

AIR AMERICA: BELL 204B

by Dr. Joe F. Leeker

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The types of missions flown by Air America's Bell 204Bs:

The main area of activity for Air America's Bell 204Bs was South Vietnam where they worked under the provisions of both military and USAID contracts. Although USAID was officially the main contractor to Air America in South Vietnam, all CIA missions in South Vietnam were flown as part of the USAID contracts. Within those contracts, all CIA requirements were handled with priority (Harnage, *A thousand faces*, pp. 81/2). This work included communication flights, especially to small mountain villages and islands, and the evacuation of wounded soldiers especially from the Mekong Delta zone, but also construction work, medical and veterinary services, and the transportation of life animals. Sometimes, Saigon's Air America Bell 204Bs supported US Navy SEALs in underwater demolition work, inserted agents into enemy-held territory, helped evacuating the victims of monsoon floods (Harnage, *A thousand faces*, pp. 14/5, and 67/8), or were used by MACV Military Advisors (e-mail dated 4 February 2005, kindly sent by Les Flammer to Dr. Erik Carlson who forwarded it to the author). In April 1966, two additional Bell 204Bs were leased and later bought for operations out of Bangkok and Chiang Mai under USAID contracts. Only in 1969, a number of Bell 204Bs was transferred to Udon to be used especially under contract USAID-439-713, which also covered the CIA's Hmong program. But the glorious days of Air America's Bell 204Bs were, of course, the final days of April 1975, when they participated in the heroic evacuation of Saigon.



Bell 204B over South Vietnam in 1967
displaying the old color scheme
(*Air America Log*, vol. II, no. 2, 1968, p. 1)

Bell 204B N1307X at Saigon in March 68
displaying the new color scheme
(*Air America Log*, vol. II, no. 3, 1968, p. 1)

"On 27 September 65, Mr. Doole advised Saigon and Taipei of the delivery schedules at Saigon of the five 204B helicopters as follows: #1 – 29 September 1965; #2 – 7 October 1965; # 3, 4 and 5 – 10 October 1965."¹

Statistics according to official Air America documents:

Feb. 1966: Inventory of 1 Feb. 66, in: UTD/Herd/B2: 5 plus 7 planned

Sept. 1967: 10 Bell 204Bs operated out of Saigon, 1 operated out of Udon, 1 operated out of Chiang Mai (Minutes ExCom-AACL/AAM of 3 October 67, in: UTD/CIA/B8F2)

- Inventories of 31 March 72 > 30 November 72 (UTD/CIA/B1F10): 10 > 10

¹ CIA Deputy Director for Support, Monthly Report for August/September 1965, p. 4, online readable at http://www.foia.cia.gov/sites/default/files/document_conversions/1818029/196508.pdf.



A Bell 204B at Saigon in 1968
(*Air America Log*, vol. III, no. 1, 1969, p. 6)



A Bell 204B at Saigon in 1969
(*Air America Log*, vol. III, no. 3, 1969, p. 2)



An Air America Bell 204B airlifts the ill-fated Do-28 B-931 back to Saigon in November 67
(*Air America Log*, vol. II, no. 5, 1968, p. 2)

The individual aircraft histories:

Type	registration / serial	c/n (msn)	date acquired	origin
Bell 204B	N8511F	2027	Aug. 65	bought new
Service history: officially bought by Air America on 31 August 65 at \$ 257,650.24 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; arrival at Saigon (crated) was scheduled for 28 August 65 (Minutes ExCom-AACL/AAM of 25 August 65, in: UTD/CIA/B7F4), then for October 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); when it arrived at Saigon on 8 October 65, it had been damaged during shipment and so was sent to Tainan for repairs (DD/S, Monthly Report for October/November 1965, p. 2, online at 1818029/196510); on 8 March 66, N8511F had an in-flight engine failure at coordinates CQ 1168 in South Vietnam; repaired (XOXO of 8 March 66, in: UTD/Hickler/B26F16); on 9 April 66, N8511F had an engine failure in South Vietnam and was recovered by a US Army Chinook to Nha Trang (V-07), where it received a replacement engine (XOXO of 9 April 66, in: UTD/Hickler/B26F16); assigned to contract AF49(604)-4395 as a basic aircraft for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 2 June 66, a woman was fatally struck by the tail rotor of N8511F at Bon Ha at coordinates BS 3868 (XOXO of 2 June 66, in: UTD/Hickler/B26F16); the engine cowling opened in flight on 5 June 67, when the aircraft landed at Long Thanh North (V-137), damaging the cowling and the main rotor blade; repaired and returned to service on 10 June 67 (XOXO of 5 June 67, in: UTD/Hickler/B26F16; Minutes				

ExCom-AAAL/AAM of 13 June 67, in: UTD/CIA/B8F2); on 17 September 67, N8511F received small arms fire at coordinates WQ 1498, 10 miles south of Quan Long (V-10), wounding one passenger; repaired (XOXO of 17 Sept. 67, in: UTD/Hickler/B27F1); a photo taken at Danang (V-03) in March 68 by Robert Mikesch can be seen in: Love, *Wings of Air America*, p. 38; still assigned to contract AF49(604)-4395 in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); crash-landed at Long Thanh (V-136), South Vietnam, on 18 June 68, killing the pilot, Captain James C. Campbell, in a practice autorotation of Bell 204B N8511F (XOXO of 18 June 68, in: UTD/Hickler/B10F12; Report of the Board of review dated 7 Sept. 68, in: UTD/CIA/B34F2; Memorial file, in: UTD/LaShomb/B16F3); repaired; still assigned to contract AF49(604)-4395 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); landed at night and in foggy weather at Moung Soui (L-108), Laos, on 9 February 69, and evacuated the people from there (Accident report for Bell 205 XW-PFF, in: UTD/Hickler/B24F2); assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); flew Long Tieng (LS-20A) - Huei Thong (LS-196) on 25 January 69 (Log book of D. Keele, in: UTD/Keele/B1F6).

Fate: destroyed on a ferry flight from Vientiane to Long Tieng, Laos, on 14 August 69, killing Captain Norman A. Grammar and Flight Mechanic Glen R. Woods; the rotor hit a hill due to a mechanical failure or to the bad weather, and the aircraft crashed and burned (XOXO of 14 August 69, in: UTD/Hickler/B25F9; Board of Review report, in: UTD/CIA/B34F3; Memorial; Memorial file, in: UTD/LaShomb/B16F3, gives: "shot down"; List "Total number of company employees killed in aircraft accidents", in: UTD/CIA/B1F10; List "Company operated aircraft lost or destroyed", in: UTD/CIA/B1F10; List "Aircraft destroyed or lost", in: UTD/CIA/B49F2; List, in: UTD/CIA/B19F1; Minutes BoD-AAM of 19 August 69, p. 2, in: UTD/CIA/B4F1); not current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); possibly rebuilt; a Bell 204 with the same c/n was registered to Kim S. Powell, Bellingham, WA, as N4225F in July 91; sold to Cri Helicopters, Apple Valley, CA, as N103CR in May 92; sold to Pacific Helicopter Tours Inc, Kahului, HI, in 1996; certificated on 23 January 1996; rereg. N64F on 25 July 96; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

