD/CIA/B9F4) mentions $15,000.00 owed by Air America to the Pacific Corp. in 64/5; an accident photo dating probably from the early 60ies is preserved in UTD/Wieren/B1F8, when it made an emergency landing in a field; flown out of Udorn by Tom Jenny on 19 and 20 January 64 (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); lost control and crashed on take-off from Ban Boyuak (T-519) on 21 January 64 (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired and returned to service under CEECO contract 59-069 on 27 February 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); a photo is preserved in UTD/Rich/B3; crashed and ground looped at Ban Nam Thouei (LS-118), Laos, on 16 March 64, when piloted by Paul Severson; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; photo on the video made by Ed Eckholdt (at 1.16.03 minutes); repaired; had an accident at Chiang Rai (T-16), Thailand, on 23 March 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; used out of Udorn under CEECO contract 59-069 on 27 February 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B1F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); still in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); crashed on take-off from Chiang Kong due to engine failure on 27 August or 1 September 64; the pilot, John Wiren, and 5 passengers were injured (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); photos are on the video made by Ed Eckholdt (at 1.32.28 to 1.33.28 minutes); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); landed at Ban Na (LS-15), Laos, on 24 April 65 and lost control after touch down due to a weak brake, when piloted by Jim Rhyne; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); repaired; made a hard landing at LS-118A on 4 June 65, damaging the engine and the rear gear (XOXO of 4 June 65, in: UTD/Walker/B25F2; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); crashed off the end of one of the small grass strips (Nam Bu, LS-125) near Nam Lieu (LS-118A) and ground looped on 20 August 65, when piloted by Captain Calhoun who left the aircraft unhurt (Davis, Across the Mekong, p.106; Aircraft accidents 1965, in: UTD/CIA/B49F2; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; DD/S, Monthly Report for August/ September 1965, p. 3, online at 1818029/196508; initially considered to be a total loss, as it is mentioned in the list “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; but it was repaired at a cost of $32,000 in September 65, although the fuselage had been dropped inadvertently 5 miles from LS-118A, while sling carried from LS-125 to LS-118A (Minutes ExCom-AAACL/AAM of 29 September 65, in: UTD/CIA/B7F4; XOXOs of 20 to 24 August 65, in: UTD/Walker/B24F1); ground looped at Mok Lok, Laos (LS-131) on 5 February 66, causing extensive damage, but returned to service on 8 March 66 (XOXO of 5 Feb. 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 9 February 66, in: UTD/CIA/B8F1; DD/S, Monthly Report for February/March 1966, online at 1818029/196511); used out of Udorn under contract AID-439-713 in April and May 66, called thru 27 June 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); ground looped on take-off at Udorn (T-08) on 27 June 66, damaging a wheel, a wing tip and an aileron (XOXO of 27 June 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 29 June 66, in: UTD/CIA/B8F1); returned to service on 28 June 66; assigned to contract AID/VN-23 for
use out of Saigon on 11 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use at Saigon on 20 November 66 and 6 April 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 22 November 66, the prop tips of “839” were damaged upon landing at Tan Son Nhut (V-01); repaired (XOXO of 22 Nov. 66, in: UTD/Hickler/B26F16); damaged by a rocket attack on to Tan Son Nhut Airport on 26 February 68 (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); repaired; taxied into a fuel drum at Moc Hoa (V-51), South Vietnam, on 5 April 69, damaging the engine and the propeller; repaired and returned to service on 12 April 69 (XOXO of 5 April 69, in: UTD/Hickler/B26F18; Minutes ExCom-AAACL/AAM of 22 April 69, in: UTD/CIA/B8F3); to be put in temporary storage at Saigon in July 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); still stored in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

**Fate:** sold to Air America on 11 September 69 (Status as of 28 March 74, in: UTD/CIA/B56F4); rereg. as XW-PGH in September 69.

**XW-PGH**

| Service history: | overhaul performed on 10 November 69 (Maintenance history, in: UTD/CIA/B56F5); used as a spare aircraft at Vientiane in January 70 (Vientiane flight crew manning, in: UTD/CIA/B29F4); in the *Air America* documentary; current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); assigned to contract AID-439-342 in January 71 (Vientiane flight crew manning, in: UTD/CIA/B29F4); released by contract AID-439-342 on 30 June 71 and put into inactive storage at Vientiane 1-31 July 71 (F.O.Circular of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7C); the landing gear collapsed at Udorn on 23 November 71, when it taxied into a construction area and the left main landing gear dropped into an open hole, damaging the left landing gear, the prop and the engine (XOXO of 23 Nov. 71; in: UTD/Hickler/B25F11; a photo is preserved in UTD/Anthony/B1F6); stored in damaged condition on 23 November 71 and placed into inactive storage at Tainan the same day (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C; Minutes ExCom-AAACL/AAM of 11 January 72, in: UTD/CIA/B9F7). |
| Service history: | Fate: sold to Aviation Associates, Manila, on 12 March 74; held at Tainan pending receipt of the final Letter of Credit until (?) 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4). |

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Helio 843 somewhere in Laos in the early sixties

(UTD/Wiren/B2)
**Helio H-395  B-843  535  Nov. 61  ex N4184D in 1961**

**Service history:** acquired by Air Asia in “50/11”, that is in November 61 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); owned by Air Asia, the 15th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 6 November 61 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); flown by William Andresevic out of Vientiane (V-08) on 9 November 61 (Log book of William Andresevic, at: UTD/Leary/B43F9); flown by Joe Hazen in January 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); used out of Vientiane under USAID contract AID-439-342 at least from 7 October 62 to 1 October 64 (Aircraft availability list, in: UTD/Hickler/B8F8); attempted operation in excess of aircraft performance limitations at an unknown airstrip in Laos on 4 May 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); crashed at Moung Cha (LS-113), Laos, on 11 May 63, when piloted by Jim Rhyne; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1); repaired; seen at Vientiane in 1963; a slide is in UTD/Wiren/B2; assigned to contract AID-439-342 for operations out of Vientiane at least between 1 July and 21 September 63, but was at Tainan for damage repair 11 May to 2 August 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); still in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1), in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1), and in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); a trainee pilot made a hard landing at an unknown airstrip in Laos on 28 July 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); in use out of Vientiane at least between 16 January 66 and 24 March 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); a slide is in UTD/Wiren/B2; was hit twice on approach to Moung Moc (LS-46), Laos, on 24 May 64, when piloted by Jack Houston (Log book of A. Rich, in: UTD/Rich/B1); repaired; on 20 March 65, the brakes failed upon landing at a small airstrip in Laos, resulting in a ground loop (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); repaired.

**Fate:** on 18 April 66, the tail cone of B-843 sustained damage in a hard landing at Ban Song (LS-29), Laos, and before repairs could be accomplished, the landing area was overrun by hostile forces and the aircraft was abandoned (Minutes ExCom-AACL/AAM of 11 May 66, in: UTD/CIA/B8F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2); photos are preserved in: UTD/Hickler/B33, and in the John Anthony collection at TTU); reg. officially cancelled on 7 June 66 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

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**Helio H-395  B-845  533  8 Nov. 61  ex N4182D in 1960**

**Service history:** acquired by Air Asia in “50/11”, that is in November 61 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); owned by Air Asia, the 16th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 6 November 61 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); test flown at Bangkok and ferried from Bangkok to Vientiane on 8 November 61 by William
Andresevic (Log book of William Andresevic, at: UTD/Leary/B43F9); flown by Joe Hazen in January 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); used out of Vientiane on USAID contract AID-439-342 at least since 7 October 62 (Aircraft availability list, in: UTD/Hickler/B7F1); in the early times, flown as “845”, photos are preserved in UTD/Rich/B2F11 and F9 and UTD/Hickler/B28 and B29; a slide is preserved in: UTD/Wiren/B2; probably the reason for dropping the “B-” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see: Minutes ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); crashed at site “N”, i.e. Chiang Khong (T-526), Thailand, on 25 January 64, when piloted by Ed Bashista (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); assigned to CEECO contract 59-069 for operations out of Udorn at least between 1 July and 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); repaired and returned to service on 7 February 64 under contract 59-069 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); used out of Udorn under CEECO contract 59-069 in April 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); Joe Hazen recalls such a mission for CEECO, supposed to be the CIA’s Hmong program: “I flew Helio-Courier “845” on 27 April 1964 from Udorn to S-20A, S-71, S-133, S-46 and back to Udorn. I made eight landings that day so, so I did a shuttle from someplace to someplace for three more landings, possibly S-20A (Gen.Vang Pao’s base) to S-133, Phong Hong, which was nicknamed, I think, The Golf Course. It was east of Phu Bia in a wide valley, elevation 350 feet and 2310 feet in length” (e-mail dated 21 September 2004, kindly sent to the author); assigned to contract AID-439-342 for operations out of Vientiane in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); still in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1), and in April 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); test flown at Tainan on 3 August 65 by Joe Hazen (e-mail dated 31 December 65, kindly sent to the author by Joe Hazen); was hit three times in the Nam Lieu (LS-118A), Laos, area on 29 December 65, when piloted by Tom Richason; was hit again in the same area on 3 January 66 (Log book of A. Rich, in: UTD/Rich/B1); in use at Vientiane at least between 19 January 66 and 19 May 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8). 

**Fate:** crashed into the trees 7 miles east of Sam Thong (LS-20), Laos, on 15 September 66 and was completely destroyed by fire; the pilot received minor burns, a passenger serious burns (XOXO of 15 Sep. 66, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 28 September 66, in: UTD/CIA/B8F1; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2); reg. officially cancelled only on 1 August 67 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).
Helio H-395 N4185D of Tormac Associated sold to Air Asia Co Ltd on 7 December 61
(in: UTD/Bisson/B5, microfilm reel no. 4)

Helio H-395  B-847  541  7 Dec. 61  previously N4185D with
Tormac Associates Inc, Fort Lauderdale, FL

Service history: bought from Tormac Associates on 7 December 61 for $1,00 (Bill of
Sale, in: UTD/Bisson/B5 microfilm reel 4); owned by Air Asia, the 17th aircraft acquired
by Air America (Aircraft list of June 62, corrected to Sept. 1963, in:
UTD/Kirkpatrick/B1F1); regd. as B-847 on 6 January 62 (Status as of 28 March 74, in:
UTD/CIA/B56F4); officially regd. on 5 January 62 (info obtained from the CAA of
Taiwan, kindly supplied by Martin Best on 17 May 2013); flown by Joe Hazen in
February 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe
Hazen); made a hard landing at an unknown airstrip in Laos on 5 April 62 in crosswind (Aircraft
accidents 1962, in: UTD/CIA/B49F2); repaired; undershot at an unknown airstrip in Laos
on 20 April 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); in early times, it was
flown as “847”, photos are preserved in UTD/Rich/B1F1 and B2F7, taken in 1962/3;
probably the reason for dropping the “B-” was that China and Laos broke off diplomatic
relations in mid-1962 which also affected the registration of AAM aircraft (see: Minutes
ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); on 6 June 62, a young Hmong
tribesman walked into the idling propeller at an unknown airstrip in Laos and was killed
(List “Operational casualties in SEA”, in: UTD/CIA/B29F1).

Fate: sold to Marathon Aviation Corp., Miami, on 5 April 63 (Minutes ExCom-AACL of
9 April 63, in: UTD/CIA/B7F2) as N28927 (Aircraft list of June 62, corrected to Sept.
1963, in: UTD/Kirkpatrick/B1F1) for $ 1.00 (Bill of Sale, in: UTD/Bisson/B5, microfilm
reel no. 4); reg. B-847 was officially cancelled on 15 May 63 (info obtained from the
CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); the undated promissory note no.9 (UTD/CIA/B9F4) mentions $ 35,460.93 returned by Air America
to the Pacific Corp. in June 63 (?); charged by the Pacific Corp. in June 63, but never
donated to Air Asia (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); sold to the Government of India, Ministry of External Affairs, and registered as VT-DRJ on 5 October 63 (Letter of 11 September 2000, sent by Charan Dass, Office of the Director General of Civil Aviation, India, to the author); had been ferried there in late August 63 by former Air America C-46s B-846 and B-854, which had been reregistered as HP-315P and HP-314P (Petition no. A-52-12001 dated 28 August 63, sent by Air Asia to the CAA of Taiwan, in: UTD/Bisson/B5 microfilm reel 4); operated by the ARC or Aviation Research Center, Charbatia Air Base (“Oak Tree”), India, on clandestine supply missions (see Conboy / Morrison, The CIA’s secret war in Tibet, pp. 188-95); probably cancelled around September 64; still regd. to Marathon in the 1 July 66 and 1 January 68 USCARs; to Continental Air Services, Vientiane, as XW-PEA in March 66, probably leased from Eurotransport Anstalt, Vaduz, Liechtenstein (Memorandum “Competitive information” of 18 June 68, in: UTD/Herd/B2; Status as of 28 March 74, in: UTD/CIA/B56F4); seen at Thakhek West on 23 July 66, with “541” still visible under the paint (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote), apparently flown by Boun Oum Airways; sold to the Pacific Corp. on 15 April 67; sold to Air America an 16 April 67 (Status as of 28 March 74, in: UTD/CIA/B56F4) for $10.00 (Bill of Sale dated 16 April 67, in: UTD/Bisson/B5 microfilm reel 4); promissory note no.20 dated 30 September 67 (UTD/CIA/B9F4) mentions $ 35,000.00 owed by Air America to the Pacific Corp.; donated by the Pacific Corp. to Air America in September 67 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2).

XW-PEA 541 16 April 67 bought from Eurotransport Anstalt / CASI XW-PEA

Service history: the tail wheel was damaged while landing at Houei Sang/H (LS-206), Laos, on 27 June 67 (Accident report, in: UTD/Hickler/B24F3; XOXO of 27 June 67, in: UTD/Hickler/B26F16); repaired; assigned to contract AID-439-342 for use out of Vientiane in May 68, called thru 30 June 66 (Aircraft status of 1 May 68, in: UTD/Herd/B2); still in June 69 and August 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); used at Vientiane on 1 December 68 and 13 February 69 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); made a hard landing at Phu Cum (LS-50A), on 20 December 70, causing substantial damage; repaired (XOXO of 20 Dec. 70, in: UTD/Hickler/B25F10); photos are published in: Troupes d’Élite Aviation, no.142, p. 181, and in Air America Log, vol. V, no. 6, 1971, p. 7; still assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Vientiane on 1 July 72 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); flown to Udorn and put into inactive storage there by November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

Fate: sold to Aviation Associates, Manila, on 12 March 74; departed Bangkok on board the S. S. Weybank to Manila on 8 August 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered in 1974 as RP-C2691; registration cancelled in 1983/4.

