

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

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A Khmer Air Force AU-24A enroute back to Takhli RTB from a gunnery training mission
in May 73
(with kind permission from Jack Squires via Ed Gunter and Lloyd Van Zee)

Statistics:

- 1) According to Air America's Phnom Penh Station monthly reports November 73 – June 74:**
 - Number of AU-24As assigned to the Khmer Air Force: 14 (Nov. 73) > 13 (March 74) > 12 (April 74) > 12 (June 74)
 - Flight training program was organized at Takhli (T-05) in March 73 (Air America's Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
 - In April 73, a total of 5 AU-24s was based at Pochentong, with 2 more at Kompong Chnang Air Base (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1)
 - In May 73, 13 AU-24s were stationed at Pochentong (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)
 - in June 73, 9 aircraft were operational at Pochentong and 3 were grounded (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)

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):

Contract	Quantity	Type	Year acquired	Type of acquisition	Origin
TD05	14	AU-24	1973	Excess to US use (XS)	USAF
CN69	1	AU-24	1974	Excess to US use (XS)	USAF

3) According to Aeroflight:

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

- 15 AU-24s were ordered for evaluation and eventual MAP delivery to the South Vietnamese Air Force, but were believed to be too vulnerable to anti-aircraft fire and SA-7 missiles. After a period of storage at Davis-Monthan AFB, 14 were delivered to the Khmer Air Force
- one Khmer Air Force AU-24 was written off in March 1973, carrying 6 crew and passengers, as well as a full load of ammunition
- 3 Khmer Air Force AU-24s were shot down during operations against the Khmer Rouge
- 1 Khmer Air Force crashed into the Tonkin Gulf due to lack of fuel on 17 April 1975
- of the AU-24s captured by the Khmer Rouge, at least one bore the insignia of the Heng Samrin regime after 1979; it was at Boun Kak park, Phnom Penh, in 1993, but broken up the same year.
- When Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975, 3 AU-34s escaped to Thailand (Carroll, *World Air Forces Directory 1998/9*, p. 187).

Flight characteristics:

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

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

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

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



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

Individual aircraft histories:

As it seems, the USAF serials did not run in a consecutive order with the manufacturer's serial number, but were allocated by the acceptance or delivery date – possibly, because some of the Stallions were initially only leased to the USAF during the evaluation program at Eglin AFB (e-mail dated 17 May 2013 kindly sent to the author by Barry Collman).

Helio AU-24A “21319” 002 9 Nov. 72 ex 72-1319 and N9552A

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

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

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

Helio AU-24A “21320” 005 9 Nov. 72 ex 72-1320 and N6499V
(canc. requ. 16 Feb.72)

Previous history: Helio Aircraft to USAF on 24 February 72 (72056); evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and

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

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

Fate: escaped to Thailand in 1975; salvaged at Bangkok; under contract maintenance with Thai-Am at Don Muang, Bangkok, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson, where it is given as "72-1330"); transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); sold to Michael J. Schachle, Anchorage, AK, as N9991F in 1976; sold to James D. Perry, Kent, WA, on ?; leased to Perris Valley Skydiving Inc., Perris, CA, on ?; crashed into the ground during skydiving operation at Perris, CA, on 30 June 88, killing the pilot; the registration was cancelled on 26 August 1988.

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

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

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

Fate: escaped to Thailand in 1975; salvaged at Bangkok; under contract maintenance with Thai-Am at Don Muang, Bangkok, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); regd. to J. Michael Schachle, Anchorage, AK, as N9992F on 20 August 1976; regd. to joint owners Eugene O. Reed, John J. Turinsky Jr. and J. Michael Schachle, Anchorage, AK on 7 February 1977; regd. to Marine Associates Inc., Worcester, MA, on 16 August 1977; sold to Aurotaxi Ltda, La Paz, as CP-1396 in February 78; sold to Larmont Aviation, Spartanburg, SC, on 5

January 1984; regd. to PB Odom Enterprises Inc, Oklahoma City, OK, as N5779N on 28 November 84; regd. on 26 March 1987 to H. Michael Mullins & Holly Mullins, Ballwin, Missouri; regd. to H. Michael Mullins, San Antonio, TX, on 22 November 1989; damaged at Mobile, AL, on 29 September 1990; wreck sold to Taylor Energy Co, New Orleans, LA, on 13 October 1990; repaired and regd. to them on 29 November 1990; current in February 2005 (request submitted to the FAA on 20 February 2005 at <http://162.58.35.241/acdatabase/>); damaged beyond repair at New Orleans on 29 August 2005 by Hurricane “Katrina”; apparently bought by Last Plane Out LLC, Covington, Louisiana on 2 February 2006, but as no Bill of Sale of Application for registration was produced, N5779N was cancelled as “Expiration” on 10 December 2012 (many details of the subsequent history of this aircraft were kindly sent to the author by Barry Collman on 17 May 2013).