204B N8512F 2028 27 Aug. 65 bought new

Service history: officially bought by Air America on 31 August 65 at \$ 256,363.91 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; bought from Bell Helicopters on 27 August 65; registered to Air America on 16 September 65 (Status as of 5 April 74, in: UTD/CIA/B56F3); the arrival was scheduled for October 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); based at Saigon on 27 October 65 (Planned Aircraft Assignments, Memo of 27 October 65, all in: UTD/Walker/B12F3); on 13 February 66, N8512F was used to fly a new engine and a new prop to Moc Hoa (V-51), South Vietnam (XOXO of 13 Feb. 66, in: UTD/Hickler/B26F16); assigned to contract AF49(604)-4395 as a basic aircraft for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); in use out of Saigon on 28 June 66; on 17 October 66, the tail rotor of N8512F was damaged on the ground at Kontum (V-15); repaired on 18 October 66 (XOXO of 17 Oct. 66, in: UTD/Hickler/B26F16); on 30 October 66, N8512F received battle damage at the tail, but landed safely at Danang (V-03);

repaired (XOXO of 30 Oct. 66, in: UTD/Hickler/B26F16); the engine oil system was damaged by ground fire in the vicinity of Duc Pho (V-201), South Vietnam, on 19 January 67; returned to service on 21 January 67 (XOXO of 19 Jan. 67, in: UTD/Hickler/B26F16; Minutes Ex Com-AAAC/AAM of 24 January 67, in: UTD/CIA/B8F2); on 14 July 67, N8512F was damaged by shrapnel, while on the ground at Danang (V-03); repaired (XOXO of 14 July 67, in: UTD/Hickler/B27F1); on 2 April 68, the rotor of N1304X struck the rotor of N8512F, while parked at the Air America ramp at Saigon (V-01); repaired (XOXO of 2 April 68, in: UTD/Hickler/B25F14); still assigned to contract AF49(604)-4395 in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still assigned to contract AF49(604)-4395 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); hit by ground fire at coordinates WR 6151 on 17 October 68; repaired (XOXO of 17 Oct. 68, in: UTD/Hickler/B26F17); on 31 October 68, N8512F was hit by ground fire and made a forced landing at coordinates XR 4345 in South Vietnam; the crew was picked up by N1307X, N8512F was picked up by a US Army Chinook and later repaired (XOXO of 31 Oct. 68, in: UTD/Hickler/B26F17); hit by ground fire, while on a reconnaissance flight at coordinates WS 101895 in up-country South Vietnam on 7 November 68; the flight mechanic (M. C. Albertson) was seriously injured and evacuated to a field hospital, but the aircraft returned to Can Tho (V-17) (XOXO of 7 Nov. 68, in: UTD/Hickler/B26F17; Accident report, in: UTD/Hickler/B24F7); repaired; in use out of Saigon at least between 1 August 68 and 22 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B), but remained unassigned at Saigon 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); flew Udorn (T-08) - Long Tieng (LS-20A) on 14 January 70 and Udorn (T-08) - Long Tieng (LS-20A) on 15 March 70 (UTD/Keele/B1F6); on 9 August 70, one main rotor blade of N8512F was damaged by maintenance people, while the aircraft was parked at Udorn (T-08); repaired (XOXO of 9 Aug. 70, in: UTD/Hickler/B25F10); crashed during take-off from a landing zone known as "Hotel Victor" located at coordinates UG 0422 near Khang Kho (LS-204) in Laos, on 11 August 70 (XOXO of 11 Aug. 70, in: UTD/Hickler/B25F10; Accident report, in: UTD/Dreifus/B1F8 incl. photos); repaired at a cost of \$85,751 (Minutes ExCom-AAAC/AAM of 22 September 70, in: UTD/CIA/B8F4); still assigned to contract AID-439-713 for use out of Udorn at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Udorn at least between 7 April 71 and 13 February 74 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); photo in *Troupes d'Elite Aviation*, no.142, p. 185; hit by ground fire over Laos on 12 December 71, damaging the tail, the right fuel cell, the cabin floor and the left nose bubble; repaired (Minutes ExCom-AAAC/AAM of 11 January 72, in: UTD/CIA/B9F7); made an emergency landing at Long Tieng (LS-20A) in Laos on 23 December 71 due to engine failure, damaging the engine, the tail boom and the tail rotor; repaired and returned to service on 3 January 72 (XOXO of 23 Dec. 71, in: UTD/Hickler/B25F11; Minutes ExCom-AAAC/AAM of 11 January 72, in: UTD/CIA/B9F7); on 25 March 72, N8512F made a forced landing at coordinates TG 8104 near Long Tieng (LS-20A) in Laos due to engine failure; nobody on board was injured; the aircraft was repaired later (XOXO of 25 March 72, in: UTD/Hickler/B27F2); made another emergency landing at Ban Xon (LS-272) in Laos on 30 March 72, after the engine chip warning light came on; after an engine change, the aircraft returned to service on 31 January 72 (XOXO of 30 March 72, in: UTD/Hickler/B27F2; Minutes

ExCom-AAAL/AAM of 14 April 72, in: UTD/CIA/B9F7); maintained by Air America, Udorn, in April 72 (List "Assigned, maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); spare aircraft at Udorn in January 74 (F.O.C. of 1 January 74, formerly in: UTD/Leary/Ser.I, B15F3, now ?): assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and ferried Udorn-Saigon in early February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: evacuated from Saigon aboard the *USS Blue Ridge* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair Charter A/S, Sondre Stromfjord, as OY-HBS in May 76; CofA issued on 26 October 76; regd. on 16 November 76; the registration was cancelled on 13 February 80; sold to Trans North Air, Whitehorse, YT, as C-GTNP in 1980, regd. in June 80; sold to Delta Helicopters, St. Albert, Alta, in 1984; current in 2001.



Bell 204B N8513F, carrying a mule in South Vietnam in 1972
(*Air America Log*, vol. VI, no. 1, 1972, p. 1)

Bell 204B N8513F 2029 8 Sept. 65 bought new

Service history: officially bought by Air America on 30 September 65 at \$ 256,991.14 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; bought from Bell Helicopters on 8 September 65; registered to Air America on 30 September 65 (Status as of 5 April 74, in: UTD/CIA/B56F3); based at Saigon on 27 October 65 (Planned Aircraft Assignments, Memo of 27 October 65, all in: UTD/Walker/B12F3); the arrival was scheduled for November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); on 13 April 66, the engine of N8513F flamed out at Saigon (V-01); repaired (XOXO of 13 April 66, in: UTD/Hickler/ B26F16); assigned to contract AF49(604)-4395 as a basic aircraft for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/ B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 11 October 67, N8513F received battle damage near Ba Ria (V-216), wounding the pilot (P 517) in the right leg; the aircraft returned to Saigon (XOXO of 11 Oct. 67, in: UTD/Hickler/B27F1); still assigned to contract AF49(604)-4395 in May 68, called thru 30 June 68; the aircraft had a hoist (Aircraft status as of 1 May 68, in: UTD/Herd/ B2); still assigned to contract AF49(604)-4395 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 17 October 68, N8513F was hit by ground fire near Hoi An (V-206); repaired (XOXO of 17 Oct. 68, in: UTD/Hickler/ B26F17); in use out of Saigon at least between 12 July 68 and 10 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B); assigned to contract AID-439-713 for use out of Udorn 19-31 August 69 and ferried Saigon-Udorn on 19 August 69 (F.O.C. of 15 August 69, in: UTD/Hickler/B1F1); flew Long Tieng (LS-20A) - Udorn (T-08) on 14 January 70 (Log book of D. Keele, in: UTD/Keele/B1F6); both main rotor blades were damaged in early 70; repaired at a cost of \$12,050 (Minutes Ex Com-AAAC/AAM of 10 February 70, in: UTD/CIA/B8F4); in use out of Udorn at least between 9 May 70 and 15 October 73 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); barbed wire was blown into the tail rotor during a successful autorotative landing on the runway after the engine failed on a short approach to a pad at coordinates TG 8536 near Ban Na (LS-15) in Laos on 27 October 70, damaging the tail rotor and one main rotor blade; repaired and returned to service on 1 November 70 (XOXO of 27 Oct. 70, in: UTD/Hickler/B25F10; CIA document no. c05274741 at http://www.foia.cia.gov/sites/default/files/document_conversions/15/c05274741.pdf); Minutes ExCom-AAAC/AAM of 27 October 70, in: UTD/CIA/B8F4; on 26 June 71, N8513F made a forced autorotative landing on a pad at coordinates UF 1796 near Moung Oum (LS-22) in Laos due to an engine failure; nobody on board was injured and the aircraft was repaired later (XOXO of 26 June 71, in: UTD/Hickler/B25F11); still assigned to contract AID-439-713 for use out of Udorn at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/ B8F7B); a photo published in the *Air America Log* (cover of vol. VI, no.1, 1972) and in Robbins, *Air America*, pp. 176/7, shows N8513F carrying a mule; hit by ground fire over Laos on 25 December 71, damaging the rotor blade and the left side door; repaired (Minutes ExCom-AAAC/AAM of 11 January 72, in: UTD/CIA/B9F7); during hover taxiing into a parking position at Vientiane (L-08), Laos, on 27 February 72, it struck a light pole and Bell 205 XW-PFH, which was parked there, resulting in major damage (XOXO of 27 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AAAC/AAM of 14 March 72, in: UTD/CIA/B9F7; Memorandum dated 28 February 72, in: UTD/CIA/B29F2);