Helio H-395  B-849  542  12 Jan. 62  N4186D of Tormac Associates, Fort Lauderdale, FL

Service history: acquired by Air Asia in “51/3”, that is in March 62 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); owned by Air Asia, the 18th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); bought at $ 46,650 (Minutes ExCom-AACL of 14
February 62, in: UTD/CIA/B7F1); regd. to Air Asia Co Ltd on 24 February 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); flown by Joe Hazen in March 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); crashed at Phu Cum (LS-50), Laos, on 26 October 62, when piloted by John Wiren; the reason was an in-flight loss of control as result of a wind shear (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; overshot the runway when landing at an unknown airstrip in Laos on 19 April 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); seen at Vientiane in mid 63; assigned to contract no. AID-439-342 for use out of Vientiane at least between 1 July and 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); crash-landed at Houei Sa An (LS-23), Laos, on 11 August 63, when piloted by Ray Salucci, causing minor damage; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; assigned to contract no. AID-439-342 for use out of Vientiane on 1 February 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); crash-landed due to bad weather at Hua Moung (LS-58), Laos on 20 February 64, when piloted by Jack Houston (Log book of A. Rich, in: UTD/Rich/B1; XOXO of 20 February 64, in: UTD/Walker/B23F17; Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; assigned to contract AID-439-342 for use out of Vientiane on 20 April 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); the drag strut failed upon landing at an unknown airstrip in Laos on 4 April 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; took a hit in the tail on 8 April 64, while searching the Nam Gum river NE of Vientiane (Log book of A. Rich, in: UTD/Rich/B1); used out of Vientiane on a USAID contract at least from 20 April 64 to 16 October 64 (Aircraft availability list, in: UTD/Hickler/B8F8); hit an obstacle while taxiing at an unknown airstrip in Laos on 13 April 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; taken off from Pakse (L-11), Laos, on 24 August 64, when piloted by Albert Sandoval, who was killed in the accident; the aircraft, which was flying under the provisions of contract no. AID-439-342, had climbed to approximately 400 feet at which point a slight nose up and down motion was observed; the aircraft then started a left turn descending and went approximately 380 degrees before hitting the ground (XOXOs of 24 to 25 August 64, in: UTD/Walker/B23F17; Report dated 11 September 64, Board of review, in: UTD/CIA/B34F1; Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); photos of the accident are on the video made by Ed Eckholdt (at 1.31.06-32 minutes); the aircraft was repaired; at Tainan in October 64; based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); assigned to contract AID-493-50 for operations out of Udorn in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); crashed during take-off from Udorn on 28 April 65, when piloted by Captain Green; there were no injuries (XOXO of 28 April 65, in: UTD/Walker/B25F2; Log book of A. Rich, in: UTD/Rich/B1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); repaired; in use out of Vientiane at least between 18 February 66 and 30 July 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); ground looped while landing at Nong Khai (T-22) on 13 March 66, resulting in extensive damage;
returned to service on 7 April 66 (XOXO of 13 March 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AAACL/AAM of 23 March 66, in: UTD/CIA/B8F1); the aircraft was damaged by a storm at Udorn on 27 April 66; returned to service by 10 May 66 (Minutes ExCom-AAACL/AAM of 11 May 66, in: UTD/CIA/B8F1); assigned to contract AID-493-332 for use out of Bangkok on 8 July 67, still on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/HerdB2); in use at Bangkok at least between 15 May 67 and 25 July 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); photos taken at Bangkok and Korat (T-13) in the mid 60ties show it as “849” (in: UTD/Hickler/B28+B33); probably the reason for dropping the “B-” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see: Minutes ExCom-AAACL of 25 September 62, in: UTD/CIA/B7F1); collided with a US Army Caribou at Can Tho (V-17), SVN, on 18 November 68; repaired (XOXO of 18 Nov. 68, in: UTD/Hickler/B26F17); a slide taken in March 69 can be found in: UTD/Bays/1 (slide 253); used for spares in 1969 and to be placed into temporary storage at Saigon in July 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); still stored in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); placed into inactive storage at Tainan on 21 March 70 and written off the record (Status as of 28 March 74, in: UTD/CIA/B56F4; F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C gives 20 January 69); sold by Air Asia Co Ltd to Air America on 14 December 71 (Status as of 28 March 74, in: UTD/CIA/B56F4).

**Fate:** sold to Aviation Associates, Manila, on 12 March 74; held at Tainan pending receipt of the final Letter of Credit until (?) 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4).

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Helios N4190D and N4191D, possibly after delivery in April 1962
(with kind permission from Ward S. Reimer)

<table>
<thead>
<tr>
<th>Helios N4190D</th>
<th>545</th>
<th>30 March 62 bought from Air Ventures Inc, Washington, DC</th>
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<td><strong>Service history:</strong> owned by Air America, the 19th aircraft acquired (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); assigned to contract no. AID-493-8 for use out of Bangkok at least 4 July to 21 September 63 (AAM Aircraft Availability of 4 July 63, 15 July 63, and 21 September 63, all in: UTD/Walker/B25F8).</td>
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<tr>
<td><strong>Fate:</strong> sold by Air America to Air Asia Co Ltd on 15 November 63 (Status as of 28 March 74, in: UTD/CIA/B56F4) and rereg'd. B-869 in November 63.</td>
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Service history: acquired by Air Asia in “52/11”, that is in November 63 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); regd. as B-869 on 30 November 63 (Petition no. A-58-25081 of 19 May 69, in: UTD/Bisson/B5, microfilm reel no. 4); officially regd. on 27 November 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); used out of Bangkok under contract AID-493-8 in February 64; during that time, L/R fuel tanks were installed (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); used out of Bangkok under contract 58-056 since 1 April 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); still assigned to Bangkok in August 64 Helio (Planned pilot manning for August 64, in: UTD/Walker/B8F4); undershot the runway at Chiang Khong (T-516), Thailand, on 12 December 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); participated in the search for the ill-fated UH-34D H-32 in the Saravane (L-44) area on 13 October 65 (Chronological account, in: UTD/CIA/B58F6); assigned to contract AID-439-342 for operations out of Vientiane in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66, called thru 19 June 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); was hit three times in the Hua Moung (LS-58), Laos, area on 26 December 65, when piloted by Tom Jenny (Log book of A. Rich, in: UTD/Rich/B1); in use out of Vientiane at least between 4 March 66 and 9 November 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6); the landing gear, the engine, and the propeller were damaged upon landing at Houei Hok (LS-198), Laos, on 17 June 66, avoiding water on the runway during landing; returned to service on 20 June 66 (Minutes ExCom-AACL/AAM of 29 June 66, in: UTD/CIA/B8F1; a photo of this accident can be found in the John Anthony collection at TTU); probably the photos preserved in UTD/Hickler/B28+B29 refer to this accident; assigned to contract AID/VN-23 for use out of Saigon on 11 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use out of Saigon at least between 4 October 66 and 15 April 68 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 19 May 67, B-869 was seized by gusting winds during take-off from Dong Ha (V-22), causing minor damage; repaired (XOXO of 19 May 67, in: UTD/Hickler/B26F16); crash-landed near Hue (V-06) on 8 June 68; flown back to Danang (V-03) on 9 June 68 by Bell 204B N8535F (XOXOs of 8-10 June 68, in: UTD/Hickler/B25F14); crash-landed at Nghia Hanh (V-210), South Vietnam, on 20 February 69, when it ground looped to avoid a Vietnamese civilian who entered the runway during landing, damaging the left wing, the horizontal stabilizer, the main landing gear and the prop; repaired at a cost of $14,000 and returned to service on 7 March 69 (XOXO of 20 Feb. 69, in: UTD/Hickler/B26F18; Accident report in: UTD/Hickler/B24F2; Minutes ExCom-AACL/AAM of 11 February 69, in: UTD/CIA/B8F3).

Fate: sold by Air Asia Co Ltd to Air America Inc on 19 May 69 (Status as of 28 March 74, in: UTD/CIA/B56F4) and rereg'd. XW-PGC in May 69.

XW-PGC 545 May 69 B-869 rereg'd.

Service history: used as spare aircraft out of Vientiane 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C); assigned to contract AID-439-342 for use out of Vientiane on 15 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew
manning, in: UTD/CIA/B29F4); current on 1 July 70 (Leary, The aircraft of Air America, p. 20); assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Tainan on 10 January 72 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

**Fate:** sold to Aviation Associates, Manila, on 12 March 74; held at Tainan pending receipt of the final Letter of Credit until (?) 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered as RP-C357 in 1974 (?); sold to R. De Los Reyes, Manila, as RP-C357 in 1987/88; current in 1992; given as cancelled in Air-Britain News, vo.37, no.5, May 2008, p.654.

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Helio N4191D at the Thai border in 1962  
(UTD/Wiren/B2)

**Helio H-395 N4191D 546 30 March 62** bought from Air Ventures Inc, Washington, DC

**Service history:** owned by Air America, the 20th aircraft acquired (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); a slide in UTD/Wiren/B2, probably taken at the Thai border between 1962 and 1963, shows this aircraft as N4191D; crash-landed at Baranae, Thailand, on 17 December 62, when the aircraft used an unsuitable area of the runway (Aircraft accidents 1962, in: UTD/CIA/B49F2); assigned to contract no. 58-056 with the Thai Border Police, Bangkok et least between 1 July 63 and 21 September 63 (AAM Aircraft Availability of 4 July 63, 15 July 63, and 21 September 63, all in: UTD/Walker/B25F8).

**Fate:** sold by Air America to Air Asia Co Ltd on 4 October 63 (Status as of 28 March 74, in: UTD/CIA/B56F4) and rereg’d B-867 in October 63 B-867 546 Oct. 63 rereg’d from N4191D

**Service history:** acquired by Air Asia in “52/10”, that is in October 63 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); officially reg’d on 14 October 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); used out of Bangkok under contract 58-056 in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); used out of Vientiane under contract AID-439-342 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); based at Bangkok in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27
October 65, all in: UTD/Walker/B12F3+4); on 20 August 65, a JAL DC-8 blew a USAF Helio into “867” at Bangkok, slightly damaging the right flap (XOXO of 20 August 65, in: UTD/Walker/B24F1); used out of Bangkok under contract AID-493-66 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract AID/VN-23 for use out of Saigon on 1 April 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Hickler/B26F16); propeller hit a fire bottle, while taxiing at Bien Hoa (V-2), South Vietnam, on 30 April 68 (XOXO of 30 April 68, in: UTD/Hickler/B24F2); repaired; at Saigon on 15 September 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); left brake had no effect upon landing at Tan An (V-247) on 6 June 69, the aircraft veered off to the right side of the runway, but no damage (Saigon, Safety report, June 69, = CIA document no. 0000174720); used for spares in 69 and to be placed into temporary storage at Saigon in July 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B); still stored in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

Fate: sold by Air Asia Co Ltd to Air America on 20 January 70 (Status as of 28 March 74, in: UTD/CIA/B56F4) and rereg'd XW-PGM in January 70. XW-PGM 546 Jan. 70 B-867 rereg'd. Service history: in the Air America documentary; current on 1 July 70 (Leary, The aircraft of Air America, p. 20); assigned to contract AID-439-342 in January 71 (Vientiane flight crew manning, in: UTD/CIA/B29F4); on 30 March 71, a customer garbage truck backed into the parked aircraft at Long Tieng (LS-20A), damaging the horizontal stabilizer (XOXO of 30 March 71 in: UTD/Hickler/B25F14); repaired; in inactive storage at Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Vientiane on 1 July 72 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); flown to Udorn and put into inactive storage there by November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C). Fate: sold to Aviation Associates, Manila, on 12 March 74; departed Bangkok on board the S. S. Weybank to Manila on 8 August 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered in 1974 as RP-C2690; registration cancelled in 1983/4.

Helio H-395 “531” 531 June 62 (?) leased from AII/VIAT, Saigon, XV-NAJ; previously N4180D

Service history: owned by AII (Aviation Investors Inc.), the 21st aircraft used by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); crashed on take-off from an unknown airstrip in Laos on 22 June 1962, when the pilot failed to maintain control (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; leased for one year between 15 July 62 and 14 July 63 (Status as of 28 March 74, in: UTD/CIA/B56F4); test flown by Richard Crafts out of Udorn on 10 and 11 December 63 (Log book of R. Crafts, in: UTD/Leary/B44F6). Fate: probably returned to AII/VIAT, Saigon, as XV-NAJ in July 63, who sold it Skyways Cargo Inc.; not current with Air America on 4 July 63 (Aircraft Availability of 4 July 63, in: UTD/Walker/B25F8 - RCP SEA 1963); believed leased again to Air America from Skyways Cargo Inc. as B-873 in December 63(?); see there for further
details; B-873 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); probably again leased to Air America in May 64.

“531” 531 May 64 (?) leased from VIAT, Saigon, XV-NAJ

Service history: flown by Richard Crafts out of Sam Thong (LS-20) between 6 and 13 June 1964, returning to Vientiane on 9-10 June 64, and on 2, 5, 6, and 25-28 August 64 and 25-29 September 64 out of Udorn (Log book of R. Crafts, in: UTD/Leary/B4F6); current in July 64 on lease from VIAT, Saigon (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); sold by Skyways Cargo Inc to the Pacific Corp. on 3 August 64; a slide, taken in Laos in August 64 by John Wiren, shows this aircraft as “531” (preserved in: UTD/Wiren/B2); current on 12 August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4 - RCP 1962-64); sold by the Pacific Corp. to Air America on 31 August 64 (Status as of 28 March 74, in: UTD/CIA/B5F4).

Lease agreement (contract no.62-63) – Bills of Sale of 3 August 64 and 31 August 64 (all documents in: UTD/Bisson/B5, microfilm reel no. 28)

Fate: rereg'd. as XW-PCD in October 64

XW-PCD 531 Oct. 64 rereg'd. from “531”

Service history: crash-landed at Sam Thong (LS-20), Laos, on 29 October 64, when piloted by Roger Bunner (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B4F2); repaired; overshot and crashed at a new site in Thailand (T-612) on 10 February 65, when piloted by Terry Fraser; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B4F2); repaired; officially acquired by Air America on 31 March 65 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8), previously probably owned by the Pacific Corp.; the undated promissory note no.10 of March 65(?) states that Air America owes $ 46,000.00 for this aircraft to the Pacific Corporation (in: UTD/CIA/B9F4); donated by the Pacific Corp. to Air America in March 65 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); crashed-landed in the Chiang Kong (T-516), Thailand, area on 2 April 65 due to an engine failure, when piloted by Jack Blalock (Log
book of A. Rich, in: UTD/Rich/B1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; although considered to be a write-off, it was repaired; on 26 June 65, the engine failed, resulting in a hard landing at coordinates UH3912 in Laos, one mile northwest of LS-36; as oil spray on the windscreen prevented forward vision, the right wing of XW-PCD hit a tree and the aircraft slid 75 feet to the base of the hill (XOXO of 26 June 65, in: UTD/Walker/B24F1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); used out of Udorn under CECO contract 59-069 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/ B1F1); taxied into a barrel at Nam Lieu (LS-118A), Laos, on 15 March 66, causing light damage; returned to service on 17 March 66 (XOXO of 15 March 66, in: UTD/Hickler/B26F16; List “Aircraft accidents / incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 23 March 66, in: UTD/CIA/B8F1); assigned to contract AID-439-713 for use out of Udorn in April and May 66, called thru 27 June 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract AID-439-342 for use out of Vientiane on 1 November 66, still in May 68, basic (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still in June 69 and August 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Vientiane on 7 February 67 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); on 25 May 68, the wingtips of XW-PCD were damaged by a heavy thunderstorm, while the aircraft was parked at Vientiane (L-08); repaired (XOXO of 25 May 68, in: UTD/Hickler/B25F13); had a hard landing at Phu He (LS-255), Laos, on 12 January 69 (XOXO of 12 Jan. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2); repaired; lost control during landing and crashed at Sam Song Hong (LS-201), Laos, on 20 March 69, causing extensive damage; repaired and returned to service on 3 April 69 (XOXO of 20 March 69, in: UTD/Hickler/B26F18; Accident report in: UTD/Dreifus/B1F10; Minutes ExCom-AACL/AAM of 25 March 69, in: UTD/CIA/B8F3); had an accident at Long Tieng (LS-20A) on 20 May 69 (a photo of this accident can be found in the John Anthony collection at TTU); repaired; still assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); a photo of an unknown landing accident can be found in: UTD/Rich/B2F6; had a taxi accident at Vientiane (L-08), Laos, on 11 May 72, when a mechanic taxied the aircraft into a ditch paralleling the taxiway, causing sudden engine stoppage and damage to the left main landing gear (XOXO of 11 May 72, in: UTD/Hickler/B27F2; Memorandum dated 1 June 72, in: UTD/CIA/B29F2; a photo is preserved in: UTD/Anthony/F6); repaired and returned to service on 14 May 72 (Minutes ExCom-AACL/AAM of 23 May 72, in: UTD/CIA/B9F7); placed into inactive storage at Vientiane on 18 May 72 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); flown to Udorn and put into inactive storage there by November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

Fate: sold to Aviation Associates, Manila, on 12 March 74; departed Bangkok on board the S. S. Weybank to Manila on 8 August 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered in 1974 as RP-C2696; registration cancelled in 1983/4.

