Khmer Air Force UH-1Hs
by Dr. Joe F. Leeker

First published on 29 May 2006, last updated on 24 August 2015

I) Statistics:

1) According to Air America’s Phnom Penh Station monthly reports November 73 to June 74:
   - **Number of UH-1Hs assigned to the Khmer Air Force**
     - **UH-1H Gunships**: 10 (Nov. 73) > 9 (Dec. 73) > 10 (Jan. 74) > 9 (May 74) > 10 (June 74)
     - **UH-1H Slick**: 30 (Nov. 73) > 29 (Dec. 73) > 34 (Jan. 74) > 33 (March 74) > 32 (April 74) > 29 (June 74)
   - The 100 hour maintenance service was done at Phi-Loi in South Vietnam (LMAT weekly report for 14-21 January 72, in: UTD/Leary/B50F11)

2) According to the Archival Databases of the National Archives:

   According to the list of US MAP contracts published by the National Archives, the Khmer Air Force received the following quantities of aircraft (information kindly supplied by Sid Nanson – e-mail sent to the author on 23 October 2010):

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>Year acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA74</td>
<td>8</td>
<td>UH-1H</td>
<td>1971</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
<tr>
<td>ZC63</td>
<td>32</td>
<td>UH-1H</td>
<td>1972</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
<tr>
<td>BR99</td>
<td>4</td>
<td>UH-1H</td>
<td>1973</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
<tr>
<td>CB06</td>
<td>2</td>
<td>UH-1H</td>
<td>1973</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
<tr>
<td>CB09</td>
<td>1</td>
<td>UH-1H</td>
<td>1973</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
<tr>
<td>TC84</td>
<td>4</td>
<td>UH-1H</td>
<td>1973</td>
<td>Procured (PR)</td>
<td>ARMY</td>
</tr>
</tbody>
</table>

3) According to other sources:

   According to the “Meeting with Military Equipment Delivery Team – Cambodia (MEDTC), at MACV, 2 February 1971” (Texas Tech University, document no. 2920106007):
   - 6 US Army Vietnam UH-1Hs hand receipted to VNAF on 3 September 1970 for support of Cambodia
   - 1 of the original 6 aircraft was replaced on hand receipt on 9 January 1971 due to extensive battle damage
   - 3 UH-1Hs were damaged by enemy attack on 22 January 1971; one of the 3 was subsequently repaired on location
- 2 UH-1Hs were hand receipted from US Army, Vietnam, to the Khmer Air Force on 23 January 1971 and flown to Cambodia
- 2 damaged UH-1Hs were recovered from Cambodia on 25 January 71 by the 34th GS Group

According to Sutsakhan, *The Khmer Republic at war*:
- In 1972, AVNK had 14 UH-1Hs and 0 UH-1H Gunship (Sutsakhan, p.183).
- One helicopter (supposed to be a UH-1H) carrying refugees was shot down by SA-7s near Kompong Trabek on 8 August 1972, killing 14 people (Sutsakhan, p.107).
- In 1973, AVNK had 19 UH-1Hs and 0 UH-1H Gunship (Sutsakhan, p.183).
- In 1974, AVNK had 34 UH-1Hs and 10 UH-1H Gunships (Sutsakhan, p.183).
- One UH-1G logistics helicopter was downed by enemy fire near Oudong on 16 March 74 (Sutsakhan, p.132).

According to Grandolini/Cooper/Troung, *Cambodia*, parts 1 and 2:
- the Khmer Air Force had 9 own UH-1Hs by February 1972.
- In late 1971, some 24 VNAF UH-1Hs and 8 VNAF UH-1Gs were deployed to Pochentong.
- In 1972, the VNAF deployed an average of 40 helicopters in Cambodia, mostly at Pochentong and Neak Luong, one of them being “242” (a photo of “242” can be found in Grandolini/Cooper/Troung, *Cambodia*, part 2).
- In the summer of 1973, 6 UH-1Gs were delivered to the KAF

