



*Bill*  
*Pete*  
*Mike*

## GEO-SEIS Helicopters Inc.

Corporate Offices

July 13, 1993

Mr. Mike Law  
President and Directory Editor  
Vietnam Helicopter Pilots Association

Dear Mike,

I have to apologize for taking so long to answer your letter of May 1, 1993, but as you are aware time has a way of flying by when you are busy.

Please see some of the enclosed reference material on Continental Air Service, as you will read CAS was formed in 1965 and continued until the final end in 1975.

I was Chief Helicopter Pilot in 1966 and 1967 for Continental Air Service, and therefore I am fairly familiar with the operations in those years. To the best of my knowledge the inventory of aircraft for those years is as follows: AIRPLANES: C-46, ten each; DC-3, three each; British Pioneers, two each; Dornier 28, six each; Pilatus Porte, three each; Fairchild/Heliporter, four each; Helio Stallion, two each; Helio Courier, two each; HELICOPTERS, Bell 204B, two each; Bell47G5, two each; Fairchild/Hornet 1100, one each.

To the best of my knowledge the helicopter operations ended in 1969, in fact the original Bell 204B's were sold to Air America and the other helicopters were sold to Bird Air.

Aircraft missions for both fixed wing and helicopters were performed for the following organizations while I was there: USAID, USOM, CIA, MAAG, MACV-SOG, 46th Special Forces Group, CIDG, Thai Royal Border Police, Royal Lao Army, and the U.S. Embassy. I am sure there are more but I can not recall at this time. Also in the period I was there we had six fixed wing lost due to enemy action and or weather with at least 13 crew members KIA. We had no fatalities in helicopters, during this period but several incidents with injuries. After I left there were several fatalities with the remaining helicopters, this is what prompted CAS to abandon the helicopter program.

I hope this helps your history records, also I have still not been able to locate any other living helicopter pilots that flew for CAS.

Thanks  
*Bill*  
William T. Browder  
President  
Geo-Seis Helicopters, Inc.

P.S. My call sign was "solo-so low" due to the nature of single ship helicopter missions in Laos which was rare.