Helio H-395 B-855 563 July 62

Helio Aircraft to Aviation Investors Inc, Saigon, in June 62; bought by Air America from Aviation Investors Inc., Washington, DC
Service history: owned by Air Asia, the 24th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 4 July 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); the aircraft crashed, when the pilot lost control during take off from an airstrip in Laos on 10 September 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; a photo taken at Sam Thong can be seen on the video made by Ed Eckholdt (at 0.06.24 minutes); crashed at Ban Tham Lay (L-105), Laos, on 1 January 63, when the pilot, Ray Salucci, failed to maintain control upon landing; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; scheduled for delivery Tainan-Vientiane on 4/5 April 63 (Memorandum no. CFO-63-127-A/6 dated 3 April 63, in: UTD/Bisson/B5, microfilm reel no. 4); in use again at least between 17 April 63 and 5 January 64 (Log book of A. Rich, in: UTD/Rich/B1); assigned to contract AID-439-342 for operations out of Vientiane at least between 1 July and 4 December 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); flown out of Udorn, then out of Pakse and Vientiane, by Tom Jenny between 21 and 27 January 64 and on 14, 15, and 16 February 64 (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); a photo is preserved in UTD/Rich/B2F9; hit taxi obstruction at an unknown airstrip in Laos on 16 June 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; lost control upon landing at an airstrip in Laos on 11 December 63 due to strong crosswinds (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; used out of Vientiane under contract AID-439-342 February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4).

Fate: crashed at Thakhet East (LS-40), Laos, on 17 April 64, when piloted by Gary Malmberg (Log book of A. Rich, in: UTD/Rich/B1); the pilot failed to maintain control on take-off; the aircraft was destroyed; there was no recovery due to the tactical situation (List “Company operated aircraft lost or destroyed”, in: UTD/CIA/B1F10; Aircraft accidents 1964, in: UTD/CIA/B49F2; Aircraft destroyed or lost, in: UTD/CIA/B49F2); nevertheless, B-855 is still listed in July 64 as flying under contract AID-439-342 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); so maybe it was hoped to recover and repair it at that time; reg. B-855 was officially cancelled on 2 December 64 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).
Helio H-395  B-857  564  21 June 62 bought by Air America from Aviation Investors Inc., Washington, DC

**Service history:** sold by Air America to Air Asia Co Ltd on 25 June 62; acquired by Air Asia in “51/6”, that is in June 62 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); owned by Air Asia, the 25th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); registered as B-857 on 4 July 62 (Status as of 28 March 74, in: UTD/CIA/B56F4); officially regd. on 4 July 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); aircraft crashed, when the pilot lost control during take off from an airstrip in Laos on 24 August 62 (Aircraft accidents 1962, in: UTD/CIA/B49F2); probably the reason for dropping the “B-” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see Minutes ExCom-AAACL of 25 September 62, in: UTD/CIA/B7F1); assigned to contract AID-439-342 for use out of Vientiane on 7 October 62, still in October 64 (Availability list, in: UTD/Hickler/B8F8); crash-landed at Saravane (L-44), Laos, on 14 March 63, when piloted by Lee Mullins; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; hit taxi obstruction at Vientiane (L-08), Laos, on 23 May 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); repaired; assigned to contract AID-439-342 for operations out of Vientiane at least between 1 July and 21 September 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); hit by ground fire during an air drop at coordinates TF 5579 on 21 November 63, damaging the left wing and the right tire; also drew fire at coordinates TF 6165; the wing had to be exchanged (Log book of A. Rich, in: UTD/Rich/B1); repaired; fell over the side of Hong Non (LS-86), Laos, on 9 December 63, when attempting a landing in severe wind; the aircraft became airborne after major damage to the tail section, wing tip and prop (Log book of A. Rich, in: UTD/Rich/B1); repaired; used out of Vientiane on USAID contract at least 7 October 62 to 1 October 64 (Aircraft availability list, in: UTD/Hickler/B8F8); assigned to contract AID-439-342 for operations out of Vientiane in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); still in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); still in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); lost control during take-off from an airstrip in Laos on 9 January 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); on 26 February 65, the door separated in-flight in Laos (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); undershot the runway and made a hard landing at Vang Vieng (L-16) in Laos on 13 March 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; a photo of this accident can be found in the John Anthony collection at TTU); on 27 April 65, B-857 made a grand loop on take-off roll at Saigon, damaging the right wing (XOXO of 27 April 65, in: UTD/Walker/B25F2); based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3); a trainee pilot lost control upon landing at an unknown airstrip in Laos on 6 May 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); landed short of runway at San Pa Ka (LS-33) in Laos on 11 September 65, causing extensive damage (List “Aircraft accidents /incidents 1965”, in: UTD/CIA/B49F2; a photo is preserved in UTD/Hickler/B29, showing it as “857”, and in the John Anthony collection at TTU); back in service on 13 October 65 (Minutes
ExCom-AACL/AAM of 29 September 65, in: UTD/CIA/B7F4); in use at Vientiane at least between 17 January 66 and 14 September 66 (UTD/Maxwell/B1F6; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); ground looped at Sam Thong (LS-20), Laos, on 4 March 66, causing extensive damage (List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; suffered an engine failure during a simulated forced landing at Moung Soui (L-108) in Laos on 15 March 66; returned to service on 28 March 66 (List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2); a photo of this accident can be found in the John Anthony collection at TTU; the Minutes ExCom-AACL/AAM of 23 March 66, in: UTD/CIA/B8F1 give the date of 17 March 66); had a short landing at Phu Cum (LS-50), Laos, on 5 April 66, causing extensive damage; repaired (XOXO of 5 April 66; in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; a photo of this accident can be found in the John Anthony collection at TTU; Minutes ExCom-AACL/AAM of 6 April 66, in: UTD/CIA/B8F1); possibly, the photo preserved in: UTD/Hickler/B29 refers to this accident; transferred from Vientiane to Saigon on 10 November 66 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); assigned to contract AID/VN-23 for use out of Saigon on 11 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use out of Saigon at least between 10 November 66 and 12 March 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; see also Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6] and Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); ground looped during take-off from Vung Tau (V-05) on 7 March 67, damaging the right wing tip and stabilizer (XOXO of 7 March 67, in: UTD/Hickler/B26F16); repaired; on 6 April 67, the right main landing gear of B-857 collapsed upon landing at Tra Vinh (V-52); repaired (XOXO of 6 April 67, in: UTD/Hickler/B26F16); damaged by a rocket attack on to Tan Son Nhut Airport on 26 February 68 (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); repaired; a photo, taken at Danang (V-03) in March 68 by Robert Mikesh, is in Love, Wings of Air America, p. 59, now displaying B-857; on 29 January 69, B-857 swerved off the runway after landing at Vinh Long (V-20), damaging the right wing and aileron (XOXO of 29 Jan. 69, in: UTD/Hickler/B26F18); repaired.  

**Fate:** sold by Air Asia Co Ltd to Air America on 19 May 69 (Status as of 28 March 74, in: UTD/CIA/B56F4); reereg'd XW-PGA in May 69.

**XW-PGA**  564  May 69  B-857 reereg'd.

**Service history:** used as spare aircraft out of Vientiane 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C); still unassigned in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in the *Air America* documentary; a photo is published in *Air America Log*, vol. V, no. 6, 1971, p. 7; had an accident at Long Tieng (LS-20A), Laos, on 30 November 70 (a photo of this accident can be found in the John Anthony collection at TTU); repaired; made a hard landing at an unknown airstrip in Laos on 20 December 70, when it encountered whirlwinds just prior to touchdown, resulting in substantial damage, when the tail cone broke; repaired (Minutes ExCom-AACL/AAM of 22 December 70, in: UTD/CIA/B8F4); assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew manning, in: UTD/CIA/B29F4); released by contract AID-439-342 on 30 June 71 and used as a spare aircraft out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Vientiane on 1 July 72 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14); flown to Udorn and put into inactive storage there by November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

**Fate:** sold to Aviation Associates, Manila, on 12 March 74; departed Bangkok on board the *S. S. Weybank* to Manila on 8 August 74 (List “Aircraft sold”, in: UTD/CIA/B56F4;
see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered as RP-C2698 in 1974; registration cancelled in 1983/4.

Helio H-395 B-859 565 July 62 Helio Aircraft to Aviation Investors Inc, Saigon, on 13 June 62; bought by Air America from Aviation Investors Inc., Washington, DC

Service history: owned by Air Asia, the 26th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 4 July 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); crashed between Pha Khao (LS-14) and Nong Kha (LS-333) on 20 September 62, when piloted by John Wiren; the carburetor had iced up; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; at Sam Thong, Laos, in 1963; photos can be found in Airliners, summer 93, p. 17, and in UTD/Rich/B2F9, when it was still flown as “859”; probably the reason for dropping the “B-” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see: Minutes ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); struck horse upon landing at an unknown airstrip in Laos on 24 June 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2).

Fate: crash-landed in a relatively remote area near Sam Thong (LS-20), Laos, on 5 July 63 as a result of engine failure, after striking a 100 foot tree; the pilot, Don Romes, was not injured, but the passenger, Phil Decarrol, had serious burns; the aircraft was destroyed by fire after the crash landing; the survivors were discovered on 7 July 63; had been assigned to contract no. AID-439-342 (AAM Aircraft Availability of 1 July 63, in: UTD/Walker/B25F8); cancelled from the Air America aircraft roster on 15 July 63 (Minutes ExCom-AAML of 9 July 63, in: UTD/CIA/B3F4; Minutes ExCom-AACL of 23 July 63, in: UTD/CIA/B7F2; Log book of A. Rich, in: UTD/Rich/B1; Lists “Operational casualties in SEA”, in: UTD/CIA/B29F1; “Aircraft accidents 1963”, in: UTD/CIA/B49F2; “Aircraft destroyed or lost”, in: UTD/CIA/B49F2); reg. B-859 was officially cancelled on 15 July 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

Helio H-395 (B-)861 525 August 62 ex N8747R; previously N4174D in 1960; then (in 1960) HP-322P, a player in the Bay of Pigs operation with Los Hermanos Sebastian y Gómez; then, around March 61, to TG-DOF

Service history: owned by Air Asia, the 27th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 6 August 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); flown by Joe Hazen in August 62 (e-mail dated 25 July 2005, kindly sent to the author by Joe Hazen); hit an obstacle while taxiing at an unknown airstrip in Laos on 19 April 63 (Aircraft accidents 1963, in: UTD/CIA/B49F2); made a crash-landing in Thailand on 14 May 63 due to an in-flight power failure (Aircraft accidents 1963, in: UTD/CIA/B49F2); assigned to CEECO contract 59-069 for operations out of Udorn at
least between 1 July and 21 September 63, but was at Tainan for modifications between 8 and 20 July 63 (AAM Aircraft Availability for 1 July 63, 15 July 63, and 21 September 63, in: UTD/Walker/B25F8); based at Udorn (probably flying under CEECO contract 59-069) until 21 January 64, when it was positioned Udorn-Saigon for a 90 days call under contract DA92-321-PBC-1861; based at Saigon for use for CSG in February 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); crash-landed at Binh Hung, South Vietnam, on 26 February 64, when the pilot failed to maintain control (Aircraft accidents 1964, in: UTD/CIA/B49F2); used out of Udorn under CEECO contract 59-069 upon completion of repairs on 12 March 64 and in April 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); used out of Vientiane under contract AID-439-342 in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); used out of Vientiane on USAID contract AID-439-342 at least from 9 August 64 to 6 November 64 (Aircraft availability list, in: UTD/Hickler/B8F8); in early times, used as “861”, a photo is preserved in UTD/Rich/B2F6; Davis, Across the Mekong, p. 36, taken in the mid-60ties; probably the reason for dropping the “B-“ was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see Minutes ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); flown by Allen Rich on 30 October 64 (UTD/Rich/B1).

**Fate:** crashed 3 miles northeast of Ban Pha Ka (LS-40), Laos, in a hot area on 3 November 64, when piloted by Tom Jenny; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2); reg. B-861 was officially cancelled on 2 December 64 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

**Helio H-395 B-863 566 Dec. 62** reportedly ex XV-?, but probably bought by the Pacific Corp. from Aviation Investors Inc., Washington DC

**Service history:** charged by the Pacific Corp. for Air Asia in December 62 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); owned by the Pacific Corp., but never donated to Air Asia, the 28th aircraft acquired by Air America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); officially regd. on 6 August 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

**Fate:** sold (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1) to Bird & Sons (?), Vientiane, as N83873 in 63 (?); reg. B-863 was officially cancelled on 4 October 62 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); reregd. as XW-PBT in April 64; flown by Allen W. Rich for Boun Oum Airways in July 64 (Log book of A. Rich, in: UTD/Rich/B1); became Continental Air Services, Vientiane, on 1 September 65; seen at Vientiane on 2 October 65 (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote), apparently flown by Boun Oum Airways; not current with Air America in May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); owned by Eurotransport Anstalt, Vaduz, Liechtenstein, who sold it to the Pacific Corporation on 15 April 1967 for $10.00 (Bill of Sale, in: UTD/Bisson/B5)
The Pacific Corporation bought Helio msn 566 from Eurotransport Anstalt for $10.00 (Bill of Sale dated 15 April 67, in: UTD/Bisson/B5 microfilm reel no.4); turned over to Air America on 16 April 67 (Memorandum dated 14 April 67, in: UTD/Bisson/B5 microfilm reel 4).

**XW-PBT 566** 16 April 67 acquired fr. Eurotransport

**Service history:** according to the books, acquired by Air America in March 67 (Memorandum of 18 June 68, in: UTD/Herd/B2); promissory note no. 20 dated 30 September 67 (in: UTD/CIA/B9F4) mentions $35,000.00 owed by Air America to the Pacific Corp.; donated by the Pacific Corp. to Air America in September 67 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); in use at Vientiane at least between 3 May 67 and 24 June 67 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); on 2 November 67, a private car backed into the aircraft, which was parked on the ramp at Vientiane, damaging the horizontal stabilizer; repaired (XOXO of 2 Nov. 67, in: UTD/Hickler/B25F8); assigned to contract AF49(604)-4395 of LSG for use out of Saigon on 25 November 67, still in May 68, called thru 30 June 68 (Aircraft status of aircraft as of 1 May 68, in: UTD/Herd/B2); struck by PC-6 N358F, which came in landing, while XW-PBT was parked at Sadec (V-242), South Vietnam, on 25 September 68 (Accident report, in: UTD/Hickler/B24F7); repaired; used as a spare aircraft at Vientiane in June 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B); hit by ground fire near Tha Thom (LS-11), Laos, on 22 June 69, injuring the pilot, Virgil I. Hoch, who managed to fly to Vientiane with the help he received from a passenger (XOXO of 22 June 69, in: UTD/Hickler/B25F9; UTD/Leary/B1 for 22 June 69); assigned to contract AID-439-342 for use out of Vientiane in August 69 (F.O.C. of 15 August 69 in: UTD/Hickler/B1F1) current 1 July 70 (Leary, *The aircraft of Air America*, p. 20); still assigned to contract AID-439-342 for use out of Vientiane 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B; Minutes ExCom-AAM/AACL of 8 July 69, in: UTD/CIA/B8F3).
Fate: damaged in a landing accident at Thong Khen (LS-317), Laos, on 7 September 71, when it ran off the runway (XOXO of 7 Sept. 71, in: UTD/Hickler/B25F11; Accident report in: UTD/Anthony/F4; a photo is preserved in UTD/Anthony/F6); repaired, but considered as destroyed and listed on the lists “Company operated aircraft lost or destroyed” (in: UTD/CIA/B1F10) and “Aircraft destroyed or lost” (in: UTD/CIA/B49F2); not current on 1 April 74; reportedly sold as N83873 in 1975 (?); intended to be sold as TI-AKA in September 76, but the registration was cancelled on 16 July 76 as not taken up, and the aircraft was restored to N83873; registration cancelled October 85.

