

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

First published on 15 August 2003, last updated on 24 August 2015

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

Air America owes the origin of its UH-34D helicopter operations in Laos to a US Government plan, conceived in March 61 and to be activated on 17 April 61, to invade the Plain of Jars. This plan, which was aborted on 17 April 61, was called "Operation *Mill Pond*" and was to comprise not only the 16 Takhli-based B-26s usually linked to this name, but also 4 USAF C-130As, 1 Helio Courier liaison plane and the 19 Air America UH-34Ds based at Udorn since March 61 or earlier. Thomas Ahern calls Operation *Mill Pond* "the contingency plan for a US invasion of the Plain of Jars" and, to prove it, quotes a document of June 61 from the US Joint Chiefs of Staff. This document says that the "helicopter portion of *Mill Pond* operations is falling apart at the seams" (Ahern, *Undercover armies*, p.94) – apparently referring to the many Air America UH-34Ds that had already been lost by that time. For more details, see the file *Air America in Laos III – in combat* within my *History of Air America*. Officially, these early UH-34Ds were transferred from the US Marines to the USAF, and so they also received a USAF serial, which was not painted on the aircraft, but apparently visible in the cockpit. For some pilots quote them as the identity of the UH-34D they flew. They are also given in the "Aircraft list of June 62, corrected to September 1963" preserved in: UTD/Kirkpatrick/B1F1. I added them in brackets in the section about the origin of an aircraft.

For information about UH-34Ds received in 1962 and later, see the file about the second series of Air America UH-34Ds.

### Statistics according to official Air America documents:

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

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

### The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Sikorsky UH-34D	H-A	58.572	20 Dec. 60	bailed from USMC BuA 144644 (USAF 55-5243)

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

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

CIC-6            58.572            6 June 63            Air America H-A  
(BuA 144644)

**Service history:** transferred to the Commission Internationale de Contrôle, Laos, Vientiane, on 6 June 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); damaged by a thunderstorm at Vientiane (L-08) on 25 May 68, when one main rotor blade was broken (XOXO of 25 May 68, in: UTD/Hickler/B25F13); repaired; maintained by Air America; in use out of Udon at least between 24 October 63 and 26 November 69 (Log book of E. Munsell, in: UTD/Munsell/B3F24); photos can be found in: UTD/Hickler/B28 + B29, and in: Lundh, *Sikorsky H-34*, p. 128.

**Fate:** not current with Air America on 1 July 70 (Leary, *The aircraft of Air America*, p. 20) or in 1971; reportedly to the South Vietnamese AF as "44644" in 1971 (Lundh, *Sikorsky H-34*, p. 135); but reserialled as "4644" in 1971; used for training at Udon on 15 March 71 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; type not given); given to the Royal Laotian Air Force as "4644" before April 72; current with them on 1 April 72 (List of assigned / maintained aircraft of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D    H-B            58.578            20 Dec. 60            bailed from USMC BuA  
144647 (USAF 55-5244)

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

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

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

**Service history:** transferred to the Commission Internationale de Contrôle, Laos, Vientiane, on 27 May 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); maintained by Air America; in use out of Udon at least between 29 July 63 and 16 May 64 (Log book of E. Munsell, in: UTD/Munsell/B3 F24); photos are preserved in: UTD/Hickler/B29 + B32.

**Fate:** reserialled as "647" in 1969 (?); at Udon on 3 October 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6; type not given); not current with Air America in 1969 or on 1 July 70; to the South Vietnamese AF as "44647" in 1969.

