

Resume of Flight Experience

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I started flying in 1935 at Duck Air Service in Oakland, ^{INSTRUCTOR - GUSTAFSON} California. My first solo was on the 28th of June 1936 in an Aeronica C-3 after 2 hours and 25 minutes of dual instruction.

In January 1938, I enlisted in the Navy and eventually became an Aviation Mechanic. After an honorable discharge in April 1941, I went to work for Vultee Aircraft at Downey, California assembling and ground testing the BT-13A trainer. During that time I also attended night school and was awarded a scholarship for further flight training under the Civil Pilot Training Program. On December 7th 1941, I was flying out of Long Beach, California, and upon landing, heard we had been attacked at Pearl Harbor. At the time I was also working a swing shift at Douglas Aircraft Co. as a crew chief on C-47 and A-20B's.

The CPTP Program had to leave the coastal area and moved to Kingman, Arizona where I finished primary training. Next move was to Tucson for further training leading to the commercial and instructor rating. Soon after, the Navy offered me a commission as Ensign, and I was on my way to Corpus Christi where I received my wings and graduated from instructors school in ^{MARCH} ~~May~~ 1943.

Next came USNAS Norman, Oklahoma as a primary instructor and eventually senior check pilot on Stearman Trainers. After 18 months at Norman, I was sent to USNAS Floyd Bennett field on Long Island New York to Squadron VRF-1. Our training and checkouts were performed at NAS Willow Grove, Penn.

After qualifying and delivering a number of new aircrafts to the West Coast and returning some "war wearies" to training squadrons (mostly in Florida), I again was put in the back seat of an SNJ's, I taught some ground school and cockpit checks on FM-2, F6F-3 & 5, F4U-4B, TBM-3. After some local formation practice, I usually led a group of 5 aircrafts on a delivery to the West Coast. After the group made three trips, and I signed them off to proceed solo, I would start over with a fresh group and etc, etc,... I spent a total of 14 months in New York before a transfer to NAS San Pedro, California to Squadron VRF-3. This was also a ferry squadron and this assignment lasted nine months more.

My last duty station was NAS Mojave where I was Operations Training Officer. I was placed on inactive duty in Oct 1946 as a Lieut USNR #241935. I resigned my commission in 1954.

As a civilian, I took some training and received my ATR with instructor rating in 1947. Also, in 1947, I enrolled at Northrup Aeronautical Institute in Hawthorne for an Engineering course. At the time this was a two year course which led to a certificate of Engineer but no degree. It was 7½ hours a day of classes plus 2-3 hours homework, 5 days a week and 50 weeks a year. I completed 15

months but could not afford to continue. Douglas Aircraft welcomed me back as a loftsman and general layout designer.

After about seven months of enduring what I had thought I wanted, I walked away to go back to flying. I opted for a crop dusting job in Arkansas flying Stearmans again. Of course, it was seasonal, so that winter I moved to Omaha as a Captain on a new scheduled airline. This I flew till the following June. Neither the airline (Mid-West) or I were progressing so I bought my first aircraft and returned to Mississippi and opened my own business "crop dusting". Flew one winter non-scheduled CAM flights on C-46's in Miami, Florida. Crop dusting continued 17 years of sweating weather until one winter I saw an ad in Trade-A-Plane for helicopter Instrument instructors in Bell 204-205's at Ft Rucker, Alabama. It was something to do for winter, so I signed up. I completed the instrument phase and then the instructor rating for the Army. I instructed a few months and then was promoted to Flight Commander, the Army rated me a 1-1 pilot. I carried one student and usually ran two check flights each day. The other half day I flew a crop duster that another instructor and I shared and kept on his farm. I forgot Mississippi.

Then, Fred Anderson, an instructor from another flight who often moonlighted with my flight, told French Smith and me about his coming schedule to Washington DC to talk to Air America. As French and myself already had applications, we decided to go with Fred and tear up the applications.

So, the three of us walked into Dawson's office, sat down, and in minutes were future Air America employees.

From Sept 1965 to June 1971, I was stationed in Saigon, Vietnam flying 204-205 Bells and seven of those months on C47's. From June of 71 to Jan 74 I was based in Udorn, Thailand and flying S58t, CH47, 205's.

Jan 74 - April 75 Assistant Chief Pilot RW and Senior Instructor RW. I was also in charge of A/C recovery and FCF (Functional Check Flights) 205's. I was one of thirty-one Air America pilots both RW & FW. Stayed to evacuate Saigon on the 29th of April 1975.

Since then I've flown some odd jobs such as:

Movies - Close Encounters of Third Kind & Captain Marvel Series. Member Screen Guild (204-214).

Coastguard S.E. Alaska - Installed radio relay stations on mountain tops along inland waterways(H34).

BLM Contracts - Two seasons in Nevada and Utah (G3B1&2's).

Spraying - Cotton and rice in Mississippi (206B). State parks and woodlands in Maryland (H-55).

MGR Flying School - Mexican Students; Students thru Commercial Instrument & Multi Engine Ratings.

Taught Iran cadets after completing US Army M01 primary RW.

Soloed some students, but got sick and came home. Soloed two Spray Pilots and instructed them 50 hours for their rating in Hiller 12E & Bell UH "C"'s. This about brings me up to this date of November 1991.

Pilots in Command of Following Aircrafts.

Helicopters Flown	FW Flown	FW Flown Navy
Bells 47G	Civilian J-3 *	Single Engine N3N
47G3B1	Piper PA-11	N2S *
47G3B2	PA-12	SNV(BT-13)
206 A-B *	PA-18 * # [REDACTED]	SNJ(AT-6) *
206 B111	PA-20	SNC
204 *	PA-22	NH
205 *	Cessna 120	GH
214	140	GB(Stagger) Bea
Sikorsky S-55	152	SO3C
S-58	170	OS2U
S-58T	180	N2T(Timm) *
Hiller 12-B	182	SBD
12-E *	190	FM-2(F4F) *
Vertol CH47C	Curtis C-46	F6F-3 *
	Beechcraft Bonanza	F6F-5 *
	Twin Bonanza	F6F-5N *
	C45-JRB	FG-1 *
	Fairchild M62B	F4U-4 *
	24	TBM-3 *
	22	[REDACTED]
	Fleet BiPlane *	SC-1
	Stinson SM8A	F8F-1
	Reliant	TD2C
	105	SB2C-4
	Aeronica C-3	Twin Engine JRC
	Chief	SNB
	Champion *	JRB *
	Eracoupe	PBY-5A
	Travelair B9 4000(1929)	R4D(C47)
	Call-Air A5	PV-2
	A6 # [REDACTED]	PBJ(B25)
	Grumman AGCAT	F7F-2N
	Taylorcraft *	Four Engine PB4Y1(B24)
	Waco	PB4Y2
	Porterfield	
	Culver Cadet	

Helicopter Flight Time 10,000 + HRS

Fixed Wing Flight time 14,000 + HRS

Aircraft used for instruction - *

Note: Most total time in one type A/C is 5,700 + HRS

[REDACTED] = EXPERIMENTAL

= HAVE OWNED