maintained by Air America, Udorn, in April 72 (List "Assigned, maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 26 September 72, N8513F crash-landed at "KH" helipad at coordinates UG 0231 near Lat Khai (LS-280) in Laos into a hill because of the sloping terrain, when carrying three crew members, 8 indigenous passengers, and 1,000 to 1,100 lbs. of fuel; substantial damage occurred at the time of the crash, and additional damage resulted from vandalism thereafter; the doors, cowling, tail rotor and parts of the gear box were unrecoverable; repaired (XOXO of 26 Sept. 72, in: UTD/Hickler/B27F2; Accident report with photos, in: UTD/CIA/B61F11; Minutes ExCom-AACL/AAM of 27 September 72, in: UTD/CIA/B9F7); at Udorn in 1973 (photo in UTD/Abadie/B1); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1-30 November 73; used as a spare aircraft at Saigon at least 1-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); on 3 May 74, the emergency exit window of N8513F popped out in flight at coordinates XS 840945, 2 miles east of the Air America ramp at Saigon, at the eastern edge of Saigon City; one of the passengers, a US Navy Captain, was slightly injured; the aircraft, which had been flying for customer A40H of the AID-C-1029 contract, was later repaired (XOXO of 3 May 74, in: UTD/Hickler/B25F12+F14).

Fate: evacuated from Saigon aboard the *USS Denver* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); photo (Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 16, in: UTD/CIA/B18F6); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair Charter A/S, Sondre Stromfjord, as OY-HBT in May 76; registration reserved, but aircraft was never registered, as it crashed during a test flight prior to delivery; later rebuilt as C-GRUS; registered to Bow Helicopters, Calgary, as C-GRUS in May 78; at Winnipeg on 9 May 79; sold to Heli Voyageur, Val d'Or, PQ, in 1981; sold to Midwest Helicopters, Winnipeg in 1983; sold to Hevi Lift (PNG) P/L, Mount Hagen, as P2-HCL in October 1990; current in 1992; cancelled before 6 October 92; did no longer exist in 1996.



Brian Johnson standing in front of N8514F, which still displays the old colors
(UTD/Johnson/ photo no. 1-BJ5-1-S20)

Bell 204B N8514F 2030 8 Sept. 65 bought new

Service history: officially bought by Air America on 30 September 65 at \$ 260,512.60 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; bought from Bell Helicopters on 8 September 65; registered to Air America on 28 September 65 (Status as of 5 April 74, in: UTD/CIA/B56F3); based at Saigon on 27 October 65 (Planned Aircraft Assignments, Memo of 27 October 65, all in: UTD/Walker/B12F3); the arrival was scheduled for November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); had a power failure in a jungle clearing in SVN on 12 November 65; back in service on 15 November 65 (Minutes ExCom-AACL/AAM of 24 November 65, in: UTD/CIA/B7F4; DD/S, Monthly Report for October/November 1965, p. 2, online at 1818029/196510); reportedly lost on 4 December 65, but false alarm (XOXO of 4 December 65, in: UTD/Walker/B25F2); having been hit by unfriendly action, it made a forced landing at Bong Son (V-87), South Vietnam, on 28 January 66 (XOXO of 28 Jan. 66, in: UTD/Hickler/B26F16; Aircraft accidents 1966, in: UTD/CIA/B49F2); assigned to contract AF49(604)-4395 as a basic aircraft for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 15 November 67, an indigenous passenger accidentally discharged his weapon in the cabin of N8514F, so that the bullet penetrated the top of the cabin and damaged the main rotor; the aircraft made an emergency landing near Qui Nhon (V-13) and was later ferried to Nha Trang (V-07), where it was repaired (XOXO of 15 Nov. 67, in: UTD/Hickler/B25F8); still assigned to contract AF49(604)-4395 in May 68, called thru 30 June 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); still assigned to contract AF49(604)-4395 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Saigon at least between 12 September 67 and 29 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/ Hickler/B8F7B), but remained unassigned at Saigon 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 26 April 71, N8514F received hostile fire, while parked at the ground at Can Tho (V-017) in South Vietnam; repaired (XOXO of 26 April 71, in: UTD/Hickler/B10F12); in use out of Saigon at least between 11 May 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of

Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); caught fire at Nam Can (V-302) in South Vietnam on 14 January 72, while being refueled with engine running, damaging the main generator, the left side main transmission cowl and the tail boom; repaired and was to be returned to service on 22 January 72; during a flight test on 21 January 72, the engine began torching and lost power at an altitude of about 35 feet, resulting in a hard landing, damaging the main skids, cross tubes, chin bubbles and other components; repaired (XOXOs of 14 and 21 Jan. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 25 January 72, in: UTD/CIA/B9F7); lost power on take-off from the Air America ramp at Saigon (V-01) in South Vietnam on 27 June 72, resulting in minor damage to the tail stinger and the aluminum chips in the engine; repaired and returned to service on 28 June 72 (XOXO of 27 June 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 11 July 72, in: UTD/CIA/B9F7); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); a photo taken on 29 April 1975, when landing on a US carrier during the evacuation of Saigon, can be seen in: Dorr / Bishop, *Vietnam air war debrief*, p. 235, and a similar photo appears at <http://www.fallofusaigon.org>.

Fate: evacuated to the *USS Midway* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Guam, where it was off-loaded; shipped by the *USS The Greenwave* to Corpus Christi, TX, departing Guam on 27 May 75 and arriving at Corpus Christi on 18 June 75; transported by rail from Corpus Christi to Roswell, NM (Letters by Clyde S. Carter dated 13 May 75, 22 May 75 and 28 May 75, in: UTD/CIA/B17F4+F5; Supply Support of June 75, in: UTD/CIA/B17F5); TT 12.538 hours (Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 14, in: UTD/CIA/B18F6); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair Charter A/S, Sondre Stromfjord, as OY-HBU in May 76; CofA issued on 29 October 76; regd. on 9 November 76; registration cancelled on 13 February 80; sold to Trans North Air, Whitehorse, YT, as C-GTNQ, in 1980; regd. in March 80; sold to Glacier Helicopters, Smithers, BC, in 1984; leased to Maple Leaf Helicopters, Fort St. John, BC, in 1984; sold to ? as N8514F in 1985 (?); sold to Crane Helicopter Services, Oakland/Alamo, CA, as N109CH in February 90; current with them in 1998; sold to Airlift Helicopter Service, Long Beach, CA, regd. on 26 July 01; current in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).

Bell 204B N8535F 2031 8 Sept. 65 bought new

Service history: officially bought by Air America on 30 September 65 at \$ 260,466.60 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; bought from Bell Helicopters on 8 September 65; registered to Air America on 29 September 65 (Status as of 5 April 74, in: UTD/CIA/B56F3); based at Saigon on 27 October 65 (Planned Aircraft Assignments, Memo of 27 October 65, all in: UTD/Walker/B12F3); the arrival was