Helio H-395 “530” 530 Nov. 63? leased from VIAT ex XV-NAE; previously N4179D in 1960

Service history: not yet current on 23 September 63 (Aircraft Availability of 23 September 63, in: UTD/Walker/B25F8 - RCP SEA 1963); “530” lost control on take-off from an airstrip in Laos on 18 November 63 due to brake failure (Aircraft accidents 1963, in: UTD/CIA/B49F2); aircraft probably sold by Aviation Investors to Skyways Cargo Inc. in late 1963; reregistered as B-871; estimated time of return on 7 February 64 for operations out of Vientiane under contract AID-439-342 in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); test flown as B-871 at Tainan on 8 February 64 by Tom Jenny (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); for more details see B-871; B-871 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1; used in Thailand at least between 14 May 64 and 17 May 64 on a special assignment (flight training) to Boun Oum Airways, Vientiane (given as “B-530” in the Log book of A. Rich, in: UTD/Rich/B1).

Fate: rereg. XW-PBS on 18 May 64; believed sold to Eurotransport Anstalt, Vaduz, Liechtenstein, at that date; used by Air America pilot Allen W. Rich in Thailand and Laos at least between 18 May 64 and 21 June 64, on a special assignment to Boun Oum Airways, Vientiane, probably leased to Boun Oum Airways from Bird & Sons (Log book of A. Rich, in: UTD/Rich/B1); seen in the mid-sixties, photos are preserved in UTD/Hickler/B33; Bird & Sons became Continental Air Services on 1 September 65; not current with Air America in May 66 (Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); seen at Thakhek West in November 65 (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote), apparently flown by Boun Oum Airways; owned by Eurotransport Anstalt, Vaduz, Liechtenstein, who sold it to the Pacific Corporation on 15 April 1967 for $10.00 (Bill of Sale, in: UTD/Bisson/B5 microfilm reel no.4); turned
The Pacific Corporation bought Helio msn 530 from Eurotransport Anstalt for $10.00 (Bill of Sale dated 15 April 67, in: UTD/Bisson/B5 microfilm reel no.4) over to Air America on 16 April 67 (Memorandum dated 14 April 67, in: UTD/Bisson/B5 microfilm reel 4).

XW-PBS 530 16 April 67 acquired fr. Eurotransport

**Service history:** according to the books, acquired by Air America in March 67 (Memorandum of 18 June 68, in: UTD/Herd/B2); promissory note no.20 dated 30 September 67 (UTD/CIA/B9F4) mentions $35,000.00 owed by Air America to the Pacific Corp.; donated by the Pacific Corp. to Air America in September 67 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); shot at on 5 February 67, while dropping leaflets some 25 miles north of Luang Prabang (L-54), Laos; the pilot, Captain Utterback, was injured, the Lao lieutenant who had thrown the leaflets died upon return to Luang Prabang (UTD/Leary/B1 for 5 February 67); a photo can be found in: UTD/Staricha (Sm.Coll.4); taxied into a clump of bamboo roots at Phone Sai (LS-211), Laos, on 28 May 67, damaging the left landing gear; repaired and returned to service on 12 June 67 (XOXO of 28 May 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 13 June 67, in: UTD/CIA/B8F2); the tail wheel was broken at Ban Nam Feng (LS-223), Laos, on 31 August 67; repaired (XOXO of 31 Aug. 67, in: UTD/Hickler/B27F1); a photo is preserved in UTD/Hickler/B33; assigned to contract AF49(604)-4395 of LSG for use out of Saigon on 25 November 67, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); flew from Vientiane to Saigon on 25 November 67; in use out of Saigon at least between 19 December 67 and 14 February 68 (Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 12 December 67, XW-PBS was damaged in a mortar attack, when the aircraft was parked at Can Tho (V-017); repaired (XOXO of 20 Dec. 67 in: UTD/Hickler/B25F8); damaged by a rocket attack on to Tan Son Nhut Airport on 26 February 68 (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); repaired; made a successful emergency landing at Kien Giang (V-167), SVN, on 15 September 68 (XOXO of 15 Sept. 68, in: UTD/Hickler/B26F17; the right landing gear collapsed when landing at Xieng Dat (LS-26), Laos, on 21 April 69, damaging the prop, the aileron, the wing tip and both main landing gears; no injuries; repaired and returned to service on 27 April 69 (XOXO of 21 April 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Dreifus/B1F10; Minutes...
ExCom-AACL/AAM of 13 May 69, in: UTD/CIA/B8F3); used as a spare aircraft at Vientiane 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/ B8F7C); used as a spare aircraft at Vientiane in June 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B).

**Fate:** ran over the end of the runway after landing at Thong Kheun (LS-191), Laos, on 22 July 69, and into a deep creek, causing substantial damage (XOXO of 22 July 69, in: UTD/Hickler/B25F9; Accident report in: UTD/Hickler/B24F2; a photo of this accident can be found in the John Anthony collection at TTU); considered as destroyed and mentioned in the lists “Company operated aircraft lost or destroyed” (in: UTD/CIA/B1F10) and “Aircraft destroyed or lost” (in: UTD/CIA/B49F2); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

**Helio H-391B N4143D 075 1 June 64 bought from Continental Air Co**

**Service history:** not on the list of aircraft used as of 1963 in UTD/Kirkpatrick/B1F1; not in the Operations Circular dated 1 April 64 (UTD/Kirkpatrick/B8F4); Continental Air Co sold this aircraft to the Pacific Corporation effective 1 June 64 (UTD/Bisson/B5 microfilm reel 4); officially acquired by Air America on 30 June 64 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); donated by the Pacific Corp. to Air America in June 64 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); mentioned as new in the Aircraft status list dated 7 July 64, in: UTD/Kirkpatrick/B1F1); undated promissory note no.9 (in: UTD/CIA/B9F4) mentions $ 46.434,93 owed by Air America to the Pacific Corp. in 64 (?); so this was the date of acquisition; tested at Saigon by Richard B. Crafts on 4 September 64 and ferried by him to Vientiane on 5 September 64 (Log book of Richard B. Crafts, at: UTD/Leary/B44F6; Helio “075” was assigned to Vientiane in August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4); flown by Air America pilot Tom Jenny on 23 September 64 from Chiang Khong (T-516) to Ban Soong Cha (T-304?) as “4143” (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004).

**Fate:** reereg. XW-PBY in September 64

**Service history:** arrived at Vientiane in early September 64; used out of Vientiane on USAID contract AID-439-342 at least from 5 September 64 to 3 December 64 (Aircraft availability list, in: UTD/Hickler/B8F8); crashed on take-off from Mak Phout (LS-137), Laos, on 23 September 64, when piloted by Tom Jenny; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); made a hard emergency landing at an unknown airstrip in Laos on 5 May 65 due to an engine failure (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); crashed northwest of Na Khang (LS-36), Laos, on 27 June 65, when piloted by Paul Severson; the engine had blown up; there were no injured (Log book of A. Rich, in: UTD/Rich/B1); repaired; had a hard landing at Vientiane (L-08) on 12 September 65, resulting in a kinked fuselage; back in service on 24 September 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 29 September 65, in: UTD/CIA/B7F4); landed short of runway at San Tiau (LS-2), Laos, resulting in a ground loop on 11 October 65, when piloted by Jack Blalock; there were no injured (XOXO of 13 October 65, in: UTD/Walker/B24F1; Log book of A. Rich, in: UTD/Rich/B1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2; see also Davis, *Across the Mekong*, p. 179), causing extensive damage; possibly, the photos preserved in
UTD/Hickler/B29 refer to this accident; back in service in November 65 (Minutes ExCom-AAACL/AAM of 13 October 65, in: UTD/CIA/B7F4); used out of Udorn under CEECO contract 59-069 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); then to contract AID-439-713 out of Udorn (Planned Aircraft Assignment as of 1 June 66, formerly in: UTD/Leary/Ser.I/B3F4, now B32F5?); assigned to contract AID-439-342 for operations out of Vientiane since 6 April 66, called thru 27 June 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); had a hard landing at an unknown airstrip in Laos on 20 November 65, damaging the tail gear; back in service 24 November 65 (Minutes ExCom-AAACL/AAM of 24 November 65, in: UTD/CIA/B7F4); overshot the runway at Pha Khao (LS-14), Laos, on 28 July 66, because of horses on the runway, damaging the left landing gear and the prop; repaired at a cost of $15,500 (XOXO of 28 July 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 3 August 66 and 24 August 66 in: UTD/CIA/B8F1; a photo of this accident can be found in the John Anthony collection at TTU); in use out of Vientiane at least between 18 January 66 and 22 November 66 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); on 24 November 66, XW-PBY crashed at Thong Kheun (LS-191), when piloted by Captain Nolan; there were no injured (Log book of A. Rich, in: UTD/Rich/B1; a photo of this accident can be found in the John Anthony collection at TTU); XW-PBY became overdue at Danang (V-03) on 13 April 67 due to an unauthorized change of the flight plan, but was later found (XOXO of 13 April 67 in: UTD/Hickler/B27F1); made a rough landing on 25 August 67, knocking off the main landing gear; repaired (Minutes ExCom-AAACL/AAM of 12 September 67, in: UTD/CIA/B8F2); in use out of Saigon at least between 26 November 67 and 10 January 69 (see also Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); damaged by a rocket attack on to Tan Son Nhat Airport on 26 February 68 (XOXO of 26 Feb. 68, in: UTD/Hickler/B26F16); repaired; used as a spare aircraft for South East Asia based at Saigon in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); substantially damaged upon an attempted first touch-down at Ba Ria (V-216), South Vietnam, on 10 May 68; landed correctly the second time (XOXO of 10 May 68 in: UTD/Hickler/B25F13; Accident report in: UTD/Hickler/B24F2); repaired; used out of Vientiane on 10 January 69 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); lost control attempting a short landing over the fuselage of Helio XW-PCD still lying on the runway and crashed into and came to rest inverted on the 35 degree downslope adjacent to the east side of the strip at Sam Song Hong (LS-201), Laos, on 22 March 69, causing minor injuries to the pilot and his 2 passengers and extensive damage to the aircraft (XOXO of 22 March 69, in: UTD/Hickler/B26F18; Accident report: UTD/Dreifus/B1F10; Minutes ExCom-AAACL/AAM of 25 March 69, in: UTD/CIA/B8F3); repaired at a cost of $19,500 (Minutes ExCom-AAACL/AAM of 8 April 69, in: UTD/CIA/B8F3); used as a spare aircraft at Vientiane in June 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B).

Fate: skidded off the end of the runway during landing on wet grass and struck a tree on landing at Moung Ao Neua (LS-227), Laos, on 30 July 69, damaging the left wing and horizontal stabilizer, the rudder and the tail cone; was not repaired (XOXO of 30 July 69, in: UTD/Hickler/B25F9; Accident report in: UTD/Hickler/B24F2; Minutes ExCom-AAAM/AAACL of 12 August 69, in: UTD/CIA/B8F3).

Helio H-391B N4137D 087 1 June 64 bought from Continental Air Co
Service history: not on the list of aircraft used as of 1963 in UTD/Kirkpatrick/B1F1; not in the Operations Circular dated 1 April 64 (UTD/Kirkpatrick/B8F4); Continental Air Co sold this aircraft to the Pacific Corporation effective 1 June 64 (UTD/Bisson/B5 microfilm reel 4); officially acquired by Air America on 30 June 64 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); donated by the Pacific Corp. to Air America in June 64 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); mentioned as new in the Aircraft status list dated 7 July 64, in: UTD/Kirkpatrick/B1F1); undated promissory note no.9 (in: UTD/CIA/B9F4) mentions $ 49.000,00 owed by Air America to the Pacific Corp. in 63/4; so maybe this was the date of acquisition; Helio “087” was assigned to Vientiane in August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4).

Fate: rereg'd. XW-PBZ in September 64

XW-PBZ 087 Sept. 64 N4137D rereg'd.

Service history: flown out of Udorn by Richard B. Crafts on 2 and 3 October 64 (Log book of Richard B. Crafts, at: UTD/Leary/B44F6); made a hard landing at an unknown airstrip in Laos on 29 November 64 (Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; was bent in an accident at Long Tieng (LS-20A), Laos, on 19 February 65, when piloted by Captain Cotner (Log book of A. Rich, in: UTD/Rich/B1); repaired; based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); overshot the runway at an unknown airstrip in Laos on 9 August 65 (List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); damaged in a hard landing due to engine problems at LS-6 on 11 September 65, resulting in a kinked fuselage; back in service on 23 September 65 (XOXO of 11 September 65, in: UTD/Walker/B24F1; Minutes ExCom-AACL/AAM of 29 September 65, in: UTD/CIA/B7F4; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); used out of Udorn under CEECO contract 59-069 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); lost control and cartwheeled at Mok Lok (LS-131), Laos, on 5 January 66, resulting in substantial damage; a training pilot had landed the aircraft to the right side of the strip, and the left main landing gear touched a tree stump, causing extensive damage to both wings; airlifted to Luang Prabang and then to Udorn; returned to service on 2 February 66 (XOXO of 5 Jan. 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 12 January 66, in: UTD/CIA/B8F1; DD/S, Monthly Report for January 1966, p. 2, online at 1818029/196608); used out of Udorn under contract AID-439-713 in April and May 66, called thru 27 June 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); had a hard landing at San Louang (LS-41), Laos, on 22 May 66, causing extensive damage; returned to service on 28 May 66 (XOXO of 22 May 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 25 May 66, in: UTD/CIA/B8F1); had a hard landing at Phou So (LS-57), Laos, on 4 June 66, damaging the wing, the landing gear, the stabilizer, and the prop; repaired at a cost of $ 10,630 and returned to service on 20 June 66 (XOXO of 4 June 66, in: UTD/Hickler/B26F16; the Minutes ExCom-AACL/AAM of 8 June 66 and 13 July 66, in: UTD/CIA/B8F1 give 6 June 66); assigned to contract AID-439-342 for use out of Vientiane on 4 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still in June 69 and August 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use at Vientiane at least between 10 May 66 and 9 December 68 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly
movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); crashed at Na Khang (LS-36), Laos, on 3 November 66, injuring three passengers and sustaining substantial damage (Log book of A. Rich, in: UTD/Rich/B1); repaired; taxied behind C-123 “476” during engine run-up at Long Tieng (LS-20A) on 6 October 67, so that minor damage was caused; repaired and returned to service on 8 October 67 (XOXO of 6 Oct. 67, in: UTD/Hickler/B27F1; Minutes ExCom-AAACL/AAM of 10 October 67, in: UTD/CIA/B8F2); on 15 May 68, the engine of XW-PBZ stopped, when it landed at Phone Sai (LS-211), Laos; there were no injuries (XOXO of 15 May 68, in: UTD/Hickler/B25F13); contacted UH-34D H-50 in mid-air, while landing at Sam Thong (LS-20), Laos, on 27 April 69, at or near touchdown, receiving a small hole in the right wing; returned to service on 28 April 69; made a forced landing at coordinates TE4388, Laos, 2 miles east of Vientiane (L-08), on 29 April 69, damaging the tail wheel and the skin; repaired and returned to service on 11 May 69 (XOXOs of 28 and 29 April 69, in: UTD/Hickler/B26F18; Minutes ExCom-AAACL/AAM of 13 May 69, in: UTD/CIA/B8F3); veered off the runway when landing at Long Tieng (LS-20A), Laos, on 1 June 69, and ground looped, causing substantial damage to the tail gear and the tail cone (Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AAACL/AAM of 10 June 69, in: UTD/CIA/B8F3); airlifted to Vientiane on 2 June 69 and repaired; returned to service on 20 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C).