According to Conboy / Bowra, *The war in Cambodia*, pp. 20/1:
- by the end of 1971, the Khmer Air Force had 11 UH-1Hs
- in 1972, the Khmer Air Force received 6 UH-1H gun ships
- in May 73, 6 UH-1H gunships were turned over to the Khmer Air Force (Conboy / Bowra, p.43)
II) Individual aircraft histories:

A) UH-1Hs received in 1970

Six US Army Vietnam UH-1Hs were hand receipted to VNAF on 3 September 1970 for support of Cambodia (“Meeting with Military Equipment Delivery Team – Cambodia [MEDTC], at MACV, 2 February 1971”, Texas Tech University, document no. 2920106007)

VNAF UH-1H “732” in Khmer Air Force service, damaged at Pochentong on 21/2 January 71 (photo no. 1-CA2-2-PB40 preserved at UTD/Abadie/B2F1)

UH-1H “732” 12020 3 Sept.70 ex VNAF “732” and US Army 69-15732

Service history: officially serialled “69-15732” (Carroll, World Air Forces Directory, p. 187); painted as “732” still in VNAF colors; damaged during the sapper attack on 21/2 January 71 (see photo no. 1-CA2-2-PB40 preserved at UTD/Abadie/B2F1); was being repaired in Cambodia on 2 February 71 (“Meeting with Military Equipment Delivery Team – Cambodia (MEDTC), at MACV, 2 February 1971”, Texas Tech University, document no. 2920106007); parts of the tail section were repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

Fate: ?

As of 30 June72, all 6 loan helicopters were to be returned USARV on or before 15 July 1972, leaving KAF with 16 possessed. As of 30 September 72, all loan aircraft had been returned to USARV in Vietnam due to the deliveries of the 7 new aircraft in June 72 (MAP/MEDTC Reports for the 1 March to 30 September 72 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

B) UH-1Hs received in 1971

On 31 January 1971, MEDTC (Military Equipment Delivery Team – Cambodia), was activated, a military institution that had been created by the US Government to control the flow of supplies to Phnom Penh after most of the old AVNK aircraft had been destroyed by North Vietnamese sappers in an attack to Pochentong airport on 21 January 71 (Mataxis, MEDTC - Military Equipment Delivery Team, Cambodia – End of tour report, p.2). According to the MAP/MEDTC Reports (USAFHRA, Maxwell AFB, info kindly supplied by
Sid Nanson on 15 November 2014), the Khmer Air Force received the following UH-1Hs in 1971, i.e. in February and March 1971:

a) As of 31 March 1971: Total programmed-6 and total received-6.
b) As of 30 June 71: Total programmed-8 and total received-8, i.e. received in the period 1 April to 30 June 71: 2, making a total of 8 received by 30 June 71.

UH-1H “68-16449” 11108 23 Jan.71 (?) ex US Army Vietnam  
(serial as borne unknown)  
Service history: Probably one of the 2 UH-1Hs were hand receipted from US Army, Vietnam, to the Khmer Air Force on 23 January 1971 and flown to Cambodia ("Meeting with Military Equipment Delivery Team – Cambodia [MEDTC], at MACV, 2 February 1971", Texas Tech University, document no. 2920106007); officially serialled 68-16449 (Carroll, World Air Forces Directory, p. 187); was being repaired in Cambodia on 2 February 71 ("Meeting with Military Equipment Delivery Team – Cambodia [MEDTC], at MACV, 2 February 1971", Texas Tech University, doc. no. 2920106007); 68-16449 received major damage (period 1 July to 30 Sept 71), but was operational as of 30 September 71 (MAP/MEDTC Report for the 1 July to 30 September 1971 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 68-16449 was in CONUS for extensive CBD repair as of 30 June 72 (MAP/MEDTC Report for the 1 March to 30 June 72 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); had electrical problems in May 74; repaired at Pochentong (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).  
Fate: impounded by the Thai authorities at Surin, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

UH-1H “67-17604” 9802 Feb.to June 71  
(serial as borne unknown)  
Service history: 67-17604 was to retrograde to US for repair due to CBD in the 1 April to 30 June 71 period (MAP/MEDTC Report for the 1 April to 30 June 1971 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); retrograded to the US in November 71 (MAP/MEDTC Report for the 1 January to 31 March 1972 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); as of 30 September 72, the CBD aircraft in CONUS (67-17604) estimated date of completion are 31 October 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).  
Fate: on 21 July 73, “67-17604” crashed on take-off from Takeo, Cambodia, while operating outstation (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); dropped from the aircraft inventory in November 73 because of that accident (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/ B39F1).