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

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

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

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

wing were re-enforced at Pochentong in December 73 (Air America's Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: escaped to Thailand in 1975; under US Government control at U-Tapao, Thailand, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); salvaged at Bangkok; transported back to the United States in July 76 (Smith, *Helio Stallion: Warhorse*); sold to Alcor, San Antonio, TX; later sold to Michael J. Schachle, Anchorage, AK; regd. as N1384X in March 82; sold to Shark Air Aviation, Kent, WA, on 25 July 89; CofA on 27 July 1989; cancelled in August 89 and rereg. as N9991F (no.2) in September 89; not taken up; sold to Taylor Energy Co, New Orleans, LA, as N994PT in January 1990; rereg. as N550HZ in October 91; sold to David D. Maytag Jr, Prescott, AZ, as N550HZ on 24 December 1991; current (request submitted to the FAA on 20 February 2005 at <http://162.58.35.241/acdatabase/>).



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

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

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

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; sustained a substantial damage at Battambang station in June 73 during a heavy rocket attack; the aircraft was ferried back to Pochentong and repaired (Air America's Phnom Penh Station monthly report for June 73, in:

UTD/CIA/ B39F1); 2 ribs in each wing were re-enforced at Pochentong in December 73 (Air America's Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

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

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

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

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

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

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

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

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

Fate: Khmer Air Force AU-24A "326" was lost in 1974 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015)..

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

Previous history: Helio Aircraft to USAF on 19 May 72 (72140); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a

result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 14 July 72 (72196).

Service history: Davis-Monthan AFB to TL MAP on 9 November 72 (72314), that is to the Khmer Air Force; was reassembled by September 73 and awaited a check flight; this aircraft had never flown since its arrival at Pochentong (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); made a hard landing in November 73, damaging the tail wheel section and the right hand wheel attachment bracket; repaired (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); had an accident during take-off from Battambang on 8 September 74; recovered on 10 September 74 for repair at Battambang (Report of 12 September 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).

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

Helio AU-24A “21328” 003 9 Nov. 72 ex 72-1328 and N9552A
(canc. requ. 3 April 72)

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

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

Fate: officially lost on 2 April 74, code Z (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Helio AU-24A “21329” 013 9 Nov. 72 ex 72-1329

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

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

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

Helio AU-24A “21330” 004 9 Nov. 72 ex 72-1330 an N9553A
(canc. requ. 16 May 72)

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

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

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



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

Helio AU-24A “21331” 014 9 Nov. 72 ex 72-1331

Previous history: Helio Aircraft to USAF on 26 May 72 (72147); the aircraft type was evaluated at Eglin AFB, Florida, for use by the South Vietnamese Air Force; operational test and evaluation began on 17 March 72 and ended on 22 May 72; as a result, no AU-24A was delivered to the South Vietnamese Air Force, and starting on 28 June 72, all AU-24As were flown to Davis Monthan AFB for storage (Helio AU-

24A “Stallion” at <http://www.wpafb.af.mil/museum/research/attack/a6/a6-42.htm>); this particular AU-24A was flown to Davis Monthan AFB on 21 July 72 (72203) and received storage no. “HR014”.

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

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

Helio AU-24A “21332” 015 9 Nov. 72 ex 72-1332

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

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

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

Helio AU-24A “21333” 016 9 Nov. 72 ex 72-1333

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

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

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

Helio AU-24A “21324” 009 7 Sept.73 ex 72-1324

Previous history: Helio AU-24A “72-1324” c/n 009 was delivered by Helio Aircraft, Pittsburgh, to the USAF on 24 March 72 (72084); after evaluation at Eglin AFB, FL, it was put into storage at Davis Monthan AFB on 29 June 72 (72181).