**Fate:** undershot the runway on landing at San Tiau (LS-02), Laos, on 28 August 69, resulting in the collapse of the right main gear and substantial damage to the right aileron, right wing, tail cone, prop and engine; was not repaired (XOXO of 28 August 69, in: UTD/Hickler/B25F9; Accident report in: UTD/Hickler/B24F2; Minutes ExCom-AAAM/AACL of 26 August 69, in: UTD/CIA/B8F3); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

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Certificate of Cancellation of 12 December 72 for Helio XW-PBZ
(in: UTD/Bisson/B5 microfilm reel no. 3)

Helio H-395 N75075 507 1 June 64 ex US Army 58-7027, then Continental Air Co
**Service history:** not listed in the Operations Circular dated 1 April 64 (UTD/Kirkpatrick/B8F4); Continental Air Co sold this aircraft to the Pacific Corporation effective 1 June 64 (UTD/Bisson/B5 microfilm reel 4); officially acquired by Air America on 30 June 64 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); donated by the Pacific Corp. to Air America in June 64 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); mentioned as new in the Aircraft status list dated 7 July 64, in: UTD/Kirkpatrick/B1F1); undated promissory note no.9 (in: UTD/CIA/B9F4) mentions $46,000.00 owed by Air America to the Pacific Corp. in 64 (?); so this was the date of acquisition; a photo in UTD/Hickler/B32 shows it still as N75075, probably on delivery to Vientiane in 1964; Helio “507” was assigned to Vientiane in August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4).

**Fate:** rereg'd. XW-PCA in September 64

XW-PCA 507 Sept. 64 rereg'd. from N75075

**Service history:** arrived at Vientiane in early September 64; used out of Vientiane on USAID contract AID-439-342 at least from 5 September 64 to 3 December 64 (Aircraft availability list, in: UTD/Hickler/B8F8); flown by Richard B. Crafts from Vientiane to Chiang Khong (T-516) and then out of Chiang Khong between 6 and 9 September 64 (Log book of Richard B. Crafts, at: UTD/Leary/B44F6); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3); struck a rock on landing at Long Tieng on 30 September 65, damaging the aircraft; repaired (XOXO of 30 September 65, in: UTD/Walker/B24F1); based at Udorn in April 65 (Aircraft list of April 65, in: UTD/Walk
UTD/Hickler/B8F7C); assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew manning, in: UTD/CIA/B29F4); current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20).

**Fate:** made an unsuccessful go-around due to severe turbulence and downdrafts at Phu Cum (LS-50A), Laos, on 30 November 70, resulting in substantial damage to the fuselage (which was buckled), the left main landing gear, the props, the left elevator and the left wing tip (XOXO of 30 Nov. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 8 December 70, in: UTD/CIA/B8F4); not repaired, but considered as destroyed (List “Company operated aircraft lost or destroyed”, in: UTD/CIA/B1F10; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2); not current on 1 July 71.

**Helio H-395 “543” 543 July 64 leased from VIAT XV-NAG; previously N4187D**

**Service history:** not current in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); acquired by Air Asia as XV-NAG in “53/7”, that is in July 64 according to Air Asia’s Statement of Property of 31 March 65 (in: UTD/CIA/B26F5); current in July 64 as being offered to contract AID-439-342 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); Helio “543” was assigned to Vientiane in August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4); between 9 and 18 September 64, Tom Jenny flew “543” out of Vientiane (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); a photo in UTD/Hickler/B32, probably taken at Vientiane in 1964, shows this aircraft as “543”.

**Fate:** bought by Air America and rereg’d XW-PBX in September 64.

**Helio H-395 “543” 543 Sept. 64 rereg’d from “543”**

**Service history:** arrived at Vientiane in early September 64; used out of Vientiane on USAID contract AID-439-342 at least from 5 September 64 to 3 December 64 (Aircraft availability list, in: UTD/Hickler/B8F8); photos taken in the mid-60ties can be found in: UTD/Hickler/B29+B32; based at Vientiane in February 65 (Aircraft manning VTE as of 1 February 65, in: UTD/Walker/B12F1); lost control on take-off from an unknown airstrip in Laos on 18 February 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memo of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); participated in the search for the ill-fated UH-34D H-32 in the Saravane (L-44) area on 13 October 65 (Chronological account, in: UTD/CIA/B58F6); in use out of Vientiane under contract AID-439-342 in November 65 (Aircraft status of 1 November 65, in: UTD/Kirkpatrick/B1F1); landed off the airstrip at Houei Tong (LS-184) on 9 November 65; there was little damage to the aircraft (XOXO of 9 November 65, in: UTD/Walker/B25F2); a photo of this accident can be found in the John Anthony collection at TTU, no. VA031037); repaired; in use out of Vientiane at least between 11 January 66 and 1 July 67 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); used out of Udorn under contract AID-439-713 since 6 April 66, called thru 4 July 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); assigned to contract AID-439-342 for use out of Vientiane on 4 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herdt/B2); still in June 69 and August 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 5 February 67, XW-PBX received battle damage approximately 25 miles north of Luang Prabang (L-54), injuring the pilot, but he returned the aircraft to Vientiane (XOXO of 5 Feb. 67, in: UTD/Hickler/B26F16); made a forced landing at coordinates RC0005 after
receiving battle damage on 8 April 67, resulting in a ground fire that damaged the main landing gear and the wings; the pilot and the passengers received only minor scratches; possibly the photos preserved in UTD/Hickler/B33 refer to this accident (XOXO of 8 April 67, in: UTD/Hickler/B26F16, the Minutes ExCom-AAACL/AAM of 11 April 67, in: UTD/CIA/B8F2 give the date of 10 April 67); repaired; a strong wind flipped the aircraft onto its back after landing at Pha Bong (LS-76), Laos, on 31 May 67, causing substantial damage (Accident report, in: UTD/Hickler/B24F3; XOXO of 31 May 67, in: UTD/Hickler/B26F16); repaired at a cost of $12,890 and returned to service on 13 June 67 (Minutes ExCom-AAACL/AAM of 13 June 67 and 12 December 67, in: UTD/CIA/B8F2); on 16 July 68, a passenger walked into the prop of XW-PBX at coordinates TG6114 in Laos and was killed; later the same day, the same aircraft made a hard landing at coordinates UG9315 in Laos, damaging the tail (XOXOs of 16 July 68, in: UTD/Hickler/B25F14); repaired; the tail wheel dropped into a ditch and tore off, after landing at rainy Chiang Klang (T-504), Thailand, on 14 August 68 (XOXO of 14 August 68, in: UTD/Hickler/B26F17; Accident report in: UTD/Hickler/B24F7; a photo is preserved in UTD/Hickler/B24F5); repaired; crash-landed at Ban Tham Tat (LS-81), Laos, on 6 September 68, due to an engine stoppage (XOXO of 6 Sept. 68 in: UTD/Hickler/B26F17); repaired; at Phu Cum (LS-50A), Laos, in August 69 (UTD/Bays/1, slide 167); on 3 October 69, XW-PBX sustained substantial damage to two propeller blades: The engine had been shut down with the propeller still turning and the aircraft rolling to a stop to park near the hangar at Sam Thong (LS-20), Laos, when the propeller struck a 500 gallon fuel drum. The aircraft returned to service the same day (XOXO of 3 Oct. 69, in: UTD/Hickler/B25F9; Minutes ExCom-AAACL/AAM of 14 October 69, in: UTD/CIA/B8F3); ground looped and struck a parked truck and motorcycle while landing at Muang Nane (LS-254), Laos, on 2 January 70, causing substantial damage to the right landing gear (Accident report, in: UTD/Hickler/B24F2); was to be repaired and was expected to return to service on 6 January 70 (Minutes ExCom-AAACL/AAM of 6 January 70, in: UTD/CIA/B8F4); assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew manning of Jan. 70, in: UTD/CIA/B29F4).

**Fate:** not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); probably, it was decided not to repair the aircraft after the accident at Muang Nane (LS-254) of 2 January 70.

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**Helio H-395**  
XV-NAH 544  
1 Aug. 64 bought from Aviation Investors / VIAT XV-NAH; previously N4189D
Service history: officially taken over by Air America, Saigon, as XV-NAH on 1 August 1964 (Receipt, in: UTD/Bisson/B5, microfilm reel no.28); Helio XV-NAH was assigned to Saigon in August 1964 (Planned pilot manning for August 1964, in: UTD/Walker/B8F4).

Fate: officially regd. on 14 September 1964 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); repainted as B-875 on 16 Sept. 1964

Service history: regd. to Air Asia Co Ltd as B-875 on 16 September 1964 (Status as of 28 March 74, in: UTD/CIA/B56F4); on 3 January 65, a kicker wrongly tied the chute to the static line while dropping at TH2575, causing damage to the aft fuselage and to the cargo door (XOXO of 3 January 65, in: UTD/Walker/B25F2); crashed-landed at Go Cong (V-203) on 21 January 65 after striking an obstacle during approach (Aircraft accidents 1965, in: UTD/CIA/B49F2); officially bought by Air Asia in February 65 (Air Asia Properties list of 31 March 65, in: UTD/CIA/B26F5); based at Saigon in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); failed to maintain control during take-off from Saigon (V-01), South Vietnam, on 27 April 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); ditched into a hole in the runway at Phu Loi (V-153), South Vietnam, on 13 July 65 at night during landing rollout, bending the frame above the landing gear; repaired (XOXO of 13 July 65, in: UTD/Walker/B25F2; Aircraft accidents 1965, in: UTD/CIA/B49F2); used out of Saigon under contract AF49(604)-4395 in November 65 (Aircraft status as of 1 Nov. 65, in: UTD/Kirkpatrick/B1F1); on 3 January 66, a load hung up outside the aircraft, while dropping at coordinates TH2575, damaging the cargo door (XOXO of 3 January 66, in: UTD/Hickler/B26F16; “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2); repaired; ground looped to the left after landing at Na Khang (LS-36), Laos, on 10 February 66, damaging the right wingtip, aileron, landing gear, and part of the fuselage (XOXO of 10 Feb. 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; DD/S, Monthly Report for February/March 1966, online at 1818029/196511); repaired; used out of Udorn under contract AID-439-713 in April and May 66, called thru 7 May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); the tail cone was damaged by a storm at Udorn on 27 April 66; returned to service the same day (Minutes ExCom-AACL/AAM of 11 May 66, in: UTD/CIA/B8F1); had a hard landing at an unnumbered site at coordinates UG7422, Laos, on 29 April 66, damaging the landing gear, the wing, the prop, and the engine; ferried to Tainan; returned to service on 10 June 66 (XOXO of 29 April 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2; Minutes ExCom-AACL/AAM of 11 May 66, in: UTD/CIA/B8F1); assigned to contract AID/VN-23 for use out of Saigon on 11 November 66, still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use out of Saigon at least between 26 January 67 and 24 January 68 (Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); damaged by a C-130 prop at Bien Hoa (V-02) on 27 August 67 while taxiing, so that the left landing gear collapsed and the prop was damaged; returned to service on 8 September 67 (XOXO of 27 Aug. 67, in: UTD/Hickler/B27F1; Minutes ExCom-AACL/AAM of 12 September 67, in: UTD/CIA/B8F2); made a tail low forced landing into a cemetery located 400 feet south of the runway at Hoi An (V-206), South Vietnam, on 27 August 68 due to over-weight, resulting in substantial damage (XOXO of 27 August 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; a photo showing the aircraft over South Vietnam in 68 is preserved in: UTD/Bays/1, slide 229; used for spares in 69 and to be placed into temporary storage at Saigon in July 69 (F.O.Circular of 15 June 69, in:
UTD/Hickler/B8 F7B); still stored in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

**Fate:** sold by Air Asia CoLtd to Air America on 13 October 69 (Status as of 28 March 74, in: UTD/CIA/B56F4) and rereg'd as XW-PGI in October 69.

XW-544 PGI Oct. 69 B-875 rereg'd.

**Service history:** assigned to contract AID-439-342 for use out of Vientiane in January 70 (Vientiane flight crew manning of Jan. 70, in: UTD/CIA/B29F4); on 1 May 70, XW-PIG, piloted by Captain Luther, developed engine problems while en route from Pakse (L-11) to Vientiane (L-08) and successfully landed at Nong Khai (T-22); the pilot and the 3 passengers were picked up by a CASI Porter, and the aircraft was repaired and flown to Vientiane on 2 May 70 (Report dated 5 May 70, in: UTD/CIA/B29F4); on 30 October 70, XW-PIG made a successful emergency landing at Korat (T-13); assigned to contract AID-439-342 in January 71 (Vientiane flight crew manning of Jan. 71, in: UTD/CIA/B29F4); on 26 February 71, XW-PIG struck a fuel drum after landing at Sanakham (L-49), Laos, damaging the tail cone; repaired (XOXO of 26 Feb. 71, in: UTD/Hickler/B25F11); in inactive storage at Tainan 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); placed into inactive storage at Vientiane on 1 July 72 (F.O.C. of 16 April 73, in: UTD/ Kaufman/B1F14); flown to Udorn and put into inactive storage there by November 73 (F.O.Circular of 1 November 73, in: UTD/Hickler/B8F7C).

**Fate:** sold on to Aviation Associates, Manila, 12 March 74; departed Bangkok on board the S. S. Weybank to Manila on 8 August 74 (List “Aircraft sold”, in: UTD/CIA/B56F4; see also Minutes/Board of Directors of 16 March 74, in: UTD/CIA/B4F4); registered in 1974 as RP-C2692; registration cancelled in 1983/4.

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Helio 877, probably taken at Vientiane in 1965/6
(UTD/Hickler/B29)

Helio H-395 XV-NAF 567 1 Aug. 64 ex VIAT; previously N1013 in 1961

**Service history:** officially taken over by Air America, Saigon, as XV-NAF on 1 August 64 (Receipt, in: UTD/Bisson/B5, microfilm reel no.28); Helio XV-NAH was assigned to Saigon in August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4).

**Fate:** officially regd. on 14 September 64 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013);

B-877 567 Feb.65 ex XV-NAF

**Service history:** officially bought by Air Asia in February 65 (Air Asia Properties list of 31 March 65, in: UTD/CIA/B26F5); in the early times, used as “877”, a photo is
preserved in UTD/Hickler/B29, taken at Vientiane in the mid 60ties; probably the reason for dropping the “B” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see Minutes ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); on 13 January 65, Helio “877” taxied into an empty oil drum at Long Tieng (XOXO of 13 January 65, in: UTD/Walker/B25F2); based at Saigon in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); used out of Saigon under contract AF49(604)-4395 in November 65 (Aircraft status of 1 November 65, in: UTD/Kirkpatrick/B1F1); had an engine failure on 27 May 65 and made a successful dead-stick landing at V-26 (XOXOs of 27 May 65, in: UTD/B25F2); hit an obstacle while taxiing at an unknown airstrip in Laos on 28 December 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); assigned to contract AID-493-713 in March 66 (Report dated 13 April 66, Board of review, in: UTD/CIA/B34F1); received small arms fire in Northern Laos on 12 January 66, but landed safely at Udorn (DD/S, Monthly Report for January 1966, online at 1818029/196608).