UH-1H “69-15511” 11789 Feb./March 71  
(serial as borne unknown)  
Service history: ?
**Fate:** 69-15511 was a combat loss in June 1971 (MAP/MEDTC Report for the 1 April to 30 June 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

**UH-1H “69-15519” 11807 Feb./March 71**

**(serial as borne unknown)**

**Service history:** 69-15519 was to retrograde to US for repair due to CBD in the 1 April to 30 June 71 period (MAP/MEDTC Report for the 1 April to 30 June 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); retrograded to the US in November 71 (MAP/MEDTC Report for the 1 January to 31 March 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 69-15519 was in CONUS for extensive CBD repair as of 30 June 72 (MAP/MEDTC Report for the 1 March to 30 June 72 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); completion and return were expected for 15 December 72 (MAP/MEDTC Report for the 1 July to 30 September 72 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); 69-15519 returned from CONUS after CBD repair, apparently in early 1973 (MAP/MEDTC Report for the 1 January to 31 March 73 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); see also Carroll, *World Air Forces Directory*, p.187; damage repair of battery compartment caused by hostile action was completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

**Fate:** ?

**UH-1H “69-15538” 11826 Feb.to June 71**

**(serial as borne unknown)**

**Service history:** ferried to Phu-Loi, South Vietnam, for maintenance in January 72 (Air America’s Phnom Penh Station weekly report for 7-14 January 72, in: UTD/Leary/B50F11); in maintenance at Pochentong in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); bullet holes were repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); in May 74, the windshield was replaced at Pochentong; generator cables were damaged by enemy ground fire (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); bullet holes repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75; stop work status, uneconomical to repair (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

**UH-1H “69-15542” 11830 Feb.to June 71**

**(serial as borne unknown)**

**Service history:** in for maintenance at Pochentong in February 72 (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); broken friction damper support bracket repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)

**Fate:** ?

**UH-1H “69-15544” 11832 Feb.to June 71**

**(serial as borne unknown)**

**Fate:** 69-15544 was a Khmer Air Force combat loss on 8 August 72 (MAP/MEDTC Report for the 1 July to 30 September 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

UH-1H “69-15548” 11836 Feb.to June 71 (?)


**Fate:** ?

c) **As of 30 September 71:** Total programmed-8 and total received-8, i.e. received in the period 1 July to 30 September 71: 0

d) **As of 31 December 71:** Total programmed-16 and total received-12, i.e. received in the period 1 October to 31 December 71: 4

UH-1H “68-15641” 10571 21 Nov.71 ex US Army

**Service history:** UH-1H 68-15641 was gained by the Khmer Air Force on 21 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); battle damage received in January 74 repaired at Pochentong in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); bullet holes were repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

**Fate:** at Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

UH-1H “68-16208” 10867 10 Dec.71 ex US Army

**Service history:** UH-1H 68-16208 was gained by the Khmer Air Force on 10 December 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “68-16208” (Carroll, *World Air Forces Directory*, p.187); was shipped to Thai-Am for damage repair on 26 June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); for a drawing of “208” in Khmer Air Force colors (said to have been seen in 1973/4), see [http://www.acig.org/artman/publish/article_412.shtml](http://www.acig.org/artman/publish/article_412.shtml)

**Fate:** escaped to Thailand in 1975; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Navy as “401”.

UH-1H “68-16443” 11102 10 Dec.71 ex US Army

**Service history:** UH-1H 68-16443 was gained by the Khmer Air Force on 10 December 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled 68-16443 (Carroll, *World Air Forces Directory*, p.187); the left hand pilot door was repaired in June 73 (Air America’s Phnom Penh Station
monthly report for June 73, in: UTD/CIA/B39F1); parts were replaced at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: ?