scheduled for November 65 (Aircraft status as of 1 November 65, in: UTD/Kirkpatrick/B1F1); made a hard landing at Long Thanh II (V-137), South Vietnam, on 8 November 65 (Aircraft accidents 1965, in: UTD/CIA/B49F2); on 30 December 65, a cargo handler walked into the tail rotor of N8535F at Danang (V-03), causing his instant death (XOXO of 30 December 65, in: UTD/Walker/B25F2); assigned to contract AF49(604)-4395 as a basic aircraft for use out of Saigon in April and May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); on 6 May 66, N8535F made a safe emergency landing at Van Ninh at coordinates CQ 078048 due to bad weather (XOXO of 6 May 66, in: UTD/Hickler/B26F16); used at Saigon 4 December 66; still assigned to contract AF49(604)-4395 in May 68, called thru 30 June 68; an assignment to contract AID-439-713 for use out of Udorn was to follow (Aircraft status as of 1 May 68, in: UTD/Herd/B2); but still assigned to contract AF49(604)-4395 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Saigon at least between 25 July 68 and 18 June 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); on 22 May 69, maintenance crew chief R. V. Hohmann was injured during maintenance work done on N8535F at Saigon (XOXO of 22 May 69, in: UTD/Hickler/B25F9); still assigned to contract AF49(604)-4395 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B), but remained unassigned at Saigon 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); a Vietnamese walked into the rotating tail rotor at Dai Loc (at coordinates AT 9258), South Vietnam, on 15 November 69 (XOXO of 15 Nov. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); in the *Air America* documentary; on 24 May 71, N8535F received ground fire at coordinates TG 4534 near Phu Houot (LS-99) in Laos, slightly injuring F/M R. I. Ueda; the aircraft was diverted to Long Tieng (LS-20A) for inspection and repaired (XOXO of 24 May 71, in: UTD/Hickler/B25F11); still assigned to contract AID-439-713 for use out of Udorn at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); received heavy small arms fire near Xieng Lom (LS-274), Laos, on 28 December 71, the tail boom and engine were hit (XOXO of 28 Dec. 71, in: UTD/Hickler/B25F11; UTD/Leary/B1 for 28 December 71); repaired; again hit by ground fire on 29 December 71, damaging the turbine wheel, the electrical compartment and the right rear skid mount; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); came under heavy automatic weapons fire when landing at coordinates TG 793778 near Long Tieng (LS-20A), Laos, on 18 March 72; PIC Wayne Knight was wounded in left leg, copilot M. R. Braithwaite suffered multiple minor injuries, and F/M R. B. Noble abrasions on the right cheek; the aircraft received minor damage; repaired and returned to service on 22 March 72 (XOXO of 18 March 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 14 April 72, in: UTD/CIA/B9F7; UTD/Leary/B1 for 18 March 72); maintained by Air America, Udorn, in April 72 (List "Assigned, maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); settled rapidly after take-off at coordinates UG 2686 near Bouam Long (LS-32) in Laos on 25 May 72, and the skid contacted the embarkment, so that the aircraft rolled on the left side, causing substantial damage to the fuselage, the cockpit, the cabin and the main landing gear and injuring one passenger; repaired at a cost of \$ 65,000 and returned to service on 6 July 72 (XOXO of 15 May 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 13 June 72, in: UTD/CIA/B9F7); on 7 November 72, N8535F received battle damage at coordinates UG 0524 near Khang Kho (LS-204) in Laos; nobody on board was injured; the crew was returned to Long Tieng (LS-20A), and N8535F was

repaired later (XOXO of 7 Nov. 72, in: UTD/Hickler/B27F2); on 25 January 73, N8535F received small arms fire while on a training flight out of Udorn (T-08), slightly injuring F/O R. P. Ferrante (XOXO of 25 Jan. 73, in: UTD/Hickler/B25F12); in use out of Udorn at least between 2 March 73 and 11 February 74 (Udorn daily flight schedule of 2 March 73, in: UTD/Bonansinga; Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); damaged at Ramasun Training Site at coordinates TE 7609 on 7 September 73; the tail rotor contacted the ground on a demonstration autorotation, separating the tail rotor and the tail rotor gear box; the aircraft contacted the ground hard and turned right, causing the left skid to collapse and the main rotor blades to contact the ground, damaging both blades and the main gear box; nobody was injured; the aircraft was repaired and in use again since 1 December 73 (XOXO of 7 Sept. 73, in: UTD/Hickler/B25F12); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 November 73 and 1 December 73, in: UTD/Hickler/B8F7C); spare aircraft at Udorn in January 74 (F.O.C. of 1 January 74, formerly in: UTD/Leary/Ser.I, B15F3, now ?); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 and ferried Udorn-Saigon in early Feb. 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); the tail rotor drive shaft was substantially damaged by over speed at coordinates WS 424 844 near An Long (V-33) in South Vietnam on 17 July 74; repaired and returned to service (XOXO of 17 July 74, in: UTD/Hickler/B25F14; Minutes ExCom-AACL/AAM of 23 July 74, in: UTD/CIA/ B10F1).

Fate: evacuated from Saigon aboard the *USS Blue Ridge* and impounded there (Aircraft summary as of May 75, in: UTD/CIA/B51F12; e-mail dated 17 October 2004, kindly sent to the author by William Leary) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair, Sondre Stromfjord, as OY-HBV in May 76; CofA issued on 29 October 76; regd. on 10 November 76; named "Tukujok"; registration cancelled on 26 October 82; sold to ? as C-GVEX in March 83; sold to I.M.S. Ltd, Calgary, Alta, in October 83; to Ranger Helicopters, Sault St. Marie, Ont., in 1983; to Canadian Helicopters, Toronto, in June 89; to Delta Helicopters, St. Albert, Alta, in March 91; current in 2001.

Bell 204B	N1196W	2036	April 66	initially leased from Pan American Sales, New York (on the 1 January 68 USCAR)
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Service history: shipped from San Francisco on 30 January 66 (DD/S, Monthly

Report for January 1966, p. 1, online at 1818029/196608); assigned to contract AID-493-66 for use out of Bangkok in April and May 66; commenced operations on 21 April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); initially leased from Pan American Sales, New York; on 1 November 67, N1196W suffered minor damage to the electrical system due to ground fire at coordinates PB 7661, while on ferry to Ban Chaing Kham (T-514); repaired (XOXO of 31 Oct. 67 [GMT], in: UTD/Hickler/B27F1; Minutes ExCom-AAAL/AAM of 14 November 67, in: UTD/CIA/B8F2); still assigned to contract AID-493-66 for use out of Chiang Mai in May 68, but was to be assigned to contract AID-439-713 for use out of Udorn shortly afterwards (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID-439-713 for use out of Udorn 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14).

Fate: sold to Air America in January 69.

N1196W	2036	January 69	bought from Pan American Sales
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Service history: regd. to Air America on 24 January 69 (Letter by Clyde S. Carter dated 14 May 73, in: UTD/CIA/B15F5); promissory note no.22 dated 2 January 69 states that Air America owes \$ 300,000.00 for this aircraft to the Pacific Corporation (UTD/CIA/B9F4); struck by ground fire in the Na Khang (LS-36) area in Laos on 2 March 69, damaging the main rotor blade and a fuel tank; repaired and returned to service on 8 March 69 (XOXO of 2 March 69, in: UTD/Hickler/B26F18; Minutes ExCom-AAAL/AAM of 11 February 69, in: UTD/CIA/B8F3); on 18 April 69, a Lao passenger walked into the tail rotor of N1196W at Phou Khe (LS-19) and was fatally injured (XOXO of 23 April 69, in: UTD/Hickler/B26F18); still assigned to contract AID-439-713 for use out of Udorn 16-30 June 69 (F.O.Circular of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); flew Long Tieng (LS-20A) - Udorn (T-08) on 28 October 69 (Log book of D. Keele, in: UTD/Keele/B1F6); the extracts from ABCCC - Cricket & Hillsboro - published by the Ravens at <http://www.ravens.org/abccc.htm> have the following for 7 May 1970: "Air America stated that LS-33 and all surrounding friendly positions were overrun. An unknown number of refugees were captured by the enemy. Rainbow was proceeding south. Apparently he abandoned his outpost last night. Cricket never established radio contact. Watts reported intermittent contact throughout the day. Tiger 01 was hit in the LS-32 area by 12.7mm gun fire and both crewmembers ejected. The crew was picked up by Air America helicopters 76 Hotel and 96 Whiskey. Both men were in good condition. Air America 96 Whiskey was hit by small arms fire and one of its crewmembers was hit in the shoulder. Raven 22 was the on-scene SAR commander. A RLAF T-28 reported that he spotted supplies in the open and 'live' trucks parked next to 'dead' trucks in an attempt at camouflage. He also spotted fresh trails in and out of the area and he requested additional ordinance at first light on the 8th"; current on 1 July 70 (Leary, *The aircraft of Air America*, p. 20); on 2 July 70, an indigenous person ran down a slope of a hill and was struck by a main rotor blade still rotating; the injured person was treated by associates of the -713 contract; the rotor was repaired (XOXO of 2 July 70, in: UTD/Hickler/B25F10); used out of Udorn on 20 September 70 (Udorn daily flight schedule of 20 Sept. 70, in: UTD/Hickler/B8F1); on 6 January 71, N1196W made a forced landing at coordinates TG 9030 near Tha Tam Bleung (LS-72) in Laos due to a loss of main transmission oil; nobody on board was injured; the aircraft was repaired (XOXO of 6 Jan. 71, in: UTD/Hickler/B25F11); on 20 May 71, a forklift backed into N1196W which was parked at Long Tieng (LS-20A) in Laos, damaging the right hand skid, the right hand