Sikorsky UH-34D    H-C            58.489            20 Dec. 60            bailed from USMC BuA  
143975 (USAF 55-5241)

**Service history:** received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); initially based at Vientiane, but

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

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

Sikorsky UH-34D    H-D                    58.459            20 Dec. 60        bailed from USMC BuA  
143963 (USAF 55-5242)

**Service history:** received at Bangkok on 20 December 60 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); had an accident at an unknown place in Laos on 22 January 61, when the pilot attempted operations in excess of aircraft performance limitations, that is the aircraft made an emergency landing because of the loss of control during a very high altitude take-off, while operating under contract no. 39-007; the pilot (C. J. Abadie) received no injury, the Flight Mechanic received minor injury (Aircraft accidents 1961, in: UTD/CIA/B49F2; Operational casualties in SEA, in: UTD/CIA/B29F1); repaired; initially based at Vientiane, but moved to Udorn in March 61 (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B1 for 1960); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

**Fate:** after bringing Vang Pao to a site just over the south rim of the PDJ, H-D, piloted by Clarence Abadie, got into a downdraft over the trees on take off and settled upright into the tall trees on 22 January 61; the aircraft was operating under contract 39-007, when it had to made this emergency landing in insecure area because of control loss during heavy high altitude landing; the pilot, Capt. C. J. Abadie, was not injured; the aircraft was abandoned on customer's advice (C. Abadie, interview of 10 June 90 with W. Leary, in: UTD/Leary/B43F6 for 1960; Operational casualties, in: UTD/CIA/B29F1; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2).

Sikorsky UH-34D    H-E                    58.813            2 Feb. 61        bailed from USMC BuA  
145745 (USAF 55-5245)

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

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





Sikorsky UH-34D H-I 58.492 29 March 61 bailed from USMC BuA 143978 (USAF 55-5260)  
**Service history:** received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).  
**Fate:** lost at an unknown place in Laos on 19 April 61 in a landing accident in enemy area caused by the loss of control during a heavy high altitude landing, while operating under contract no. 39-007; the pilot (Capt. J. R. Haver), the copilot (E. H. Norfleet), the Flight Mechanic (R. Eakin) and four Laotian passengers received minor injuries; H-I was abandoned on customer's advice (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-J 58.516 29 March 61 bailed from USMC BuA 143983 (USAF 55-5261)  
**Service history:** received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn on 29 March 61; at Udorn on 2 October 62 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).  
**Fate:** returned to the US Navy on 16 April 61 (Modification no.14 to contract no. AF62(531)-1674 of 4 April 63, in: UTD/Kaufman/B1F12); to the South Vietnamese Air Force as "43983" on 10 May 63; photo in Mesko, *VNAF. South Vietnamese Air Force*, p. 35; written off on 18 November 68 (e-mail dated 29 March 2004, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D H-K 58.517 29 March 61 bailed from USMC BuA 144630 (USAF 55-5248)  
**Service history:** received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).  
**Fate:** made an emergency landing because of a tail rotor failure and crashed in enemy controlled area at an unknown place in Laos on 15 May 1961, while flying under contract 39-007; the pilot (Capt. E. Shore), the Flight Mechanic (J. P. McMorrow) and passenger G. Wolfkill were imprisoned for 15 months; H-K was abandoned on customer's advice (List "Operational casualties in SEA", in: UTD/CIA/B29F1; Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Sikorsky UH-34D H-L 58.552 29 March 61 bailed from USMC BuA 144642 (USAF 55-5249)  
**Service history:** received at Bangkok on 29 March 61 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); at Udorn on 29 March 61; crash-landed at Udorn (T-08), Thailand, on 23 February 62 due to a power plant failure (Aircraft accidents, in: UTD/CIA/B49F2); repaired; in use out of Udorn at least between 4 September 62 and 21 October 62 (UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).  
**Fate:** returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44642" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).



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

Sikorsky UH-34D    H-M                    58.571            29 March 61    bailed from USMC BuA  
144643 (USAF 55-5250)

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

**Fate:** returned to the US Navy on 15 April 63 and transferred to the South Vietnamese AF as "44643" on 17 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1).