**Fate:** destroyed at Chong Ha (LS-48), Laos, on 6 March 66, killing Wayne W. Ensminger and the Thai officer Deja Adulrat; a stabilizer cable broke on take-off, so that B-877 stalled into the ground; Captain Deja who had escaped from the crashed aircraft, returned to it to save the pilot, when B-877 exploded and killed him (Memorial; UTD/Leary/B1 for 6 March 66; Minutes ExCom-AACL/AAM of 23 March 66, in: UTD/CIA/B49F2; DD/S, Monthly Report for February/March 1966, p. 2, online at 1818029/196511); see also Conboy / Morrison, *Shadow war*, p.153; aircraft still listed as assigned to contract AID-493-713, Udorn, on 4 May 66, repair and salvage pending (Aircraft status of 4 May 66, in: UTD/Hickler/B1F2); given as lost on 6 March 66, in the lists “Aircraft destroyed or lost” (in: UTD/CIA/B49F2) and “Aircraft accidents/incidents 1966” (in: UTD/CIA/B49F2); reg. B-877 was officially cancelled on 6 March 66 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013).

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Helio XW-PCS with an Erawan on the fin, taken at Ba Nong Boua in the late sixties

(UTD/Bays, slide 35)
Service history: bought as a wreck; noted as to be assigned to Vientiane or Udorn under contracts AID-439-342 or 59-069 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); promissory note no.14 dated 15 November 65 states that Air America owes $ 45,000.00 for this aircraft to the Pacific Corporation (in: UTD/CIA/B9F4); officially acquired by Air America on 30 November 65 (List “Accumulated costs as of 31 Dec. 67”, in: UTD/CIA/B40F8); donated by the Pacific Corp. to Air America in November 65 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Herd/B2); was rebuilt in January 66 at a cost of $ 24,000 (Minutes ExComAACL/AAM of 26 January 66, in: UTD/CIA/B8F1); assigned to contract AID-439-342 for operations out of Vientiane in April and May 66, called thru 1 August 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); still in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still in June 69 and August 69 (F.O.C. of 15 June 69 in: UTD/Hickler/B8F7B; F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Vientiane at least between 4 February 66 and 5 January 69 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8; Log book of R. L. Wofford, in: UTD/Wofford [Sm.C. 6]); a photo taken at Vientiane (?) in the mid sixties is preserved in: UTD/Hickler/B33; departed Chiang Klang (T-504) on 31 December 66 (XOXO of 31 Dec. 66, in: UTD/Hickler/B26F16); struck a pig on take-off at Houei Tong Ko (LS-184), Laos, on 19 April 67, causing minor damage to the right landing gear; repaired and returned to service on 25 April 67 (XOXO of 19 April 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 25 April 67, in: UTD/CIA/B8F2); damaged when it ran off the
runway when landing in rain at Tham Sorm (LS-74), Laos, on 1 November 67, damaging the left wing tip, the aileron and the stabilizer; repaired, returned to Vientiane on 2 November 67 and to service on 11 November 67 (XOXO of 1 November 67, in: UTD/Hickler/B27F1; Accident report in: UTD/Hickler/B24F3; Minutes ExCom-AACL/AAM of 14 November 67 in: UTD/CIA/B8F2); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane’s Wattay airport, damaging XW-PCS, which became all wrinkled; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); on 17 May 68, XW-PCS was blown into a fuel barrel by a heavy thunderstorm, while the aircraft was parked at Long Tieng (LS-20A); repaired (XOXO of 17 May 68, in: UTD/Hickler/B25F13); was at Bangkok on 30 November 68; made a hard landing with brakes locked at San Louang (LS-41), Laos, on 28 January 69, damaging the tail (XOXO of 28 Jan. 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2); repaired and returned to service on 9 February 69 (Minutes ExCom-AACL/AAM of 11 February 69, in: UTD/CIA/B8F3); in use out of Vientiane 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C).

**Fate:** made an emergency landing in a soccer field at Luang Prabang (L-54), Laos, on 3 September 69, due to fuel exhaustion; at the end of the roll-out, the aircraft nosed over and came to rest in an inverted position, causing substantial damage to the nose, the fuselage and the tail section; was not repaired (XOXO of 3 Sept. 69, in: UTD/Hickler/B25F9; Accident report in: UTD/Hickler/B24F2; a photo of this accident can be found in the John Anthony collection at TTU; Minutes ExCom-AAM/AACL of 9 September 69, in: UTD/CIA/B8F3); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); reportedly at Ba Nong Boua (LS-134), Laos, in June 70 (UTD/Bays/1, slide 35), but this is believed to be an error of time.

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**Helio 881**

[Helio 881, probably taken at Bangkok in the late sixties](UTD/Hickler/B28)

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<tr>
<th>Helio H-395</th>
<th>B-881</th>
<th>568</th>
<th>Sept. 66</th>
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VT-DRK of Govt. of India; previously N1014, then XV-NAI of VIAT/AII; N48702 of Marathon Aviation, Miami, about 63; still regd. to Marathon in the 1 July 66 USCAR; had been regd. to the Government of India, Ministry of External Affairs,
Service history: probably bought as a wreck in November 65; the Aircraft status of 1 November 65 (in: UTD/Kirpatrick/B1F1) notes Helio c/n 568 (without reg) as to be assigned to contract -342 at Vientiane or to contract -069 to Udorn; the Aircraft status reports of 8 April 66 (in: UTD/Kirpatrick/B1F1) and 4 May 66 (in: UTD/Hickler/B1F2) both note Helio c/n 569 without reg. at Tainan for repair/survey pending; this may be an error for c/n 568 or another wreck that had been bought and was temporarily destined for restoration instead of c/n 568; however c/n 568 was officially acquired by Air Asia CoLtd in “55/9”, that is in September 66, according to Air Asia’s Statement of Property of 31 March 68 (in: UTD/CIA/B26F5); donated by the Pacific Corp. to Air Asia CoLtd in Sept. 66 (Pacific Corp., donated capital as of 30 Sept. 69, in: UTD/Her/BD2); officially regd. on 15 November 66 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); in use at Vientiane at least between 6 February 67 and 12 July 67 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); in the early times, used as “881”, a photo is preserved in UTD/Hickler/B28, taken in the mid 60ties; probably the reason for dropping the “B-” was that China and Laos broke off diplomatic relations in mid-1962 which also affected the registration of AAM aircraft (see Minutes ExCom-AACL of 25 September 62, in: UTD/CIA/B7F1); the promissory note no. 21 dated 15 November 67 (in: UTD/CIA/B9F4) mentions $ 45,000.00 owed by Air America to the Pacific Corp.; in use at Bangkok at least between 29 July 67 and 26 October 68 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8); assigned to contract F62531-68-C-0007 (CSG Flying) for use out of Bangkok in May 68, but actually based at Songkla (T-29) (Aircraft status as of 1 May 68, in: UTD/Her/BD2); assigned to contract AID-493-332 for use out of Bangkok on 1 June 69, still 16-30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C); stored in August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1).

Fate: regd XW-PGF in September 69.

Service history: at Udorn 2 December 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); used as a spare aircraft at Vientiane in January 70 (Vientiane flight crew manning, in: UTD/CIA/B29F4); undershot the runway at an unknown airstrip in Laos on 10 February 70, damaging the tail cone and the rudder; repaired and returned to service on 20 February 70 (Minutes Ex Com-AAACL/AAM of 10 March 70, in: UTD/CIA/B8F4); current on 1 July 70 (Leary, The aircraft of Air America, p. 20).
Fate: lost control during take-off from the undulating strip of Ban Nam Feng (LS-223), Laos, on 18 August 70, damaging the main landing gear, the fuselage, the right wingtip, and the power plant; the Pilot in Command, Lee Dammon, and two passengers were uninjured (XOXO of 18 Aug. 70, in: UTD/Hickler/B25F10; a photo of this accident can be found in the John Anthony collection at TTU; the Minutes ExCom-AACL/AAM of 25 August 70, in: UTD/CIA/B8F4, give 19 August 70, but the XOXO of 18 August 70, in: UTD/Hickler/B25F10 confirms the date of 18 August); the List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2 gives the aircraft as a PC-6C XW-PGF); in inactive storage at Tainan 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); not current 1 April 74; reportedly sold as N48702 to? in?

It was only much later, on 12 December 72, that Helios XW-PBX, XW-PBY, XW-PBZ, XW-PCA, XW-PCS, and XW-PGF were officially cancelled from the Royal Lao Civil Aircraft Register.

Certificate of Cancellation dated 12 December 72 released for several Air America Helios (in: UTD/Bisson/B5, microfilm reel no. 4)
II) Helio Couriers leased to Air America:

A) Helios bailed from the US military:

Helio U-10A “555” 555 3 June 61 leased from USAF 62-5915; probably Major Aderholt’s liaison aircraft at Takhli during operation Mill Pond

*Service history:* believed to be the aircraft used by Major Harry (“Heinie”) Aderholt, as the Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1 notes B-865 (here given as c/n 555) as owned by the USAF (“Heinie”); on 3 June 61, WilliamAndresevic ferried “555” from Bangkok (S-09), with B[ill] L[air] as passenger, via “Blue Chip” (probably Takhli) to Vientiane (V-08); between 4 and 22 June 61, Andresevic flew “555” several times out of Vientiane (V-08), a replacement for B-835, which was out for maintenance at Bangkok between 31 May and 26 June 61; on 7 June 61, Andresevic ferried “555” back to “Blue Chip” (Takhli), but on 22 June 61 he used it again out of Vientiane, as he did on 10 July 61 (Log book of William Andresevic, at: UTD/Leary/B43F9); after B-835 had crashed at Ban Na (Site 15) on 23 August 61 and had been deleted from the Air America aircraft roster in September 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1), William Andresevic flew “555” again out of Vientiane between 29 and 31 October 61 (on 29 October he notes “new”).

*Fate:* made a hard landing at Pha Khao (Site 14) on 1 November 61 in bad weather, when piloted by Gary Malmberg; William Andresevic flew Malmberg, 1 passenger and the cargo of “555” from Pha Khao (Site 14) to Vientiane (V-08) the same day in B-839 (Aircraft accidents 1961 in: UTD/CIA/B49F2; Log book of William Andresevic, at: UTD/Leary/B43F9); parts of this aircraft were subsequently used to rebuild B-835 c/n 506 in early 1962, which was rereg’d B-865 in 1962.

Helio H-395 “524” ? 17 Dec. 61 ?

*Service history:* probably a replacement aircraft for Helio “555” which had made a hard landing at Site 14 on 1 November 61, so probably also ex USAF, possibly ex 62-5914 c/n 554; ferried by Joe Hazen and Ron Sutphin from Takhli (T-05) to Vientiane (V-08) at night on 17 December 61; flown again by Joe Hazen on 31 December 61, but no more after that date (e-mail dated 12 July 2004, kindly sent to the author by Joe Hazen); reportedly seen at Vientiane on 30 m January 66 (List of aircraft seen by Dr. Jonathan Pote in Laos, e-mail kindly sent to the author on 8 August 2008 by Dr. Pote).

*Identity:* the identity of this Helio is unknown; as other Air America Helios that were only loaned or had not yet received an XW-registration – like “531” – used their manufacturer’s serial numbers as tail numbers, it would be logical to assume that “524” was the manufacturer’s serial number of this aircraft, which would then be former N4173D. It is known, however, that N4173D was used in Katanga at least between March and September 61 (e-mail dated 26 June 2005, kindly sent to the author by Leif Hellström); at that time it was owned by the General Aircraft Co of America, Washington, and used for missionary work, but on 22 February 62, it was sold to Air Ventures, New York (e-mail dated 25 July 2005, kindly sent to the author by Leif Hellström), and in November 62, it was flown from the Congo back to Katanga again (e-mail dated 30 June 2005, kindly sent to the author by Leif Hellström). And it is unlikely that this aircraft was flown from Africa to South East Asia in late 1961 and then flown back to Africa in 1962.

*Fate:* as the origin of this Helio is unknown, its fate can only be guessed. If it was a former USAF aircraft, it probably returned to the USAF.
Helio H-395  XW-PEA(2)  believed bailed from the USAF

**Service history:** at Vientiane; see statement of Robert M. Hifler, in: Leary, *The aircraft of Air America*, p. 17.

**Fate:** probably returned to the USAF.

Helio H-395  XW-PEA(3)  believed bailed from the USAF

**Service history:** at Vientiane; see statement of Robert M. Hifler, in: Leary, *The aircraft of Air America*, p. 17.

**Fate:** probably returned to the USAF.

Helio U-10D  66-14345  1247  68  bailed from 56ACW, Nakhon Phanom

**Service history:** owned by the 56th Air Commando Wing, Nakhon Phanom; in the USAF Assignment Records, this aircraft was incredibly often noted with AAITT, Tainan, in 1968, so was probably used by Air America as a project aircraft for covert missions. Possibly, this aircraft was one of the two spurious XW-PEAs. The periods with AAITT, Tainan, were:
- 13 January to 25 April 68 (68013-116);
- 13 to 16 June 68 (68165-68);
- 15 to 20 July 68 (68197-202);
- 1 and 2 September 68 (68245-46);
- 1 and 2 October 68 (68275-76);
- 1 to 5 November 68 (68306-10);
- 9 November 68 (68314); and
- 19 to 24 December 68 (68354-59)

**Fate:** probably returned to the USAF

Helio U-10D  66-14334  1236  68?  bailed from 56ACW, Nakhon Phanom

**Service history:** “The aircraft may have been used by the Ravens or by Air America” (Hobson, *Vietnam air losses*, p. 133). Possibly this was the second spurious XW-PEA.

**Fate:** destroyed in a mortar attack at the airfield of Luang Prabang (L-54), Laos, on 15 January 68 (Hobson, *Vietnam air losses*, p. 133; AVH-11); not current in 1970 (AVH-15).

Helio U-10B  63-13103  608 (??)  69  bailed from 14 SOP WG, Nha Trang

**Service history:** owned by the 14th Special Operations Wing, Nha Trang; the USAF Assignment Records show that this aircraft was transferred to AAITT, Tainan, 69135-69143, 69265-277, and 69315-316, that is to Air Asia Co Ltd for maintenance (WK) between 15 and 23 May 69, between 22 September and 4 October 69, and on 11/12 November 69; as this would have been the only USAF Helio to be maintained by Air Asia in 1969, the aircraft was probably used for covert missions by Air America during those periods.

**Fate:** AAITT, Tainan (WK) to TL (that is to outside the USAF) on 69316, that is transferred to ? (possibly to the Royal Lao Air Force or to Air America) on 12 Nov.69.
Three more Helio Couriers were to join Air America’s fleet in late 1969 as an addition to Contract no. 439-342 that Air America had with USAID. For, Implementation Order no. 342/041 dated 10 December 69 lists 3 Helios that were planned to be made available to Air America for operations under contract no. 439-342: 14335, 14332, and 14345.

USAID Implementation Order no. 342/01 dated 10 December 69
(in: UTD/Bisson/B5, microfilm reel no.29)

The USAF Aircraft Assignment Records for 1969 (AVH-13) list the following:

- Helio U-10D 66-14332 56 SOP Wing, Nakhon Phanom to TL MAP on 69348 (14 Dec.69)
- Helio U-10D 66-14335 56 SOP Wing, Nakhon Phanom to TL MAP on 69348 (14 Dec.69)
- Helio U-10D 66-14345 56 SOP Wing, Nakhon Phanom to TL MAP on 69348 (14 Dec.69)

There is no trace of these aircraft in the USAF Assignment Records for 1970, 1971, and 1972, or in Air America’s Flight Operation Circulars or Daily Flight Schedules of that period. The reason for this is that they flew with the Royal Lao Air Force (see my file about RLAF Helios at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/index.html) and were probably used by Forward Air Controllers (Ravens) or for training. According to Steve Darke (in his e-mail dated 6 July 2012 sent to the author), these three Helios must have had only a very short life in Laos, as all three went to RThaiAF during 2nd quarter of 1970. Two of them still exist, 66-14332 preserved at Vajiravudh Scout Camp, Si Racha, Thailand, and 66-14345 with ‘Tango Squadron’, Chiang Mai.