Service history: Davis-Monthan AFB to TL MAP on 7 September 73 (e-mail dated 17 May 2013, kindly sent to the author by Barry Collman); this was the Stallion that was delivered to the Khmer Air Force under contract no. CN69 as Excess to US use (XS) in Fiscal Year 1974 (i.e. the 1 July 73 to 30 June 74 period).

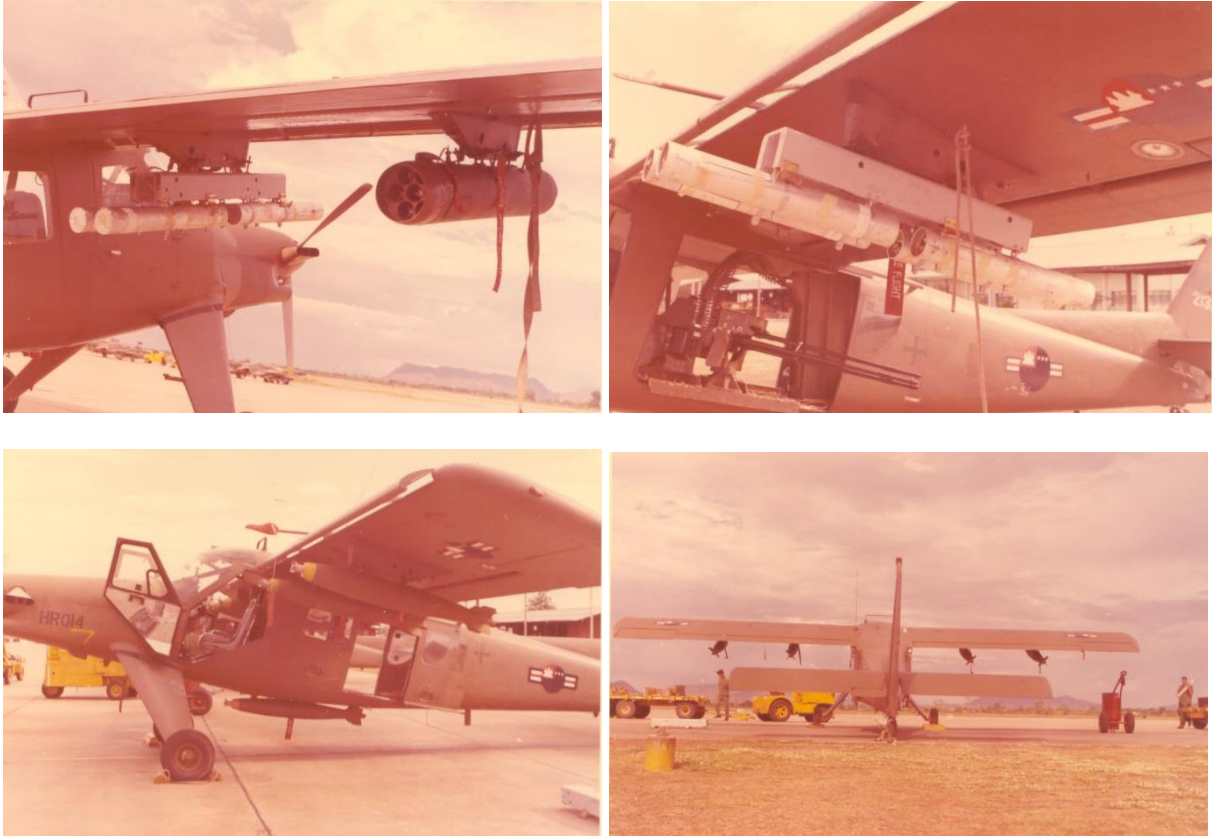
Fate: unknown; did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces in 1975.



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



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



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

According to MEDTC (Military Equipment Delivery Team – Cambodia) sources, the Khmer Air Force had received 15 AU-24As by 31 March 75, 2 of which had been lost by that date. Of the remaining 13 AU-24As, 1 was out country, i.e. probably in Thailand on 31 March 75, while 12 aircraft were still in Cambodia. Of the remaining 13 AU-24As, 1 aircraft was lost on 17 April 75, 2 were delivered to Thailand prior to 16 April 75, and another 1 was evacuated on 17/18 April 75, leaving 9 aircraft in Cambodia that were captured by the Khmer Rouge, making a total of 3 AU-24As that escaped to Thailand (MEDTC Statistics kindly submitted by Sid Nanson on 16 October 2014).

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