Sikorsky UH-34D    H-N                    58.579            29 March 61    bailed from USMC BuA  
144648 (USAF 55-5251)

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

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

Sikorsky UH-34D    H-O                    58.608            29 March 61    bailed from USMC BuA  
144653 (USAF 55-5252)

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

between 29 November 62 and 9 March 63 (Log book of E. Munsell, in: UTD/Munsell/B3F24); used out of Udorn under contract AF62(531)-1674 (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

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

Sikorsky UH-34D    H-P                    58.713            29 March 61    bailed from USMC BuA  
145730 (USAF 55-5253)

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

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

Sikorsky UH-34D    H-Q                    58.731            29 March 61    bailed from USMC BuA  
145732 (USAF 55-5254)

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

**Fate:** lost at an unknown place in Laos, that is east of Moung Kassy (Conboy / Morrison, *Shadow war*, p. 53) on 5 April 1961, when a deployed parachute became entangled in the rotor blades, resulting in substantial damage to the aircraft, which made an emergency landing in an insecure area; on 6 April 61, H-Q was abandoned on customer’s advice (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1; Aircraft destroyed or lost, in: UTD/CIA/B49F2; Aircraft accidents 1961, in: UTD/CIA/B49F2).

Sikorsky UH-34D    H-R                    58.769            29 March 61    bailed from USMC BuA  
145733 (USAF 55-5255)

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

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

Sikorsky UH-34D    H-S                    58.785            29 March 61    bailed from USMC BuA  
145736 (USAF 55-5256)

**Service history:** received at Bangkok on 29 March 61 (Aircraft list of June 62,



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

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

Sikorsky UH-34D    H-T                    58.809            29 March 61    bailed from USMC BuA  
145741 (USAF 55-5257)

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

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

Sikorsky UH-34D    H-U                    58.837            29 March 61    bailed from USMC BuA  
145746 (USAF 55-5258)

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

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

Sikorsky UH-34D    H-V                    58.542            16 April 61    bailed from USMC BuA  
144639 (USAF 60-6913)

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

ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4).

**Fate:** transferred to the South Vietnamese AF as “44639” on 15 April 63 (Aircraft list of June 62, corrected to Sept. 1963, in: UTD/Kirkpatrick/B1F1); photo in Mesko, *VNAF. South Vietnamese Air Force*, p. 35; after it went to the SVAF (211th Helicopter Squadron), it was written off on the 27 October 64 with the loss of all three crew and 10 passengers; location given as BQ 099 017 (e-mail dated 5 January 2015, kindly sent to the author by Sid Nanson).

Sikorsky UH-34D    H-W                    58.770            25 May 61        bailed from USMC BuA  
145734 (USAF 60-6923)

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

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



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

Sikorsky UH-34D    H-X                    58.1388            17 Oct. 61        bailed from USMC BuA  
148803 (USAF 61-4488)

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

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

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

**Service history:** belonged to the Commission Internationale de Contrôle, Laos (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4), maintained by Air America; in use out of Udorn on 15 January 64 (Log book of E. Munsell, in: UTD/Munsell/B3F24); not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

**Fate:** returned to Air America as “803” on 20 January 65 (Delivery and receipt of

aircraft dated 20 January 65, in: UTD/Hickler/B1F3).