UH-1H “69-15448” 11736 21 Nov.71 ex US Army
(complete serial unknown)
Service history: UH-1H 69-15448 was gained by the Khmer Air Force on 21 November 71 (MAP/MEDTC Report for the 1 October to 31 December 1971 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); loose rivets were replaced at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); pilot overhead windshield repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).
Fate: ?

C) UH-1Hs received in 1972
a) As of 31 March 1972: Total Programmed-16 and total received-12, i.e. received in the period 1 January to 31 March 72: 0.

b) As of 30 June 72: Total Programmed-16 and total received-19. (Two advanced deliveries for attrition, not included in programmed column), i.e. received in the period 1 April to 30 June 72: 7

UH-1H “71-20147” 12971 30 June 72 ex US Army
(serial as borne unknown)
Service history: UH-1H 71-20147 was gained by the Khmer Air Force on 30 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “71-20147” (Carroll, World Air Forces Directory, p.187); hit by hostile ground fire in February 74; bullet holes were repaired (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).
Fate: escaped to Thailand in 1975; landed at Jantaburi, Thailand, on 30 April 75; to the Royal Thai Navy as “404”.

UH-1H “71-20148” 12972 30 June 72 ex US Army
(serial as borne unknown)
Service history: UH-1H 71-20148 was gained by the Khmer Air Force on 30 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “71-20148” (Carroll, World Air Forces Directory, p.187); repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); bullet holes were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).
Fate: ?

UH-1H “71-20149” 12973 30 June 72 ex US Army
(serial as borne unknown)
Service history: UH-1H 71-20149 was gained by the Khmer Air Force on 30 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell
AFB, info kindly supplied by Sid Nanson on 15 November 2014; mentioned as “71-20149” by Carroll, World Air Forces Directory, p.187.

**Fate:** ?

**UH-1H**

“71-20150” 12974 28 June 72  ex US Army

*Service history:* UH-1H 71-20150 was gained by the Khmer Air Force on 28 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “71-20150” (Carroll, World Air Forces Directory, p.187); bullet holes were repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Made a hard landing in Prey Veng Province on 30 March 74, causing substantial damage (Report of 3 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); apparently ferried to Thai-Am; to be released from Thai-Am on 8 July 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

**Fate:** ?

**UH-1H**

“71-20151” 12975 28 June 72  ex US Army

*Service history:* UH-1H 71-20151 was gained by the Khmer Air Force on 28 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “71-20151” (Carroll, World Air Forces Directory, p.187); had electrical problems in May 74; repaired at Pochentong (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** ?

**UH-1H**

“71-20152” 12976 28 June 72  ex US Army

*Service history:* UH-1H 71-20152 was gained by the Khmer Air Force on 28 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned in Carroll, World Air Forces Directory, p.187; was substantially damaged during a hover take-off in June 73, while operating outstation (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

**Fate:** ?

**UH-1H**

“71-20153” 12977 28 June 72  ex US Army

*Service history:* UH-1H 71-20153 was gained by the Khmer Air Force on 28 June 72 (MAP/MEDTC Report for the 1 April to 30 June 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20153” by Carroll, World Air Forces Directory, p. 187.

**Fate:** lost of 6 June 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

c) **As of 30 September 72:** Total programmed-26 and total received-19, i.e. received in the period 1 July to 30 September 72: 0
d) As of 31 December 72: Total programmed-26 and total received-28, i.e. received in the period 1 October to 31 December 72: 9. As of 31 December 72, they in the process of being assembled.

UH-1H “71-20238” 13062 31 Dec.72  (serial as borne unknown)
**Service history:** UH-1H 71-20238 was gained by the Khmer Air Force on 31 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20238” by Carroll, *World Air Forces Directory*, p. 187.
**Fate:** ?