cockpit door, the right hand nose section, and the right hand fuselage; repaired (XOXO of 20 May 71, in: UTD/Hickler/B25F11); on 22 June 71, N1196W had a sling load accident at Long Tieng (LS-20A); nobody was injured, and the tail cone of N1196W was repaired (XOXO of 22 June 71, in: UTD/Hickler/B25F11); still assigned to contract AID-439-713 for use out of Udorn at least 1-31 July 71 (F.O.Circulars of 1 July 71 and 15 July 71, in: UTD/Hickler/B8F7B); a photo of N1196W can be found in: Conboy, *War in Laos*, p. 52; on 12 November 71, N1196W received battle damage during approach to a pad at coordinates PB 8086, about 12 miles northwest of Ban Xieng Lom (LS-69A) in Laos; nobody on board was injured, and the aircraft was repaired (XOXO of 12 Nov. 71, in: UTD/Hickler/B25F11); hit by ground fire over Laos on 23 December 71, damaging the tail stabilizer; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); again hit by ground fire over Laos on 2 January 72, damaging the tail, the rotor and the fuselage; repaired (Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); maintained by Air America, Udorn, in April 72 (List "Assigned, maintained aircraft" as of 1 April 72, in: UTD/CIA/B49F2); on 16 April 72, N1196W made a precautionary landing at Ban Xon (LS-272) in Laos because of an increased oil temperature; repaired (XOXO of 16 April 72, in: UTD/Hickler/B27F2); on 1 November 72, N1196W received battle damage at coordinates TG 847214 near Tha Tam Bleung (LS-72); nobody on board was injured, and the aircraft made a forced landing; the crew and the passengers were picked up by Air America UH-34D H-70; on 2 November 72, N1196W was repaired and flown back to Udorn (XOXOs of 1 and 2 Nov. 72, in: UTD/Hickler/B27F2); a photo probably taken at Udorn in 1972/3 can be found in the collection of A. Cates, preserved at the TTU (no. VA24801); assigned to contract F04606-71-C-0002 for use out of Udorn at least 16-30 April 73, if it could be repaired (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14).

Fate: on 30 March 73, N1196W, piloted by Captain T. R. Cash, with First Officer R. P. Ferrante at the controls, sustained substantial damage during an attempted wave-off from a landing approach at the "HU" helipad at coordinates TG 8140, approximately 4 miles northwest of Ban Na (LS-15) in Laos; all crew members aboard were injured. At the time of the accident, the aircraft was on an assigned mission and operating under the provisions of Contract F04606-71-C-0002, carrying 452 pounds of consumable cargo (XOXOs of 30 and 31 March 73, in: UTD/Hickler/B25F12; Accident report, in: UTD/CIA/B62F3; cancellation of registry as "scrapped" was requested on 14 May 73 (Letter by Clyde S. Carter dated 14 May 73, in: UTD/CIA/B15F5); not current on 1 November 73; did apparently no longer exist in 96, but reportedly became a candidate for a N registration on 21 March 97.

Bell 204B	N8539F	2032	April 66	leased from Pan American Sales, New York
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Service history: shipped from San Francisco on 30 January 66 (DD/S, Monthly Report for January 1966, p. 1, online at 1818029/196608); assigned to contract AID-493-66 for use out of Chiang Mai in April and May 66; commenced operations on 26 April 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); regd. to Pan Amer. Sales, New York, on the 1 July 66 and 1 January 68 USCAR, but used on 3 August 66 on Air America flight from Chiang Mai (T-11) to Phu Lang Kha (T-530) to recover the ill-fated PC-6 N392R; Phil. C. Goddard was wounded in N8539F on 27 August 67, when working the Nambac Valley (UTD/Leary/B1 for 27 August 67); received gun fire on 29 August 67, while on a pad at coordinates T10663, 88 miles north of Luang Prabang

(L-54), injuring the pilot and the flight mechanic; repaired and returned to service on 8 September 67 (XOXO of 29 Aug. 67, in: UTD/Hickler/B27F1; Minutes ExCom-AACL/AAM of 12 September 67, in: UTD/ CIA/B8F2); in radio contact with PC-6 XW-PCB on 24 October 67 (Accident report, in: UTD/Hickler/B24F3+F4); on 25 February 68, N8539F was hit by small arms fire while in hover on a SAR mission at Saravane (L-44); nobody on board was injured, and the aircraft flew to Udorn (T-08) (XOXO of 28 Feb. 68, in: UTD/Hickler/ B26F16).

Fate: hit a tree when attempting to take off from B. Tha Si (LS-61), Laos, on 7 March 68; rotor blades were damaged (XOXO of 7 March 68, in: UTD/Hickler/B26F16; Accident report, in: UTD/Hickler/B24F3; List "Aircraft destroyed or lost", in: UTD/ CIA/B49F2); the pilot was to pick up and evacuate some troops who were being pursued rather closely by the enemy. Two helicopters were dispatched to pick up a reported fifteen troops. When N8539F arrived they found seventeen troops for evacuation. N8539F made one unsuccessful attempt to get off with nine of the troops. N8539F then offloaded five of the troops, and the pilot was turning around for another attempt when the tail rotor struck a tree following failure to ask for and receive advice from the flight mechanic regarding obstructions. The result was that the helicopter had to be abandoned and destroyed. The pilot was probably aware he was attempting to get off with excess load on his first try, but was concerned with the safety of the troops and the mission. There have been many instances where refugees and troops have threatened the crews and climbed on the aircraft as it attempted to leave an area pressed by the enemy (Minutes ExCom-AACL/AAM of 27 May 69, in: UTD/CIA/ B8F3). N8539F was believed destroyed by the USAF on 9 March 68, since it was in an insecure area (Aircraft status as of 1 May 68, in: UTD/Herd/B2; Taylor in UTD/ Leary/B1 for 15 March 68); given as destroyed in list "Company operated aircraft lost or destroyed" (UTD/CIA/B1F10); not current 15 June 69; not on 1 July 69 USCAR

Bell 204B N1303X 2006 1 July 66 bought new

Service history: officially bought by Air America on 30 November 66 at \$ 377,184.90 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; the aircraft was assigned to contract AID-430-1092 for use out of Saigon in April and May 66, but had still not arrived in May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); bought from Bell Helicopters on 1 July 66; registered to Air America on 26 July 66 (Status as of 5 April 74, in: UTD/CIA/B56F3); probably entered service in South Vietnam on 10 July 66 (Minutes Ex Com-AACL/AAM of 13 July 66, in: UTD/CIA/B8F1); on 27 February 67, N1303X was hit by several rounds, while on the ground at coordinates BT 2630, damaging the tail; repaired (XOXO of 27 Feb. 67, in: UTD/Hickler/B26F16); a military walked into the rotating tail rotor after landing at Ben Tre (V-14), South Vietnam, on 16 August 67 (XOXO of 16 Aug. 67, in: UTD/Hickler/B27F1; Accident report, in: UTD/Hickler/B24F3); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Saigon at least between 13 July 68 and 8 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); on 8 September 70, N1303X accidentally dropped three 55 gallon fuel drums 4 kilometers southwest of Hoi An (V-06), South

