Khmer Air Force T-28s
(maintained under the supervision of Air America’s LMAT, Phnom Penh)
by Dr. Joe F. Leeker

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Khmer Air Force T-28Ds at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

I) Statistics:

1) According to Air America’s Phnom Penh Station monthly reports November 73 to June 74:

- Number of T-28s assigned to the Khmer Air Force
  
  **T-28B**: 16 (Nov.73) > 15 (April 74) > 15 (June 84)
  
  **T-28D**: 43 (Nov. 73) > 49 (Dec. 73) > 48 (Jan. 74) > 57 (Feb. 74) > 56 (March 74)
  > 68 (April 74) > 67 (May 74) > 67 (June 74)

- 29 January 72: KAF had 13 T-28s (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11)

- in May 73, 9 T–28s were waiting for repair at Pochentong (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1).

- in June 73, 3 Khmer Air Force T-28Ds were flown to Udorn to be used for flight training (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

- in June 73, 8 KAF T-28Ds were flown to Thai-Am, Bangkok, for inspection (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

- in July 73, 19 out of 30 T-28Ds assigned were at Thai-Am, Bangkok, or at Udorn for pilot training (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1).

- in August 73, a total of 22 T-28s were received, 12 of which were newly assigned, that is were additional T-28Ds; 6 were received from TCTO compliance (Air America’s Phnom
Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

- 2 T-28Ds was converted to T-28B in August 73 and added to the pilot training program (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).
- in September 73, 33 T-28Ds were based at Pochentong (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1).
- in October 73, 32 T-28Ds were in Cambodia, of which only 23 were available for utilization (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).
- in November 73, 26 T-28Ds were in service with the Khmer Air Force; the total number of T-28s owned by the KAF at that time was: 16 T-28Bs and 43 T-28Ds (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).
- 6 additional T-28Ds arrived in December 73 – 5 from CONUS, 50-279 returned from Thai-Am (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).
- 10 T-28Ds were delivered in February 74, 9 of them were immediately released for operations (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

2) According to the Archival Databases of the National Archives:

According to the list of US MAP contracts published by the National Archives, the Khmer Air Force received the following quantities of aircraft (information kindly supplied by Sid Nanson – e-mail sent to the author on 23 October 2010):

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD39</td>
<td>16</td>
<td>T-28A</td>
<td>1963</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>ZB25</td>
<td>20</td>
<td>T-28D</td>
<td>1971</td>
<td>Procured (PR)</td>
<td>USAF</td>
</tr>
<tr>
<td>TC93</td>
<td>6</td>
<td>T-28D</td>
<td>1972</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
<tr>
<td>ZB25</td>
<td>22</td>
<td>T-28D</td>
<td>1972</td>
<td>Procured (PR)</td>
<td>USAF</td>
</tr>
<tr>
<td>TC93</td>
<td>5</td>
<td>T-28D</td>
<td>1973</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
<tr>
<td>TD09</td>
<td>10</td>
<td>T-28B</td>
<td>1973</td>
<td>Excess to US use (XS)</td>
<td>NAVY</td>
</tr>
<tr>
<td>TD10</td>
<td>6</td>
<td>T-28B</td>
<td>1973</td>
<td>Excess to US use (XS)</td>
<td>NAVY</td>
</tr>
<tr>
<td>CS48</td>
<td>23</td>
<td>T-28D</td>
<td>1974</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
<tr>
<td>CW36</td>
<td>3</td>
<td>T-28D</td>
<td>1975</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

3) According to other sources:

Besides the sources quoted below, Aeroflight (at: [http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm](http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm)) and Grandolini/Cooper/Troung, *Cambodia*, part 2, state:

- the first 16 T-28s were acquired in August 1962 from the USA; these T-28s were maintained at Hong Kong by HAEC (Hong Kong Engineering Company).
- in 1970, Cambodia had only 6 operational T-28Ds.
- between March and October 1970, the AVNK received more T-28Ds
- in 1970, Royal Thai Air Force T-28Ds like “0-37742” also flew combat missions in western Cambodia in support of the AVNK; another RThAF T-28D flying in support of the AVNK was 51-3514 (ex RThAF JF13-95/13), which was shot down whilst attacking troop concentrations 18 miles south of Siem Reap, Cambodia, on