UH-1H “71-20239” 13063 31 Dec.72  (serial as borne unknown)
**Service history:** UH-1H 71-20239 was gained by the Khmer Air Force on 31 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); officially serialled “71-20239” (Carroll, *World Air Forces Directory*, p. 187); loose rivets were replaced by bolts at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B39F8).
**Fate:** impounded by the Thai authorities at Surin, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

UH-1H “71-20243” 13067 31 Dec.72  (serial as borne unknown)
**Service history:** UH-1H 71-20243 was gained by the Khmer Air Force on 31 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20243” by Carroll, *World Air Forces Directory*, p. 187.
**Fate:** escaped to Thailand in 1975; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Army

UH-1H “71-20249” 13073 28 Dec.72  (serial as borne unknown)
**Service history:** UH-1H 71-20249 was gained by the Khmer Air Force on 28 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20249” by Carroll, *World Air Forces Directory*, p. 187.
**Fate:** escaped to Thailand in 1975; returned to the US; stored at Camp Robinson, Arkansas, in August 2002

UH-1H “71-20250” 13074 28 Dec.72  (serial as borne unknown)
**Service history:** UH-1H 71-20250 was gained by the Khmer Air Force on 28 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20250” by Carroll, *World Air Forces Directory*, p. 187; on 6 July 73, the aircraft was substantially damaged, when UH-1H “71-20266” hovered into “71-20250”; repaired at Pochentong and operational again in July 73 (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); a
broken windshield was temporarily repaired at Pochentong in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); bullet holes received in March 74 were repaired the same month (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

**Fate:** ?

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<thead>
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<th>Serial Number</th>
<th>UH-1H</th>
<th>“71-20265”</th>
<th>13089</th>
<th>29 Dec.72</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service History:</strong></td>
<td>UH-1H 71-20265 was gained by the Khmer Air Force on 29 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); gun ship, i.e. AUH-1H (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).</td>
<td><strong>Fate:</strong> lost on 14 May 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).</td>
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<th>Serial Number</th>
<th>UH-1H</th>
<th>“71-20266”</th>
<th>13090</th>
<th>29 Dec.72</th>
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<tr>
<td><strong>Service History:</strong></td>
<td>UH-1H 71-20266 was gained by the Khmer Air Force on 29 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20266” by Carroll, World Air Forces Directory, p. 187; on 6 July 73, the aircraft was substantially damaged, when it hovered into UH-1H “71-20250” (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); was ferried to Thai-Am in August 73</td>
<td><strong>Fate:</strong> under contract maintenance with Thai-Am, Don Muang, on 24 April 75; stop work status, uneconomical to repair (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).</td>
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<thead>
<tr>
<th>Serial Number</th>
<th>UH-1H</th>
<th>“71-20290”</th>
<th>13114</th>
<th>29 Dec.72</th>
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<tr>
<td><strong>Service History:</strong></td>
<td>UH-1H 71-20290 was gained by the Khmer Air Force on 29 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20290” by Carroll, World Air Forces Directory, p.187; battle damage received in January 74 was repaired at Pochentong in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).</td>
<td><strong>Fate:</strong> ?</td>
<td></td>
<td></td>
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<th>UH-1H</th>
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<th>13115</th>
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<tr>
<td><strong>Service History:</strong></td>
<td>UH-1H 71-20291 was gained by the Khmer Air Force on 29 December 72 (MAP/MEDTC Report for the 1 October to 31 December 1972 period, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20291” by Carroll, World Air Forces Directory, p.187; bullet holes were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).</td>
<td><strong>Fate:</strong> ?</td>
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</table>
D) UH-1Hs received in 1973

As of 31 March 73: Twelve additional aircraft were delivered and assembled during January 1973, included were 6 gunship versions minus the XM-93 gun system which arrived in late March. UH-1H gunship training scheduled to start 29 April 73 at Korat RTAFB (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014).