Vietnam; the fuel drums were being carried by sling and the sling reportedly snapped; when the crew discovered that the sling load had fallen away, the aircraft was turned back to Hoi An and a large fire on the ground was observed by the crew with at least three houses burning; three civilians were killed and seven injured (XOXO of 8 Sept. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 22 September 70, in: UTD/CIA/B8F4); on 29 September 70, N1303X made a forced landing between Hue Citadel (V-70) and Danang (V-03) due to mechanical problems; repaired (XOXO of 29 Sept. 70, in: UTD/Hickler/B25F10); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); at Saigon on 1 September 71, when it accumulated 10,000 hours (a photo was published in: *Air America Log*, vol. VI, no. 3, 1972, p.6); received a bullet hole in the main rotor blade in South Vietnam on 30 May 72; repaired and returned to service the same day (Minutes ExCom-AACL/AAM of 13 June 72, in: UTD/CIA/B9F7); on 25 November 72, N1303X received ground fire at coordinates BS 435744, approximately 3 1/2 miles northeast of Ha Thanh (V-204) in South Vietnam; nobody on board was injured, but the PIC (Leon V. LaShomb) made a precautionary landing at Quang Ngai (V-23) for inspection; repaired (XOXO of 25 Nov. 72, in: UTD/Hickler/B27F2); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: evacuated from Saigon aboard the *USS Hancock* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; *Air America*, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); photo (Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 16, in: UTD/CIA/B18F6); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Columbia Helicopters, Portland, OR, in 1976 (?); current 1978-80; sold to Alaska Helicopters, Anchorage, AK, in September 81; sold to Chisum Flying Service of Alaska, Cordova City, AK, in 1984; sold to Quasar Helicopters, Abbotsford, BC, as C-GKQH in March 86; US reg canx on 19 March 86; sold to Can-Arc Helicopters, Langley, BC, in 1988; reg. canx in April 89; sold to ? as N1303X in April 89; sold to Can-Arc Helicopters Ltd, Rocky Mountain House, Alta, as C-GKQH on 2 August 90; US reg. canx in July 90; sold to Chester C. Rasberry of Cri Helicopters, Apple Valley, CA, on 31 January 92; regd. to Cri Helicopters, as N104CR on 6 March 92; sold to Aviation International Rotors Inc, Ketchikan, AK, in July 94; current in 1998; registered to Chet Rasberry Inc, Ketchikan, AK; current in March 2004 (request submitted to the FAA on 13 March 2004 at



Air America Bell 204B N1304X, taken at the pad behind the Free World Building, Saigon,
on 25 February 1970 by Bob Livingstone
(with kind permission from Bob Livingstone)

Bell 204B N1304X 2196 1 July 66 bought new

Service history: officially bought by Air America on 31 December 66 at \$ 377,184.90 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; the aircraft was assigned to contract AID-430-1092 for use out of Saigon in April and May 66, but had still not arrived in May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); bought from Bell Helicopters on 1 July 66; registered to Air America on 26 July 66 (Status as of 5 April 74, in: UTD/CIA/B56F3); probably entered service in South Vietnam on 24 July 66 (Minutes Ex Com-AACL/AAM of 13 July 66, in: UTD/CIA/B8F1); on 26 January 67, an indigenous person was struck by the skid of N1304X during take-off at coordinates XS 9681 (XOXO of 3 Feb. 67, in: UTD/Hickler/B26F16); on 4 July 67, N1304X suffered an in-flight engine failure 4 miles south of Tuy Hoa (V-113) and made an emergency landing; repaired (XOXO of 4 July 67, in: UTD/Hickler/B27F1); on 2 April 68, the rotor of N1304X struck the rotor of N8512F, while parked at the Air America ramp at Saigon (V-01); repaired (XOXO of 2 April 68, in: UTD/Hickler/B25F14); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); several photos of N1304X sitting on the MACV pad at Hue in July of August 68, submitted by Curt Knapp, can be found at <http://www.air-america.org/Images/n1304x.jpg>; in use out of Saigon at least between 12 August 68 and 17 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); lost power at 100 feet during take-off from the Leprosarium at coordinates XY 910215, approximately 15 miles from Bien Hoa, on 13 March 69, damaging the main transmission, the mast, the rotor blades, the tail, the engine and the underside of the cabin; repaired at a cost of \$95,000 and returned to service on 22 June 69 (XOXO of 13 March 69, in: UTD/Hickler/B26F18; Minutes ExCom-AACL/AAM of 25 March 69, in: UTD/CIA/B8F3); still assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); a photo taken at Saigon (V-01) on 25 February 70 by Bob Livingstone can be seen in: Love, *Wings of Air America*, p. 36; in

use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); accumulated 10.000 hours at Saigon on 27 December 71 (*Air America Log*, vol. VI, no. 3, 1972, p.6); on 24 July 72, N1304X suffered a tail rotor failure at coordinates XR 1494 in South Vietnam, but made a successful autorotative landing into a rice paddy; nobody on board was injured, and the aircraft was repaired later (XOXO of 27 July 72, in: UTD/Hickler/B27F2); on 5 December 72, N1304X was slightly damaged while parked in the Air America hangar at Tan Son Nhut, when the airfield was struck by a rocket attack; repaired (XOXO of 5 Dec. 72, in: UTD/Hickler/B27F2); on 9 December 72, just after take-off from Di An (V-278), South Vietnam, approximately 15 feet above the ground, the right main cabin door of N1304X detached from the aircraft, striking the tail boom one foot aft the baggage compartment door; the PIC (C. L. James) aborted the take-off and landed the aircraft to inspect the damage; both PIC and F/M (G. P. Pacariem) judged the aircraft safe for flight, and after recovering the door returned to Saigon (XOXO of 9 Dec. 72, in: UTD/Hickler/B27F2); on 22 March 73, N1304X, flown by PIC D. R. Buxton, F/O F. W. Stikkel, and F/M E. C. Miranda, was damaged at coordinates WR 434766, approximately 6 miles southwest of Vi Thanh (V-225); while landing, the aircraft detonated a concussion grenade activated by the rotor wash on the trip wire; the PIC initiated a go around, but the tail rotor control was lost, as the explosive device severed the cable; the PIC then made a hovering autorotation adjacent to a road, and the aircraft came to rest with the nose compartment in the water; the tail rotor control cable was replaced on site, and the aircraft was ferried to Saigon for further damage assessment and repair (XOXO of 22 March 73, in: UTD/Hickler/B25F12); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C); on 26 March 75, N1304X suffered engine troubles at Danang (V-03); the damaged engine had to be abandoned at Danang due to hostile conditions, and the aircraft was ferried to Saigon, where it was put to service again on 2 April 75 (XOXO of 26 March 75, in: UTD/CIA/B50F5).



Bell 204B N1304X on the US Embassy roof, Saigon, on 29 April 1975

(www.youtube.com via <http://www.uswarplanes.net/>)

Fate: evacuated from Saigon aboard the *USS Hancock* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 8 September 75; transported by truck from there to Roswell, NM, between 8 and 10 September 75; awaiting sale at Roswell at least between 10 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration was requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Rocky Mountain Helicopters Inc. on 6 February 76 (film appearance *Close Encounters of the Third Kind* May 76); to Bell Helicopter Textron, Texas on 5 August 77 (e-mail dated 22 November 2013 by Simon D. Beck via Paul Oelkrug; sold to Rambling Rotors, LaGrande, OR, on 14 November 77; sold to Rogers Helicopters, Clovis, CA, on 31 December 84; sold to Vancouver Island Helicopters, Sidney, BC, as C-GVVI in July 86; the US registration was cancelled on 23 June 86; sold to Turbowest Helicopters, Calgary, Alta, in 1986; sold to Eagle Copters, Canada, in April 87; sold to Great Slave Helicopters, Yellowknife, NWT, in June 87; current in 2001; sold to Eagle Copters, Canada, in 2008; sold to Servicios Aéreos de los Andes, Peru, in ?; regd. as OB-1891-P; suffered a crash in Peru on 21 May 2011, and the owners have decided not to repair and return the chopper to service.