The following Helios are regular aircraft:

- Helio U-10B “166” 605 65? leased from US Army 63-13166

Service history: not listed on reel AVH-4 of the USAF Assignment Records, so US Army aircraft; based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft
Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4; flown from Vientiane to Sam Tong and back to Vientiane on 13 June 65 (Vientiane dialy flight schedule for 13 June 65, copy kindly supplied by Joe Hazen), flown by Joe Hazen out of Vientiane on 17 July 65 (e-mail dated 12 July 2004, kindly sent to the author by Joe Hazen); on 4 August 65, the pilot failed to maintain control on the landing roll at coordinates UH4113 in Laos, hitting a gas drum with a propeller (XOXO of 4 August 65, in: UTD/Walker/B24F1; List “Aircraft accidents/incidents 1965”, in: UTD/CIA/B49F2); participated in the search for the ill-fated UH-34D H-32 in the Saravane (L-44) area on 13 October 65 (Chronological account, in: UTD/CIA/B58F6); assigned to contract AID-439-342 for use out of Vientiane in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); in use by Air America at Vientiane at least between 1 March 66 and 29 October 66 (Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); on 14 May 66, “166” struck a cow on landing at Moung Tiouen (LS-91), Laos, damaging the prop; repaired and returned to Vientiane the same day (XOXO of 14 May 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2); on 29 June 66, “166” received battle damage on take-off from Nhot Phat (LS-179), Laos, and returned to Vientiane (XOXO of 29 June 66, in: UTD/Hickler/B26F16); skidded on wet grass during a take-off attempt at Pha Langmou (LS-170), Laos, on 11 July 66, damaging the wing and the horizontal stabilizer; returned to service on 23 August 66 (XOXO of 11 July 66, in: UTD/Hickler/B26F16; Minutes ExCom-AAACL/AAM of 13 July 66, in: UTD/CIA/B8F1); was to be returned to the USAF in 67 (Minutes Ex Com-AAACL/AAM of 24 January 67, in: UTD/CIA/B8F2); suffered an engine failure during take-off on 2 February 67, causing extensive damage (Minutes Ex Com-AAACL/AAM of 7 March 67, in: UTD/CIA/B8F2).

**Fate:** crashed on take-off from Boun Loum (LS-88), Laos, on 21 February 67 in severe weather conditions; the pilot, Allen Rich, and 2 passengers received minor injuries; the aircraft was demolished (Log book of A. Rich, in: UTD/Rich/B1; XOXO of 21 Feb. 67 in: UTD/Hickler/B26F16); listed as destroyed (List “Company operated aircraft lost or destroyed”, in: UTD/CIA/B1F10; List “Aircraft destroyed or lost”, in: UTD/CIA/B49F2).

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**Helios 169 and XW-PBX at Vientiane in the mid-sixties**

(UTD/Hickler/B32)
**Helio U-10B “169”**

614

65?

leased from US Army 63-13169

**Service history:** not listed on reel AVH-4 of the USAF Assignment Records, so US Army aircraft; based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); the pilot failed to maintain control on the landing roll at an unknown place on 4 August 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); assigned to contract AID-439-342 in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); flown by Joe Hazen out of Vientiane on 30 January 66 (e-mail dated 12 July 2004, kindly sent to the author by Joe Hazen); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use by Air America at Vientiane at least between 9 January 66 and 9 January 69 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8, and Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); ran over an embarkment at Sam Thong (LS-20) on 23 February 66, after the pilot deplaned with the engine running to assist passengers; the wing, the fuselage, the main landing gear, the propeller and the engine were damaged, but there were no injuries; possibly, the photos preserved in: UTD/Hickler/B32 and in the John Anthony collection at TTU refer to this accident (XOXO of 23 Feb. 66, in: UTD/Hickler/B26F16; List “Aircraft accidents / incidents 1966”, in: UTD/CIA/B49F2; DD/S, Monthly Report for February/March 1966, online at 1818029/196511; the Minutes ExCom-AACL/AAM of 23 February 66, in: UTD/CIA/B8F1, give the date of 9 February 66); repaired; a photo taken at Vientiane in the mid 60ties is preserved in: UTD/Hickler/B32; on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane’s Wattay airport, damaging “169”, which became all wrinkled; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); on 19 March 69, “169” taxied into an object at Sam Thong (LS-20), Laos, damaging the prop and the engine; repaired (XOXO of 19 March 69, in: UTD/Hickler/B26F18).

**Fate:** crash-landed at Phu Khan Hua (LS-251), Laos, on 27 March 69, damaging the left wing, the prop, the engine and the fuselage (XOXO of 27 March 69, in: UTD/Hickler/B26F18; Accident report, in: UTD/Hickler/B24F2; Minutes ExCom-AACL/AAM of 8 April 69, in: UTD/CIA/B8F3); destroyed and listed on the lists “Company operated aircraft lost or destroyed” (in: UTD/CIA/B1F10) and “Aircraft destroyed or lost” (in: UTD/CIA/B49F2).

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**Helio U-10B “183”**

636

65?

leased from US Army 63-13183

**Service history:** not listed on reel AVH-4 of the USAF Assignment Records, so US Army aircraft; based at Vientiane in April 65 (Aircraft list of April 65, in: UTD/Walker/B12F3), also between 3 May 65 and 27 October 65 (Planned Aircraft Assignments, Memos of 3 May 65, 22 May 65, and 27 October 65, all in: UTD/Walker/B12F3+4); flown from Vientiane to Sam Tong and back to Vientiane on 13 June 65 (Vientiane daily flight schedule of 13 June 65, copy kindly supplied by Joe Hazen); flown by Joe Hazen out of Vientiane on 23 June 65 (e-mail dated 12 July 2004,
kindly sent to the author by Joe Hazen); the pilot failed to see and avoid a taxi obstruction at an unknown place on 31 July 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); repaired; made a hard landing at Ban Cha in Laos on 1 September 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2; a photo of this accident can be found in the John Anthony collection at TTU); repaired; assigned to contract AID-439-342 in November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); still in April and May 66 (Aircraft status as of 8 April 66, in: Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); still in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); in use by Air America at Vientiane at least between 29 January 66 and 20 December 68 (Log book of L. H. Maxwell, in: UTD/Maxwell/B1F6; Flight crew member monthly movement report of A. J. Zarkos, in: UTD/Zarkos/B1F8; Log book of R. L. Wofford, in: UTD/Wofford [Sm. C. 6]); taxied into a fuel drum at Ban Xien g Lom (LS-69A), Laos, on 11 February 66, damaging the propeller (XOXO of 11 Feb. 66, in: UTD/Hickler/B26F16; List “Aircraft accidents/incidents 1966”, in: UTD/CIA/B49F2); repaired; was to be returned to the USAF in 67 (Minutes Ex Com-AACL/AAM of 24 January 67, in: UTD/CIA/B8F2); had an aborted take-off at Moung Kassy (LS-153) on 25 May 67, damaging the left main landing gear and wing, the prop and the engine; repaired (XOXO of 25 May 67, in: UTD/Hickler/B26F16; Minutes ExCom-AACL/AAM of 13 June 67, in: UTD/CIA/B8F2); brake problems made the aircraft ground loop at Sam Thong (LS-20), Laos, on 9 October 67, resulting in several wrinkles in the fuselage; repaired and returned to service on 19 October 67 (Minutes ExCom-AACL/AAM of 10 October 67, in: UTD/CIA/B8F2); on 24 March 68, a fast moving thunderstorm of more than 70 knots passed thru Vientiane’s Wattay airport, damaging “183”, which became all wrinkled; repaired (XOXO of 24 March 68, in: UTD/Hickler/B26F16); still assigned to contract AID-439-342 for use out of Vientiane 16-30 June 69, but dead-lined per 30 June 69 (F.O.Circular of 1 July 69, in: UTD/Hickler/B8F7C); photos in Air America Log, vol. V, no. 6, 1971, p. 7, for aircraft used at Udorn, and in UTD/Hickler/B32; photos of a slightly damaged “183” are preserved in UTD/Hickler/B28, B29+B33, possibly referring to the accident on 9 October 67; a photo of the instrument panel of “183” is preserved in UTD/Hickler/B28.

**Fate:** not current with Air America on 1 September 69; so probably returned to the US Army as 63-13183 on 30 June 69; used by the US Army Attaché (ARMA), Vientiane, as “183” and supported by Air America at least between 1 January 73 and 30 August 73 (Lists “Assigned, maintained aircraft”, Vientiane, as of 1 Jan. 73, 1 March 73 [both documents in: UTD/CIA/B32F1], 1 July 73, and 1 Aug. 73 - both documents in: UTD/CIA/B31F10); a photo of ARMA Helio “183” taken by Tom Lum in 1974 can be seen at http://www.air-america.org/ImageLibrary/ImageGallery4.htm; sold to Sky of Siam, Bangkok, as HS-CHF in January 75; regd. on 31 January 75; cancelled in January 76; became N101BL in 1976; according to the FAA file, kindly extracted by Steve Darke who sent the results to the author by his e-mail dated18 Nov 2005), the aircraft was sold by USA, Sales Contracting Officer, Sales Office (Sagami), Defense Property Disposal Region - Pacific Detachment, Japan, Defense Supply Agency, APO San Francisco 96343, Sagamihara City, Kanagawa Prefecture, Japan to Akamai Aviation Inc, Honolulu, Hi, as N101BL on 1 July 76; N101BL was sold by Akamai Aviation to Norman E. Yett, Honolulu, Hi., on 1 November 76; sold by Norman E. Yett to Norman E. Yett & Gayle B. Gardner, Honolulu, Hi., on 13 December 77; registered as N101BL to Norman E. Yett & Gayle B. Gardner, Honolulu, Hi, on 12 January 78; N101BL (noted also as ex 63-13183) was sold by Norman E. Yett & Gayle B. Gardner to United States Council for World Freedom at an unknown date; sold by E. B. Dearborn (Director of United States Council for World Freedom) to Michael M. Steel, La Jolla, Ca, on 23 April 88; on
14 June 94, a letter from King Kona Productions Inc notes that they have hired Michael Steel and San Diego Seaplanes Inc to assemble and modify a H295 (sic) Helio Courier for use in filming of *Waterworld*; sold by Michael M. Steel to King Kona Productions Inc, Kamuela, Hi, on 15 July 94; on 18 April 02, the triennial request from FAA to King Kona Productions Inc reveals that the aircraft was undeliverable; as in the movie, the Helio is torn into pieces in flight at 114 minutes, the aircraft was probably destroyed during the filming, but never cancelled.
B) Helios leased from Skyways Cargo Inc:

<table>
<thead>
<tr>
<th>Helio</th>
<th>B</th>
<th>530</th>
<th>Dec. 63</th>
<th>leased from Skyways Cargo Inc., ex “530”, XV-NAE, and N4179D</th>
</tr>
</thead>
</table>

**Service history:** not yet current on 23 September 63 (Aircraft Availability of 23 September 63, in: UTD/Walker/B25F8 - RCP SEA 1963); crashed on 18 November 63; estimated time of return on 7 February 64 for operations out of Vientiane under contract AID-439-342 in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004; Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); officially regd. on 16 December 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); test flown at Tainan on 8 February 64 by Tom Jenny (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); flown by Joe Hazen on 15 February 64 and on 26 March 64 (e-mail dated 18 July 2004, kindly sent to the author by Joe Hazen); flew Vientiane-Sam Thong-Vientiane on 2 March 64 (Vientiane Daily Flight Schedule for 2 March 64, in: UTD/Walker/B14F8).

**Fate:** reg. B-871 was officially cancelled on 18 April 64 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1; Minutes ExCom-AAACL/AAM of 28 April 64, in: UTD/CIA/B7F3).

<table>
<thead>
<tr>
<th>Helio</th>
<th>B</th>
<th>531</th>
<th>Dec. 63</th>
<th>leased from Skyways Cargo Inc.; ex “531”, XV-NAJ, and N4180D</th>
</tr>
</thead>
</table>

**Service history:** not yet current on 23 September 63 (Aircraft Availability of 23 September 63, in: UTD/Walker/B25F8 - RCP SEA 1963); still “531” when test flown by Richard Crafts out of Udorn on 10 and 11 December 63 (Log book of R. Crafts, in: UTD/Leary/B44F6); officially regd. on 16 December 63 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); flown Sam Thong-Vientiane as B-873 on 7 January 64 (Memorandum dated 14 August 64, in: UTD/Walker/B9F3 - DFD 62-April 65); assigned to contract AID-439-342 in February 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); flown from Sam Tong (LS-20) to Vientiane (L-08) on 27 January 64 by Tom Jenny (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); crashed on 18 March 64 on a new strip in Laos, when piloted by Bob Abrams; there were no injuries (Log book of A. Rich, in: UTD/Rich/B1; Aircraft accidents 1964, in: UTD/CIA/B49F2); repaired; used out of Vientiane under contract AID-439-342 in April 64 thru 9 May 64 (Aircraft availability as of 1 April 64, in: UTD/Kirkpatrick/B8F4); flown by Joe Hazen five times between 2 February 64 and 15 April 64 (e-mail dated 18 July 2004, kindly sent to the author by Joe Hazen).

**Fate:** reg. B-873 was officially cancelled on 18 April 64 (info obtained from the CAA of Taiwan, kindly supplied by Martin Best on 17 May 2013); returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1; Minutes ExCom-AAACL/AAM of 28 April 64, in: UTD/CIA/B7F3); the undated promissory note no. 9 (in: UTD/CIA/B9F4) mentions $ 45,974.00 returned by Air America to the Pacific Corp. in 1963/4.
C) Helios leased from VIAT/Aviation Investors Inc., Saigon:

Former VIAT Helio “531” somewhere in Laos in August 1964  
(UTD/Wiren/B2)

Helio H-395  “531”  531  15 July 62 leased from AII/VIAT,  
Saigon, XV-NAJ; previously N4180D

Service history: owned by AII (Aviation Investors Inc.), the 21st aircraft used by Air  
America (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1);  
crashed on take-off from an unknown airstrip in Laos on 22 June 1962, when the pilot  
failed to maintain control (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired;  
leased for one year between 15 July 62 and 14 July 63 (Status as of 28 March 74, in:  
UTD/CIA/B56F4).

Fate: probably returned to AII/VIAT, Saigon, as XV-NAJ in July 63, who sold it  
Skyways Cargo Inc.; not current on 4 July 63 (Aircraft Availability of 4 July 63, in:  
UTD/Walker/B25F8 - RCP SEA 1963); believed leased again leased to Air America  
from Skyways Cargo Inc. as B-873 in December 63(?); see there for further details; B-  
873 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in:  
UTD/Kirkpatrick/B1F1); probably again leased to Air America in May 64.  
“531”  531  May 64 (?) leased from VIAT, Saigon,  
XV-NAJ

Service history: current in July 64 on lease from VIAT, Saigon (Aircraft status as of 7  
July 64, in: UTD/Kirkpatrick/B1F1); current on 12 August 64 (Planned pilot manning for  
August 64, in: UTD/Walker/B8F4 - RCP 1962-64).

Fate: sold by Skyways Cargo Inc to the Pacific Corp. on 3 August 64; a slide, taken in  
Laos in August 64 by John Wiren, shows this aircraft as “531” (preserved in:  
UTD/Wiren/B2); sold by the Pacific Corp. to Air America on 31 August 64 (Status as of  
28 March 74, in: UTD/CIA/B56F4); reregd. as XW-PCD in October 64; for the  
subsequent history see under XW-PCD.