UH-1H “71-20267” 13091 12 Jan.73
(serial as borne unknown)

Service history: UH-1H 71-20267 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20267” by Carroll, World Air Forces Directory, p. 187.

Fate: ?

UH-1H “71-20268” 13092 1 Jan.73
(serial as borne unknown)

Service history: UH-1H 71-20268 was gained by the Khmer Air Force on 1 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20268” by Carroll, World Air Forces Directory, p. 187; received bullet holes caused by hostile ground fire in May 73; repaired at Pochentong (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1).

Fate: lost on 6 June 74, code Z (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

UH-1H “71-20269” 13093 1 Jan.73
(serial as borne unknown)

Service history: UH-1H 71-20269 was gained by the Khmer Air Force on 1 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20269” by Carroll, World Air Forces Directory, p. 187.

Fate: impounded by Thai authorities at Surin, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

UH-1H “71-20273” 13097 12 Jan.73
(serial as borne unknown)

Service history: UH-1H 71-20273 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20273” by Carroll, World Air Forces Directory, p. 187.

Fate: ?

UH-1H “71-20274” 13098 12 Jan.73
(serial as borne unknown)

Service history: UH-1H 71-20274 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20274” by Carroll, World Air Forces Directory, p. 187; ferried to Thai-Am, Bangkok, for damage repair on 28 Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).
**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75; stop work status, uneconomical to repair (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

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<td><strong>Service history:</strong> UH-1H 71-20275 was gained by the Khmer Air Force on 1 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); mentioned as “71-20275” by Carroll, <em>World Air Forces Directory</em>, p. 187.</td>
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<td><strong>Service history:</strong> UH-1H 71-20277 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20277” by Carroll, <em>World Air Forces Directory</em>, p. 187; damaged by rotor wash from another UH-1H in June 73, while parked at Pochentong; repaired at Pochentong (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); in July 73, repairs were completed at 80 % (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); bullet holes repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).</td>
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<td><strong>Service history:</strong> UH-1H 71-20278 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20278” by Carroll, <em>World Air Forces Directory</em>, p. 187; repair of the honey comb caused by hostile action was completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); loose rivets were replaced by bolts at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).</td>
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<td><strong>Fate:</strong></td>
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<td><strong>Service history:</strong> UH-1H 71-20282 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also</td>
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mentioned as “71-20282” by Carroll, World Air Forces Directory, p.187; on 2 July 73, the aircraft was damaged, when a jeep was driven into the fuselage at Battambang Air Base, but the aircraft was repaired in July 73; repairs completed on 11 July 73 (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1).

**Fate:** lost on 19 April 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015)

UH-1H “71-20283” 13107 12 Jan.73
*(serial as borne unknown)*

**Service history:** UH-1H 71-20283 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20283” by Carroll, World Air Forces Directory, p.187; honeycomb panel of the left hand fuel tank bottom was replaced at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** ?

UH-1H “71-20293” 13117 12 Jan.73
*(serial as borne unknown)*

**Service history:** UH-1H 71-20293 was gained by the Khmer Air Force on 12 January 73 (MAP/MEDTC Report for the 1 January to 31 March 1973 period, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 15 November 2014); also mentioned as “71-20293” by Carroll, World Air Forces Directory, p.187; repair of the tail section caused by hostile action was completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); the copilot’s door was repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

**Fate:** ?

From the following contracts, only 28 had been delivered by 12 January 73:

ZC63 32 UH-1H 1972 Procured (PR) ARMY
BR99 4 UH-1H 1973 Procured (PR) ARMY
CB06 2 UH-1H 1973 Procured (PR) ARMY
CB09 1 UH-1H 1973 Procured (PR) ARMY
TC84 4 UH-1H 1973 Procured (PR) ARMY

This means that 15 more UH-1Hs were probably delivered in 1973. The following aircraft are believed to have been among them:

UH-1H “213”
*(complete serial unknown)*

**Service history:** a photo of “213” in Khmer Air Force colors taken in 1973 can be found at [http://www.acig.org/artman/publish/article_412.shtml](http://www.acig.org/artman/publish/article_412.shtml)

**Fate:** ?

UH-1H “227”
*(complete serial unknown)*

**Service history:** repairs of the bottom of the fuselage were completed in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1)

**Fate:** ?
UH-1H  “15540”
(complete serial unknown)
**Service history:** the left hand pilot door was repaired in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); battle damage was repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
**Fate:** ?