Bell 204B N1305X 2197 1 July 66 bought new

Service history: officially bought by Air America on 31 December 66 at \$ 377,184.90 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; the aircraft was assigned to contract AID-430-1092 for use out of Saigon in April and May 66, but had still not arrived in May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); bought from Bell Helicopters on 1 July 66; registered to Air America on 26 July 66 (Status as of 5 April 74, in: UTD/CIA/B56F3); probably entered service in South Vietnam on 7 August 66 (Minutes Ex Com-AAAC/AAM of 13 July 66, in: UTD/CIA/B8F1); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Saigon at least between 4 September 68 and 25 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); on 1 November 70, the transmission started to cease in South Vietnam, following a loss of oil pressure, so that the pilot made a forced landing on the helipad of the ARVN headquarters, about ½ mile southeast of Tan Son Nhut (V-01); the aircraft received extensive damage to the aft right fuselage and minor damage to the lower nose window and the adjacent sheet metal area; it was repaired and returned to service on 17 November 70 (XOXO of 1 Nov. 70, in: UTD/

Hickler/B25F10; Minutes ExCom-AAAC/AAM of 10 November 70, in: UTD/CIA/B8F4); on 14 May 71, a bobby trap device exploded under N1305X after lift-off from coordinates XR 1192 in South Vietnam, slightly injuring F/O H. R. Miller and F/M M. E. Campbell, and slightly damaging the aircraft, which was later repaired (XOXO of 14 May 71, in: UTD/Hickler/B25F11); assigned to contract AID/VN-100 for use out of Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); accumulated 10,000 hours at Saigon on 8 November 71 (*Air America Log*, vol. VI, no. 3, 1972, p.6); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: stolen by VNAF people on 29 April 75, who landed the aircraft on the *USS Kirk*, then flown by US Navy pilots to the *USS Okinawa* (e-mail dated 18 October 2004, kindly sent to the author by William Leary); a photo of an Air America Bell 204B hovering near the *USS Kirk* – confirmed to be N1305X (e-mail dated 25 October 2004, kindly sent to the author by William Leary) – can be found in the photo galleries of *Frequent Wind* at <http://www.kirk1087.org/>; evacuated from Saigon aboard the *USS Oklahoma* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 9 September 75; transported by truck from there to Roswell, NM, between 9 and 12 September 75; awaiting sale at Roswell at least between 12 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); a photo can be seen in the Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 16, in: UTD/CIA/B18F6; sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair, Sondre Stromfjord, as OY-HCA in 1976; CofA issued on 15 June 77; regd. on 15 June 77; canx on 26 October 82; sold to ? as C-GVEL in March 83; sold to I.M.S. Ltd, Calgary, Alta, in October 83; to Turbowest Helicopters, Calgary, Alta, in 1983; to Great Slave Helicopters, Yellowknife, NWT, in December 89; current in 2001.

Bell 204B N1306X 2198 1 July 66 bought new

Service history: officially bought by Air America on 30 November 66 at \$ 377,184.90 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40F8); previously probably financed by the Pacific Corp.; the aircraft was assigned to contract AID-430-1092 for use out of Saigon in April and May 66, but had still not arrived in May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); bought from Bell Helicopters on 1 July 66; registered to Air America on 26 July 66 (Status as of 5 April 74, in: UTD/CIA/B56F3); probably entered service in South Vietnam on 21 August 66 (Minutes Ex Com-AAAC/AAM of 13 July 66, in: UTD/CIA/B8F1); made a forced

landing at coordinates YT 938 260, near Tan Linh (V-248) on 4 November 67 due to engine failure, resulting in minor damage; repaired (XOXO of 4 Nov. 67, in: UTD/Hickler/B25F8; Minutes ExCom-AACL/AAM of 14 November 67, in: UTD/CIA/B8F2); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); assigned to contract AID/VN-41 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); in use out of Saigon at least between 31 January 68 and 6 August 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); a Vietnamese man ran into the rotating tail rotor at Mo Duc, South Vietnam, on 23 July 69 (Accident report, in: UTD/Hickler/B24F2); still assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); in use out of Saigon at least between 23 June 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); hit by mortar fire, while parked at Can Tho (V-17), South Vietnam, on 31 July 70, damaging the fuselage, the tail boom and the rotor; repaired and returned to service on 10 August 70 (Minutes ExCom-AACL/AAM of 11 August 70, in: UTD/CIA/B8F4); on 31 July 70, N1306X was damaged while parked at Can Tho (V-17), when the airfield came under mortar attack; repaired (XOXO of 31 July 70, in: UTD/Hickler/B25F10; assigned to contract AID/VN-100 for use out of Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); on 14 August 71, N1306X received ground fire at coordinates US 8820 near Phu Quac (V-165) over water from two small boats; of the 13 people on board, one Filipino passenger received a minor injury, and the damage to the aircraft was minor (XOXO of 14 Aug. 71, in: UTD/Hickler/B25F11); received rocket fire, while on the ground at Danang (V-03), South Vietnam, on 8 February 72, damaging the tail boom and a window; repaired and returned to service the same day (XOXO of 8 Feb. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 11 January 72, in: UTD/CIA/B9F7); hit by ground fire at coordinates YD 4343 in South Vietnam on 28 April 72, causing minor damage to the torque pressure transmitter oil line; made a precautionary landing at the nearest strip; repaired and returned to service the same day (XOXO of 28 April 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 9 May 72, in: UTD/CIA/B9F7); hit by gunfire at coordinates BT 315085, approximately 7 miles south of Tam Ky (V-40) in South Vietnam on 25 August 72, damaging an engine oil line; nobody on board was injured, and the aircraft was repaired and returned to service the same day (XOXO of 25 Aug. 72, in: UTD/Hickler/B27F2; Minutes ExCom-AACL/AAM of 12 September 72, in: UTD/CIA/B9F7); on 22 November 72, the tail boom of N1306X struck the edge of the building, when the aircraft landed on the rooftop pad at the US Embassy at Saigon; repaired (XOXO of 22 Nov. 72, in: UTD/Hickler/B27F2); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: evacuated from Saigon aboard the *USS Hancock* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 9 September 75; transported by truck from there to Roswell, NM, between 9 and

12 September 75; awaiting sale at Roswell at least between 12 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1); a photo is contained in the Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 15, in: UTD/CIA/B18F6; sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/ B16F9); sold to Columbia Helicopters, Portland, OR, in 1976 (?); current in 1978-80; sold to Alaska Helicopters, Anchorage, AK, in September 81; sold to Vancouver Island Helicopters, Sydney, BC, as C-GRVW in May 83; sold to? in 1985; sold to ? as N204AQ in 1987; sold to Chet Raspberry Inc., Ketchikan, AK, on 28 February 1990; crashed during logging operation at Copper Harbor, AK, on 2 May 93; 1 killed, 1 injured; written off. Still registered to Chet Raspberry Inc. in March 2004 (request submitted to the FAA on 13 March 2004 at <http://162.58.35.241/acdatabase/>).



Bell 204B N1307X at Saigon in 1967, displaying the new color scheme
(*Air America Log*, vol. I, no. 1, 1967, p. 1)



Bell 204B N1307X at Saigon in the early seventies, with Tony Coalson standing in front
(with kind permission from Tony Coalson)