Helio H-395  “530”  530  Nov. 63? leased from VIAT ex XV-  
NAE; previously N4179D in  
1960
Service history: not yet current on 23 September 63 (Aircraft Availability of 23 September 63, in: UTD/Walker/B25F8 - RCP SEA 1963); “530” lost control on take-off from an airstrip in Laos on 18 November 63 due to brake failure (Aircraft accidents 1963, in: UTD/CIA/B49F2); aircraft probably sold by Aviation Investors to Skyways Cargo Inc. in late 1963; reregistered as B-871; estimated time of return on 7 February 64 for operations out of Vientiane under contract AID-439-342 in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); test flown as B-871 at Tainan on 8 February 64 by Tom Jenny (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); for more details see B-871; B-871 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1; used in Thailand at least between 14 May 64 and 17 May 64 on a special assignment (flight training) to Boun Oum Airways, Vientiane (given as “B-530” in the Log book of A. Rich, in: UTD/Rich/B1). Fate: rereg. XW-PBS on 18 May 64; believed sold to Eurotransport Anstalt, Vaduz, Liechtenstein, at that date; used by Air America pilot Allen W. Rich in Thailand and Laos at least between 18 May 64 and 21 June 64, on a special assignment to Boun Oum Airways, Vientiane, probably leased to Boun Oum Airways from Bird & Sons (Log book of A. Rich, in: UTD/Rich/B1); seen in the mid-sixties, photos are preserved in UTD/Hickler/B33; Bird & Sons became Continental Air Services on 1 September 65; leased to Air America in 67; for the subsequent history see under XW-PBS.

Helio H-395 “543” 543 July 64 leased from VIAT XV-NAG; previously N4187D

Service history: not current in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4); current in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); acquired by Air Asia as XV-NAG in “53/7”, that is in July 64 (Air Asia Properties list of 31 March 65, in: UTD/CIA/B26F5); a photo preserved in UTD/Hickler/B32, probably taken at Vientiane between 1961 and 1964, shows this aircraft as “543”.

Fate: bought by Air America and reregd. XW-PBX in September 64; for the subsequent history see under XW-PBX.
III) VIAT Helio Couriers owned by Aviation Investors Inc, Saigon, and maintained by Air America Inc according to contract no. 61-119:

A China Air Lines pilot who flew for VIAT remembered that those VIAT Helios were all flown by Turkish pilots; their wives were allowed to stay with them (e-mail dated 1 April 2004, kindly sent to the author by Clarence Fu). They were used on sensitive flights within South Vietnam at the will of the CIA’s Saigon station. The VIAT Helios are believed to have been part of the fleet of “civilian contract aircraft” operated for the CIA’s Combined Studies Division in support of the Civilian Irregular Defense Group project in South Vietnam since late 1961 (Bowers, The USAF in South-East Asia, p.150). This was an indigenous paramilitary force composed mostly of Montagnards serving under US control. Between 1963 and 1965, US Special Forces recruited even ethnic Cambodians to form additional light guerrilla companies. These “Khmer Krom” or “Lower Khmer” units were deployed at South Vietnamese CIDG camps along the border to Cambodia (Sutsakhan, The Khmer Republic at war, p. 55).

![VIAT Helio 395 XV-NAE c/n 530 somewhere in South Vietnam in 1963](UTD/Wiren/B2)

**Helio H-395 XV-NAE 530 11 Jan. 62 N4179D in 1960**

**Service history:** exported by Aviation Investors Inc, Washington, DC to VIAT, Saigon, on 11 January 62 (export card no. E-23046, kindly supplied by Martin Best on 11 May 2014); the identity of this aircraft has been established from a photo of the mission board of VIAT, taken in the early 60s (e-mails dated 1 and 14 April 2004, kindly sent to the author by Clarence Fu); maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16);

**Fate:** leased to Air America, Vientiane, as “530” in November 1963 (?); lost control on take-off from an airstrip in Laos on 18 November 63 due to brake failure (Aircraft
accidents 1963 in: UTD/CIA/B49F2); aircraft probably sold by Aviation Investors to Skyways Cargo Inc. in late 1963; reregistered as B-871; estimated time of return on 7 February 64 for operations by Air America out of Vientiane under contract AID-439-342 in February 64 and in April 64 (AAM Aircraft availability of 1 February 64, in the possession of Ward Reimer who kindly faxed it to the author on 17 February 2004); test flown as B-871 at Tainan on 8 February 64 by Tom Jenny (log book of Tom Jenny, who kindly sent photocopies of those pages to the author on 22 October 2004); B-871 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); used in Thailand at least between 14 May 64 and 17 May 64 on a special assignment (flight training) to Boun Oum Airways, Vientiane (given as “B-530” in the Log book of A. Rich, in: UTD/Rich/B1); rereg. XW-PBS on 18 May 64; believed sold to Bird & Sons, Vientiane, at that date; used by Air America pilot Allen W. Rich in Thailand and Laos at least between 18 May 64 and 21 June 64, on a special assignment to Boun Oum Airways, Vientiane, probably leased to Boun Oum Airways from Bird & Sons (Log book of A. Rich, in: UTD/Rich/B1); seen in the mid-sixties, photos in UTD/Hickler/B33; Bird & Sons became Continental Air Services on 1 September 65; leased to Air America in 67; for the subsequent history see under XW-PBS.

VIAT Helio 395 XV-NAF c/n 567 at Saigon in the early sixties  
(with kind permission from Ward S. Reimer)

Helio H-395 XV-NAF 567 June 62 N1013 in 1961

**Service history:** maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16).
**Fate:** handed over to Air America, Saigon, on 1 August 64 (Receipt in: UTD/Bisson/B5, microfilm reel no.28); regd. to Air Asia Co Ltd in February 65 as B-877 (Air Asia Properties list of 31 March 65, in: UTD/CIA/B26F5).

Helio H-395 XV-NAG 543 4 Jan. 62 N4187D

**Service history:** exported by Aviation Investors Inc, Washington, DC to VIAT, Saigon, on 4 January 62 (export card no. E-23046, kindly supplied by Martin Best on 11 May 2014); maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16);

**Fate:** leased to Air America, Vientiane, as “543” in July 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); acquired by Air Asia as XV-NAG in “53/7”, that is in July 64 (Air Asia Properties list of 31 March 65, in: UTD/CIA/B26F5); a photo preserved in UTD/Hickler/B32, probably taken at Vientiane in 1964, shows this aircraft as “543”; sold to Air America and rereg. XW-PBX in September 64; for the subsequent history see under XW-PBX.

Helio H-395 XV-NAH 544 8 Jan. 62 N4189D

**Service history:** exported by Aviation Investors Inc, Washington, DC to VIAT, Saigon, on 8 January 62 (export card no. E-23046, kindly supplied by Martin Best on 11 May 2014); maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16).

**Fate:** handed over to Air America, Saigon, on 1 August 64 (Receipt in: UTD/Bisson/B5, microfilm reel no.28); regd. to Air Asia Co Ltd as B-875 on 16 September 64 (Status as of 28 March 74, in: UTD/CIA/B56F4); for the subsequent history see under B-875.

Helio H-395 XV-NAI 568 July 62 N1014 in 1961

**Service history:** the identity of this aircraft has been established from a photo of the mission board of VIAT, taken in the early 60s (e-mails dated 1 and 14 April 2004, kindly sent to the author by Clarence Fu); maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16).

**Fate:** sold to Marathon Aviation, Miami, as N48702 in 1963 (?); still regd. to Marathon in the 1 July 66 USCAR; sold to the Government of India, Ministry of External Affairs, and regd. as VT-DRK on 5 October 63 (Letter of 11 September 2000, sent by Charan Dass, Office of the Director General of Civil Aviation, India, to the author); operated by the ARC or Aviation Research Center, Charbatia Air Base (“Oak Tree”), India, on clandestine supply missions (see Conboy / Morrison, The CIA’s secret war in Tibet, pp. 188-95); probably cancelled in 1964 or 1965 (?) due to an accident; sold to Air Asia Co Ltd in November 65 as a wreck and repaired at Tainan; then regd. to Air Asia Co Ltd as B-881 in September 66; for the subsequent history see under B-881.
Service history: exported by Aviation Investors Inc, Washington, DC to VIAT, Saigon, on 11 January 62 (export card no. E-23046, kindly supplied by Martin Best on 11 May 2014); owned by AII (Aviation Investors Inc.), Saigon; maintained by Air America according to contract no. 61-119; Air America’s contract 61-119 with VIAT was for call-type personnel services in South East Asia including Air America’s flight, ground, supply and maintenance personnel, as may be called by VIAT (List of Air America’s contracts, Memorandum of 27 July 62, in: UTD/Fink/B2F16);

Fate: leased to Air America, Vientiane, as “531” in 1962 (?); crashed on take-off from an unknown airstrip in Laos on 22 June 1962, when the pilot failed to maintain control (Aircraft accidents 1962, in: UTD/CIA/B49F2); repaired; leased for one year between 15 July 62 and 14 July 63 (Status as of 28 March 74, in: UTD/CIA/B56F4); probably returned to AII/VIAT, Saigon, as XV-NAJ in July 63, who sold it Skyways Cargo Inc.; not current on 4 July 63 (Aircraft Availability of 4 July 63, in: UTD/Walker/B25F8 - RCP SEA 1963); believed leased again leased to Air America from Skyways Cargo Inc. as B-873 in November 63(?); B-873 returned to Skyways Cargo Inc on 13 May 64 (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); probably again leased to Air America in May 64, again as “531”; current in July 64 on lease from VIAT, Saigon (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1); current on 12 August 64 (Planned pilot manning for August 64, in: UTD/Walker/B8F4 - RCP 1962-64); sold by Skyways Cargo Inc to the Pacific Corp. on 3 August 64; a slide, taken in Laos in August 64 by John Wiren, shows this aircraft as “531” (preserved in: UTD/Wiren/B2); sold by the Pacific Corp. to Air America on 31 August 64 (Status as of 28 March 74, in: UTD/CIA/B56F4); rereg. as XW-PCD in October 64; for the subsequent history see under XW-PCD.
IV) Unidentified accidents:

Unidentified Air America Helios were damaged on the following dates:
- an unknown Helio crashed at San Pa Ka (LS-33), Laos, on 16 September 65, piloted by Captain Calhoun (Log book of A. Rich, in: UTD/Rich/B1)
- an unknown Helio crashed with team “J” on 10 May 66; there was only minor damage and no injured (Log book of A. Rich, in: UTD/Rich/B1)

V) Air America’s contribution to the Aviation Research Center of India

Some Air America pilots flew Helios as instructors for the ARC or Aviation Research Center at Charbatia Air Base (“Oak Tree”) in India. The best source of information about the ARC is the excellent book by Conboy / Morrison, The CIA’s secret war in Tibet. As they show in detail (pp.190-242), the ARC was created on 7 September 1963 by the Indian Intelligence Bureau as a front to coordinate aviation cooperation with the CIA. Its main purpose was to train agents for infiltration into Tibet, to re-supply them at launch sites along the border, to install sensors on high mountain tops close to the border, and later to install wiretaps. In 1966, other ARC air bases like Doomdommah or Sarsawa were added for special operations. But in the summer of 1967 the CIA reduced its links to the ARC, and the Indians decided to introduce Antonov An-12s to the ARC fleet and to increase the number of Mil Mi-4 helicopters already introduced earlier. In 1969 cooperation between the CIA and the ARC still existed, but it had come down to nothing, when the war between India and Pakistan began in 1971. As to Air America, they not only supported the ARC by supplying the first 2 C-46s (VT-DRH and VT-DRI) and 2 Helio Couriers (VT-DRJ and VT-DRK) in September 1963, but they also sent some of their best pilots to act as instructors for the ARC crews. Head of the C-46 conversion team was Bill Welk, and the Helio Courier and later the Helio Twin Courier conversion team was headed by Jim Rhyne. Other instructors included M.D. Johnson, Al Judkins, and Maurice Clough, with Connie Seigrist and Tom Sailer providing additional C-46 training at Charbatia in early 1964 (Conboy / Morrison, pp.191/2, 255, 286). In 1963/64, 4 Helio Couriers appeared on the Civil Aircraft Register of India. All of them were registered to the Government of India, all of them were operated by the ARC, and all of them had been cancelled from that register by 1979. The ARC Helios were used for supply missions to isolated paramilitary outposts along India’s northern border, and they flew supply missions to Kalsi airfield in 1965 to support the Nanda Devi operation (Conboy / Kohli, Spies in the Himalayas, pp.54+67).

VT-DRJ 541 regd. 5 October 63 (Letter of 11 September 2000, sent by Charan Dass, Office of the Director General of Civil Aviation, India, to the author), ex N28927 of Marathon Aviation of Miami and B-847 of Air America
> to Continental Air Services, Vientiane, as XW-PEA in March 66, probably leased from Eurotransport Anstalt, Vaduz, Liechtenstein

VT-DRK 568 regd. 5 October 63 (Letter of 11 September 2000, sent by Charan Dass, Office of the Director General of Civil Aviation, India, to the author); ex N4870 of Marathon Aviation of Miami and XV-NAI of VIAT/All; believed to be the Helio that slammed hard into the end of the runway at Charbatia in a downdraft in November 1963, resulting in the loss of the aircraft (see Conboy / Morrison, p. 288, note 8)
> believed bought as a wreck in Nov. 65, repaired, and regd. as B-881 in Sept. 66.
VT-DRL 524 regd. 22 February 64 (Letter of 11 September 2000, sent by Charan Dass, Office of the Director General of Civil Aviation, India, to the author); ex N4173D of Marathon Aviation of Miami, which had been acquired from Air Ventures Inc. on 1 July 63 and cancelled from the US register already on 8 November 63 (e-mail dated 25 July 2005, kindly sent to the author by Leif Hellström) > bought as a wreck by Air America, repaired, and regd as XW-PCS in Nov. 65.

VT-DRW 569 regd. between Feb. and April 64 (Burnett / Slack / Davis, *South-East Asia Civil Aircraft Registers*, p. 185, whose civil aircraft register of India is based on official material of Indian Dept. of Civil Aviation); ex N4194D of Marathon Aviation of Miami > fate unknown; as Air America’s Aircraft status reports of 8 April 66 (in: UTD/Kirkpatrick/B1F1) and 4 May 66 (in: UTD/Hickler/B1F2) both note Helio c/n 569 (instead of c/n 568 that was eventually rebuilt as B-881) without reg. at Tainan for repair/survey pending, it is possible that the wreck of Helio c/n 569 had also been bought and was temporarily destined for restoration, but was then abandoned in favor of c/n 568.

Three out of these 4 Helio Couriers had been destroyed by accidents before the end of 1964 (see Conboy / Morrison, p. 288, note 8, for the following details):
- in November 1963, one of them slammed hard into the end of the runway at Charbatia in a downdraft, resulting in the loss of the aircraft, but no casualties; this was probably VT-DRK.
- in May 1964, one of them dipped its wing into a river at night; the pilot died in the subsequent crash.
- in November 1964, an overloaded Helio clipped a fence line on takeoff.
There were also other accidents: At an unknown date, Air America pilot Jim Rhyne had tried to land a Helio at the Chakrata polo field, but had severely damaged the aircraft on the first attempt (Conboy / Kohli, *Spies in the Himalayas*, pp. 66/7).

VI) Errors:
- an Air America Helio H-395 XW-PGG with reportedly c/n 563 or 530, as quoted in Air Britain’s *South-East Asia Civil Aircraft Register*, p. 233 and elsewhere, does not appear in Air America’s fleet lists, so did probably never exist and was an error for XW-PGC c/n 545.

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