AUH-1H  “72-21539”  13238
(serial as borne unknown)
**Service history:** also mentioned as “72-21539” by Carroll, *World Air Forces Directory*, p. 187; battle damage received in January 74 was temporarily repaired at Pochentong in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)
**Fate:** impounded by Thai authorities at Surin, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

E) UH-1Hs received in 1974

F) UH-1Hs received in 1975
G) UH-1Hs received in an unknown year

UH-1H  “607”  
(complete serial unknown)  
Service history: bullet holes were repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)  
Fate: ?

UH-1H  “69-16715”  12292  
(serial as borne unknown)  
Service history: mentioned as “69-16715” by http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm  
Fate:

UH-1H  “69-16716”  12293  
(serial as borne unknown)  
Fate: escaped to Thailand in 1975; sold to the Philippines

UH-1H  “71-20154”  12978  
(serial as borne unknown)  
Fate: ?

UH-1H  “71-20155”  12979  
(serial as borne unknown)  
Fate: ?

UH-1H  “72-21538”  13237  
(serial as borne unknown)  
Fate: ?

UH-1H  “72-21540”  13239  
(serial as borne unknown)  
Fate: ?

UH-1H  “72-21541”  13240  
(serial as borne unknown)  
Fate: ?
UH-1H “72-21608” 13307
(complete serial unknown)
**Service history:** battle damage of “608” was repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

UH-1H “72-21609” 13308
(serial as borne unknown)
**Service history:** repair of shipping damage of the right hand front tail boom section was completed at Pochentong on 22 January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); in April 74, bullet damage on the tail boom was repaired (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); accident damage was repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
**Fate:** ?

UH-1H “72-21612” 13311
(serial as borne unknown)
**Service history:** damage to the skin and to the bulkhead that occurred during shipping was repaired at Pochentong in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8)
**Fate:** escaped to Thailand in 1975; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Navy as “402”

UH-1H “72-21613” 13312
(serial as borne unknown)
**Service history:** mentioned as “72-21613” by Carroll, *World Air Forces Directory*, p. 187.
**Fate:** ?

UH-1H “72-21614” 13313
(serial as borne unknown)
**Service history:** operated by the Khmer Air Force
**Fate:** Khmer Air Force UH-1H 72-21614 was lost on 10 March 74, when the aircraft was shot down at Kampot and destroyed by fire on the ground after auto-rotation (Report of 14 March 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

According to MEDTC (Military Equipment Delivery Team – Cambodia) sources, the Khmer Air Force had received 36 UH-1Hs (Slick) and 15 UH-1H Gunships by 31 March 75, of which 11 UH-1Hs (Slick) and 1 UH-1H Gunship had been lost by that date. Of the remaining 25 UH-1Hs (Slick) and 14 UH-1H Gunships, 4 UH-1Hs (Slick) and 1 UH-1H Gunship were out country, i.e. probably in Thailand on 31 March 75, while 21 UH-1Hs (Slick) and 13 UH-1H Gunships were still in Cambodia on that date. A total of 5 UH-1Hs (slick and gunships) were in Thailand prior to 16 April 75, while another 8 helicopters were evacuated to Thailand on 17/18 April 75, leaving 24 UH-1Hs (slick and gunships) in Cambodia. These aircraft were captured by the Khmer Rouge, when Cambodia fell to the forces of Pol Pot on 18 April 1975,
making a total of 13 UH-1Hs (slick and gunships) that escaped to Thailand (MEDTC Statistics kindly submitted by Sid Nanson on 16 October 2014). Apparently, 2 UH-1Hs (slick or gunships) were lost during the first half of April 1975.

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