Bell 204B N1307X 2199 1 July 66 bought new

Service history: officially bought by Air America on 30 November 66 at \$ 377,184.90 (Accumulated costs as of 30 November 68, in: UTD/CIA/B40/F8); previously probably financed by the Pacific Corp.; the aircraft was assigned to contract AID-430-1092 for use out of Saigon in April and May 66, but had still not arrived in May 66 (Aircraft status as of 8 April 66, in: UTD/Kirkpatrick/B1F1; Aircraft status as of 4 May 66, in: UTD/Hickler/B1F2); bought from Bell Helicopters on 1 July 66; registered to Air America on 26 July 66 (Status as of 5 April 74, in: UTD/CIA/B56F3); probably entered service in South Vietnam on 5 September 66 (Minutes Ex Com-AACL/AAM of 13 July 66, in: UTD/CIA/B8F1); at Saigon in 1967; photo in *Air America Log*, vol. I, no.1, 1967, p. 1; on 13 December 66, N1307X had a mechanical failure at coordinates XS 59294, but was repaired and returned to Saigon (V-01) the same day (XOXO of 13 Dec. 66, in: UTD/Hickler/B26F16); on 27 December 66, N1307X had another mechanical failure at Quang Tri / La Vang (V-263), but was repaired and returned to Saigon (V-01) the following day (XOXOs of 27 and 28 Dec. 66, in: UTD/Hickler/B26F16); on 18 January 68, the rotor wash of N1307X damaged the elevators of C-46 B-926 which was parked at the Air America ramp at Danang (V-03); repaired (XOXO of 18 Jan. 68, in: UTD/Hickler/B26F17); on 14 March 68, N1307X encountered engine problems 11 miles west of Vung Tau (V-05) and was airlifted to V-05 by a US Army Chinook for an engine change (XOXO of 14 March 68, in: UTD/Hickler/B26F16); assigned to contract AID/VN-23 for use out of Saigon as a basic aircraft in May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); on 18 May 68, N1307X made a forced landing at coordinates YT 4025 due to engine problems; repaired (XOXO of 18 May 68, in: UTD/Hickler/B25F13); assigned to contract AID/VN-41 for use out of Saigon 15-31 August 68 (F.O.C. of 15 Aug. 68, in: UTD/LaShomb/B14); on 31 October 68, N8512F was hit by ground fire and made a forced landing at coordinates XR 4345 in South Vietnam; the crew was picked up by N1307X, N8512F was picked up by a US Army Chinook and later repaired (XOXO of 31 Oct. 68, in: UTD/Hickler/B26F17); in use out of Saigon at least between 24 July 68 and 10 May 69 (Crew member duty report of H. F. Miller, in: UTD/Miller/B4F6); still assigned to contract AID/VN-41 for use out of Saigon 16-30 June 69 (F.O.Circulars of 15 June 69, in: UTD/Hickler/B8F7B) and 15-31 August 69 (F.O.C. of 15 Aug. 69, in: UTD/Hickler/B1F1); a Vietnamese ran into the tail rotor at Duc Duc, South Vietnam, on 27 December 69 (XOXO of 27 Dec. 69, in: UTD/Hickler/B25F9; Accident report, in: UTD/Hickler/B24F2); on 14 May 70, N1307X was en route from Tam Ky Alt (V-246) to Hiep Duc (VH-576) with a sling load; while about ½ mile southeast of VH-576 at an altitude of 2300 feet, the aircraft came under automatic weapons fire; one round pierced the cabin floor, destroyed the water jug carried on board, touched the helmet of F/M L. A. Aquino and exited thru the right hand cabin door window; the PIC, Capt. R. L. Densley, increased speed and landed at VH-576 after dropping the sling load (XOXO of 14 May 70, in: UTD/Hickler/B25F10); on 15 August 70, N1307X was hit by ground fire while the aircraft was on final approach to an outpost at an altitude of 300 feet at coordinates XR 665705; nobody on board was injured, and the aircraft landed safely (XOXO of 15 Aug. 70, in: UTD/Hickler/B25F10); received minor skin damage from mortar fire while parked at Can Tho (V-17), South Vietnam, on 17 September 70 (XOXO of 17 Sept. 70, in: UTD/Hickler/B25F10; Minutes ExCom-AACL/AAM of 22 September 70, in: UTD/CIA/B8F4); on 8 February 71, N1307X received ground fire at coordinates BT 0755, approximately 7 miles west southwest of Hoi An (V-206), slightly injuring PIC R. C. Case and slightly damaging the aircraft, which was repaired later

(XOXO of 8 Feb. 71, in: UTD/Hickler/B25F11); in use out of Saigon at least between 20 April 71 and 24 July 71 (Saigon daily flight schedules, in: UTD/Hickler/B8F1); assigned to contract AID/VN-100 for use out of Saigon at least 1-31 July 71 (F.O.Circulars of 1 and 15 July 71, in: UTD/Hickler/B8F7B); in use out of Saigon on 26 December 73 (Saigon daily flight schedule of 26 Dec. 73, in: UTD/Dexter/F1); still assigned to contract AID/VN-100 for use out of Saigon at least 16-30 April 73 (F.O.C. of 16 April 73, in: UTD/Kaufman/B1F14) and 1 November-31 December 73 (F.O.Circulars of 1 Nov. 73 and 1 Dec. 73, in: UTD/Hickler/B8F7C); assigned to contract AID SA-C-1029 for use out of Saigon at least 1-28 February 74 (F.O.C. of 1 Feb. 74, in: UTD/CIA/B51F21) and 1 April-31 May 74 (F.O.Circulars of 1 April 74 and 1 May 74, in: UTD/Hickler/B8F7C).

Fate: evacuated from Saigon aboard the *USS Duluth* (Aircraft summary as of May 75, in: UTD/CIA/B51F12) on 29 April 75 and shipped to Cubi Point, Philippines; maintained there by AVSCOM (US Army Aviation Systems Command, St. Louis, MI) personnel in May 75 and until 17 July 75; shipped to Corpus Christi, TX, between 17 July 75 and 18 August 75; stayed at Corpus Christi between 18 August 75 and 9 September 75; transported by truck from there to Roswell, NM, between 9 and 12 September 75; awaiting sale at Roswell at least between 12 and 30 September 75 (Letter by Clyde S. Carter dated 22 May 75, in: UTD/CIA/B17F4; Air America, owned aircraft as of 30 September 75, in: UTD/CIA/B56F1; Memo of F. Stergar dated 14 January 94, in: UTD/Stergar/B1F8); photo in the Inventory list made up by R. Dixon Speas Associates Inc and dated 10 and 11 November 1975, p. 15, in: UTD/CIA/B18F6; sold to Omni Aircraft Sales, Washington DC, at \$ 125,000 according to the Sales Agreement of 13 November 75 (Summary of aircraft sales, in: UTD/CIA/B40F6); sold to Omni Aircraft Sales, Washington, DC, on 2 February 76 (Properties list dated 17 February 76, in: UTD/CIA/B18F9); deregistration requested on 6 February 76 (Letter by Clyde S. Carter dated 6 February 76, in: UTD/CIA/B16F9); sold to Greenlandair, Sondre Stromfjord, as OY-HCB in 1976; CofA issued on 22 June 77; regd. on 22 June 77; named "Sjugdleg"; photo in *Air-Britain Digest*, Nov.-Dec. 81, p. 141; canx on 26 October 82; sold to ? as C-GVEG in March 83; sold to I.M.S. Ltd, Calgary, Alta, in October 83; to Turbowest Helicopters, Calgary, Alta, in 1983; to Yellowhead Helicopters, Valemount, BC, in 1990; current in 1997; leased to Great Slave Helicopters Ltd, Yellowknife, NWT, in 1997; current with Yellowhead Helicopters in 1998 and in 2001; still with them in 2005; sold to Knaus Helicopter GmbH, St.Johann im Pongau, as OE-XRK in September 2006.

Bell 204B ? ? June 66 bailed from the US Army
Service history: based at Chiang Mai (Minutes ExCom-AAAC/AAM of 9 February 66, in: UTD/CIA/B8F1; Minutes Ex Com-AAAC/AAM of 8 June 66, in: UTD/CIA/B8F1).
Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); probably this project was never materialized because instead, N1196W was leased from Pan American Sales, New York, in April 66.

Bell 204B ? ? June 66 bailed from the US Army
Service history: based at Chiang Mai (Minutes ExCom-AAAC/AAM of 9 February 66, in: UTD/CIA/B8F1; Minutes Ex Com-AAAC/AAM of 8 June 66, in: UTD/CIA/B8F1).
Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2); probably this project was never materialized because instead, N8539F was leased

from Pan American Sales, New York, in April 66.

Bell 204B	N?	2045	67	Royal Thai National Police
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Service history: the purchase of damaged Bell 204B c/n 2045 from the Royal Thai National Police at \$150,000 and its repair was approved on 12 September 67 (Minutes ExCom-AAAL/AAM of 12 September 67, in: UTD/CIA/B8F2).

Fate: not current on 1 May 68 (Aircraft status as of 1 May 68, in: UTD/Herd/B2), so probably the deal did not materialize.

- 1 Bell 204B was substantially damaged during a power off autorotative landing, probably in 71 or 72, place and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 Bell 204B was substantially damaged by fire while "hot refueling" at a US Army base, probably in 71 or 72, place and date unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 Bell 204B was substantially damaged in a hard landing when engine failure occurred about 35 feet in the air just after take-off, probably in 1971 or 1972, the place and the date are unknown (Accident summary, in: UTD/Hickler/B24F2).
- 1 unknown Bell 204 (or 205?) burned near Lat Sen (LS-276), Laos, on the southern end of PDJ in September 72 without being recovered, when case officer Ray Seaborg was killed (UTD/Leary/B1 for September 72).