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

**Service history:** based at Bangkok 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 23 July 65, UH-34D “803” made a precautionary landing at coordinates QS9828 in the vicinity of Korat (T-13) due to electrical problems (XOXO of 23 July 65, in: UTD/Walker/B25F2); based at Bangkok under the provisions of contract AF62(531)-1845 on 1 November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); still in April 66 and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 19 April 67, “803” was damaged by sharp instruments, while parked on the ground at Songkla (T-29); repaired (XOXO of 20 April 67, in: UTD/Hickler/B26F16); still based at Bangkok on 1 May 68, but at that time under the provisions of contract F62531-68-C-0007, that is CSG Flying (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still 15-30 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Udorn into Thailand at least between 20 September 68 and 6 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24); on 21 October 68, “803” experienced difficulties when working in the Lop Buri (T-15) area and landed at the local Army camp (XOXO of 21 Oct. 68, in: UTD/Hickler/B26F17); used out of Hua Hin (T-10) at least between 27 November 68 and 29 November 68; flew from Hua Hin (T-10) to Bangkok-Don Muang (T-09) on 29 November 68 and from Bangkok-Don Muang (T-09) via Loei (T-17) and Cheang Kham (T-411) to Udorn (T-08) on 1 December 68 (Log book of D. Keele, in: UTD/Keele/B1F6); officially based at Bangkok to be used under contract AF 0005 at least between 16 June 69 to 31 August 69 (F. O. Circulars of 15 June 69 and 15 August 69, in: UTD/Hickler/B8F7B + B1F1); but used out of Udorn between 23 June 69 and 25 June 69 (Udorn daily flight schedules of 23, 24, and 25 June 69, in: UTD/Hickler/B8F1); all white, painted as “803”; test flown at Udorn on 13 March 70 (Log book of D. Keele, in: UTD/Keele/B1F6); a photo can be found in: UTD/Hickler/B28, and in: Lundh, *Sikorsky H-34*, p. 128.

**Fate:** not current with Air America on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); given to the R. Lao AF as “8803” in 1970; written off on 25 October 70 (Lundh, *Sikorsky H-34*, p. 94); not current with the RLAf on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

Sikorsky UH-34D H-Y 58.1390 24 Oct. 61 bailed from USMC BuA  
148805 (USAF 61-4489)

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

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

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

**Service history:** maintained by Air America; lost at an unknown place in Laos on 3 May 63, given as a loss in the list “Aircraft destroyed or lost” (UTD/CIA/B49F2); not mentioned in the list “Aircraft accidents 1963” (UTD/CIA/B49F2); Air America offered to recover it (Minutes ExCom-AAM of 9 April 63, in: UTD/CIA/B3F4); probably the accident had taken place at an earlier date, so that 3 May 63 was only the

date of write-off; apparently later recovered by Air America on behalf of their own; not current with Air America in April 64 (Operations Circular of 1 April 64, in: UTD/Kirkpatrick/B8F4).

**Fate:** returned to Air America as H-48 on 29 March 67.

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

**Service history:** the tail rotor blades of H-48 struck the main rotor of UH-34D H-44, which was parked at Na Khang (LS-36), Laos, on 12 January 69 (Accident report, in: UTD/Hickler/B24F2); repaired; in use out of Udorn at least between 3 October 68 and 30 June 69 (Log book of D. Keele, in: UTD/Keele/B1F6; Log book of E. Munsell, in: UTD/Munsell/B3F24), current 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B).

**Fate:** not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); given in 69 to R.Lao AF as "8805", which rolled down an incline and struck Air America Volpar N9671C at Long Tieng (LS-20A), Laos, on 9 December 69 (Accident report, in: UTD/Hickler/B24F2); current with them on 1 April 72 (List of assigned / maintained aircraft of 1 April 72, in: UTD/CIA/B49F2); a photo can be seen in: Lundh, *Sikorsky H-34*, p. 94.

Sikorsky UH-34D      H-Z                      58.1391                      26 Oct. 61      bailed from USMC BuA  
148806 (USAF 61-4490)

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

**Fate:** sold to the Commission Internationale de Contrôle, Vientiane, as CIC-3 in Sept. 62.

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

**Service history:** maintained by Air America.

**Fate:** given to R.Lao AF as "8806" in ?; not current with the RLAf on 1 April 72 (List of assigned / maintained aircraft as of 1 April 72, in: UTD/CIA/B49F2).

The CIC UH-34Ds were still maintained by AAM in 1967 as part of the AF62-(531)-1841 contract; in 1967, CIC offered to sell them to AAM (Minutes ExCom-AACL/AAM of 25 July 67, in: UTD/CIA/B8F2).