1 Fiscal Year, i.e. FY 1971, for example, runs from 1 July 70 to 30 June 71.
1 February 71, killing Kosok Teeranuch, believed to be the pilot (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).
- on 21/2 January 71, most Khmer Air Force T-28s were destroyed during a sapper attack on Pochentong
- By the end of 1971, 16 new T-28Ds were delivered
- By the end of 1971, the Khmer Air Force had 16 T-28s (Conboy / Bowra, *The war in Cambodia*, p. 20).
- In 1972, AVNK had 16 T-28B/Ds (Sutsakhan, *The Khmer Republic at war*, p.183).
- reinforcements followed, 23 T-28s were in service in February 72.
- by August 72, 14 T-28Ds had been lost, 8 of which crashed due to pilot errors.
- October 72: 5 more T-28s were delivered; a total of 12 T-28B/Cs were used by the KAF Air Academy
- 15 more T-28s were supplied in 1973
- In 1974, AVNK had 64 T-28B/Ds (Sutsakhan, *The Khmer Republic at war*, p.183).
- in April 75, 50 Khmer Air Force T-28s were flown to Thailand.
- in April 1975, 22 T-28s were left in Cambodia, 2 of which were destroyed at Battambang by CPK forces.
- on 15 May 75, 17 out of 20 T-28s that were based at Ream were destroyed by US air strikes during the *SS Mayaguez* rescue operation; other sources say that only 5 out of 12 T-28s based at Ream were destroyed by US air strikes during that operation
- in 1977, at least 4 T-28s were operational

Two survivors of the January 71 sapper attack: “0-17828” and “0-17823”
(photo no. 1-CA2-2-PB71 preserved at UTD/Abadie/B2F1)
KAF T-28s according to MEDTC documents

Total number of T-28s received via the U.S. Military Equipment Delivery Team – Cambodia (MEDTC) according to the Khmer Air Force aircraft inventories contained in the MAP/ MEDTC quarterly reports (USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014):

As of 30 September 71: 18 i.e. 0 gained between 1 July and 30 September 71 (i.e. possessed-16, including Active-10 and Inactive-6 – Total Attrited-2)

As of 30 September 71: 18 i.e. 0 gained between 1 July and 30 September 71 (i.e. possessed-16, including Active-9 and Inactive-7 – Total Attrited-2)

As of 30 September 72: 18 i.e. 0 gained between 1 July and 30 September 72 (i.e. possessed-16, including Active-10 and Inactive-6 – Total Attrited-2)

As of 31 March 72: 21 i.e. 3 gained between 1 October and 31 December 71 (i.e. possessed-16, including Active-12 and Inactive-0 – Total Attrited-5)

As of 30 June 72: 31 i.e. 6 gained between 1 April and 30 June 72 (i.e. possessed-24, including Active-21 and Inactive-0 – Total Attrited-7)

As of 30 June 72: 31 i.e. 6 gained between 1 April and 30 June 72 (i.e. possessed-24, including Active-21 and Inactive-0 – Total Attrited-7)

As of 31 March 72: 25 i.e. 4 gained between 1 January and 31 March 72 (i.e. possessed-19, including Active-18 and Inactive-0 – Total Attrited-6)

As of 30 June 72: 31 i.e. 6 gained between 1 April and 30 June 72 (i.e. possessed-24, including Active-21 and Inactive-0 – Total Attrited-7)

As of 30 September 72: 31 i.e. 0 gained between 1 July and 30 September 72 (i.e. possessed-21, including Active-18 + 3 in Thailand for CBD/IRAN and Inactive-0 – Total Attrited-10) (“The last four Peace Trunk aircraft are scheduled for transfer to the Thai-Am Corp for inspection within 30 days.”)

As of 31 December 72:

T-28D: 42 i.e. 11 gained between 1 October and 31 December 72 (i.e. possessed-32, including Active-26 and Inactive-6 – Total Attrited-10)

T-28B: 16 i.e. 16 gained between 1 October and 31 December 72 (i.e. possessed-16, including Active-6 and Inactive-10 (in process of being assembled) – Total Attrited-0)

As of 31 December 72:

T-28D: 42 i.e. 11 gained between 1 October and 31 December 72 (i.e. possessed-32, including Active-26 and Inactive-6 – Total Attrited-10)

T-28B: 16 i.e. 16 gained between 1 October and 31 December 72 (i.e. possessed-16, including Active-6 and Inactive-10 (in process of being assembled) – Total Attrited-0)

As of 30 March 73:

T-28D: 42 i.e. 0 gained between 1 January and 31 March 73 (i.e. possessed-31, including Active-23 and Inactive-8 (five in Thailand for CBD/IRAN and three awaiting input) – Total Attrited-10)

T-28B: 16 i.e. 0 gained between 1 January and 31 March 73 (i.e. possessed-16, including Active-16 and Inactive-0 – Total Attrited-0)

As of 2 December 73 (Air America’s Phnom Penh Station monthly report to MEDTC for November 73, in: UTD/CIA/B39F1): Total assigned (= total received minus 10 attrited/lost)– average possess = active

T-28D: (rec. 54, - 11 attrited) > assigned 43, i.e. 12 gained betw. 31 Mar. and 2 Dec.73 (i.e. 31 average possess = active)

T-28B 16 i.e. 0 gained between 31 March and 2 December 73

As of 2 December 73 (Air America’s Phnom Penh Station monthly report to MEDTC for November 73, in: UTD/CIA/B39F1): Total assigned (= total received minus 10 attrited/lost)– average possess = active

T-28D: (rec. 54, - 11 attrited) > assigned 43, i.e. 12 gained betw. 31 Mar. and 2 Dec.73 (i.e. 31 average possess = active)

T-28B 16 i.e. 0 gained between 31 March and 2 December 73
As of 7 January 74 (Air America’s Phnom Penh Station monthly report to MEDTC for December 73, in: UTD/CIA/B39F1): Total assigned – average possess = active
T-28D: (rec. 59, - 11 attrited) > assigned 49, i.e. 6 gained betw. 2 Dec.73 and 7 Jan.74 (i.e. 29,6 average possess, plus 11 out-country)
T-28B 16 i.e. 0 gained between 2 Dec.73 and 7 Jan.74 (i.e. 5 average possess, plus 11 T-28Bs out-country)

As of 9 February 74 (Air America’s Phnom Penh Station monthly report to MEDTC for January 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 59, - 12 attrited) > assigned 48, i.e. 0 gained betw. 7 Jan. and 9 Feb.74 (i.e. 32,5 average possess, plus 17 out-country)
T-28B 16 i.e. 0 gained between 7 Jan. and 9 Feb.74 (i.e. 5 average possess, plus 11 T-28Bs out-country)

As of March 74 (Air America’s Phnom Penh Station monthly report to MEDTC for February 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 69, - 12 attrited) > assigned 57, i.e. 9 gained betw. March and 4 April 74 (i.e. 28 average possess, plus 22 out-country)
T-28B 16 i.e. 0 gained between 4 April and 6 May 74 (i.e. 5 average possess, plus 11 T-28Bs out-country)

As of 4 April 74 (Air America’s Phnom Penh Station monthly report to MEDTC for March 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 69, - 13 attrited) > assigned 56, i.e. 0 gained betw. March and 4 April 74 (i.e. 39 average possess, plus 18 out-country)
T-28B 16 i.e. 0 gained between March and 4 April 74 (i.e. 5 average possess, plus 11 T-28Bs out-country)

As of 6 May 74 (Air America’s Phnom Penh Station monthly report to MEDTC for April 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 83, - 14 attrited) > assigned 69, i.e. 14 gained betw. 4 April and 6 May 74 (i.e. 37 average possess, plus 32 out-country)
T-28B 15 i.e. 0 gained between 4 April and 6 May 74 (i.e. 5 average possess, plus 10 T-28Bs out-country, 1 Attrited)

As of 12 June 74 (Air America’s Phnom Penh Station monthly report to MEDTC for May 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 83, - 16 attrited) > assigned 67, i.e. 0 gained bet. 6 May and 12 June 74 (i.e. 36.3 average possess, plus 33 out-country)
T-28B 15 i.e. 0 gained between 6 May and 12 June 74 (i.e. 5 average possess, plus 10 T-28Bs out-country, 1 Attrited)

As of 11 July 74 (Air America’s Phnom Penh Station monthly report to MEDTC for June 74, in: UTD/CIA/B38F8): Total assigned – average possess = active
T-28D: (rec. 83, - 16 attrited) > assigned 67, i.e. 0 gained bet. 12 June and 11 July 74 (i.e. 32.13 average possess, plus 34 out-country)
T-28B 15 i.e. 0 gained between 12 June and 11 July 74 (i.e. 5 average possess, plus 10 T-28Bs out-country, 1 Attrited)
II) Individual aircraft histories:

1) T-28s that survived from Royal Cambodian Air Force times:

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
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<tbody>
<tr>
<td>SD39</td>
<td>16</td>
<td>T-28A</td>
<td>1963(^2)</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

T-28D “0-17584” 174-392 7 Aug.62 ex USAF 51-7584

**Previous history:** T-28A 51-7584 of SMAAR, McClellan AFB, to MAP on 7 August 62; to the Royal Cambodian Air Force; (see Steve Darke at [http://www.thai-aviation.net/T_28.html](http://www.thai-aviation.net/T_28.html));

**Service history:** transferred to the Khmer Air Force in 1970; 51-7584 (misquoted in the report as “51-7548”) required input into Thai-Am, Bangkok, for repair of crash damage in the 1 July to 30 September 71 period (MAP/MEDTC Aircraft Inventory as of 30 September 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014);

**Fate:** T-28D 51-7584 was lost to combat damage (“Cat.Z”) on 10 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

T-28D-5 “0-17778” 174-631 8 Aug.62 ex USAF 51-7778

**Previous history:** T-28D 51-7778 of SMAAR, McClellan AFB, to MAP on 8 August 62; to the Royal Cambodian Air Force; noted by Jon Pote at Pochentong in May 66 (email dated 8 August 2008 kindly sent to the author by Jon Pote); a photo of “0-17778” with old insignia, taken at Hong Kong in 1968, can be found at [http://www.acig.org/artman/publish/article_412.shtml](http://www.acig.org/artman/publish/article_412.shtml) and at [http://aces.safarikovi.org/victories/obr1/cambodia_t-28.jpg](http://aces.safarikovi.org/victories/obr1/cambodia_t-28.jpg)

**Service history:** transferred to the Khmer Air Force in 1970; aircraft officially serialled “51-7778”;

**Fate:** T-28D 51-7778 was lost (“Cat.A”) on 3 May 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

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Khmer Air Force T-28D “0-17807” at Pochentong in 1971/72 
(with kind permission from Ward S. Reimer)

\(^2\) I.e. acquired between 1 July 62 and 30 June 63.
T-28D "0-17807" 174-660 9 Aug.62 ex 51-7807

**Previous history:** T-28D 51-7807 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?); not operational, but being maintained in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11); 51-7807 was at Thai-Am, Bangkok, for IRAN as of 30 June 72, 12th phase inspection, input, May 1972, estimated output, 15 August 72, then scheduled Output postponed to 10 October 72 (MAP/MEDTC Aircraft inventories as of 30 June 72 and 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014);

**Fate:** T-28D “807” was stolen from Pochentong Air Base on 17 March 73 by a KAF pilot (Captain So Photra) who attempted to drop his bomb load on the Presidential Residence; he missed his mark and the bombs hit a barracks adjacent to the Residence, killing and wounding many people; the whereabouts of the aircraft are unknown (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1).

Khmer Air Force T-28 “0-17815” after the sapper attack of 21/2 January 71
(photo no. 1-CA2-2-PB19 preserved at UTD/Abadie/B2F1)

T-28D "0-17815" 174-668 9 August 62 ex USAF 51-7815

**Previous history:** T-28D 51-7815 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970

**Fate:** destroyed in the sapper attack of 21/2 January 71 (see photo no. 1-CA2-2-PB19 preserved at UTD/Abadie/B2F1)
T-28D  "0-17819"  174-672  9 August 62  ex USAF 51-7819
(real serial as borne not documented)

**Previous history:** T-28D 51-7819 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?); aircraft had official serial "51-7819"; 51-7819 required input into Thai-Am, Bangkok, for repair of crash damage in the 1 July to 30 September 71 period (MAP/MEDTC Aircraft Inventory as of 30 September 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); 51-7819 was at Thai-Am, Bangkok, for IRAN as of 30 June 72, 12th phase and CBD work, estimated output, 10 July 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

**Fate:** disappeared in November 73, dropped from the aircraft inventory (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).

Khmer Air Force T-28D-5 “0-17823” after the sapper attack of 21/2 January 71
(photo no. 1-CA2-2-PB33 preserved at UTD/Abadie/B2F1)

T-28D-5  "0-17823"  174-676  7 August 62  ex USAF 51-7823

**Previous history:** T-28D 51-7823 of SMAAR, McClellan AFB, to MAP on 7 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?); aircraft officially serialled “51-7823”; survived the sapper attack of 21/2 January 71 (see photo no 1-CA2-2-PB33 preserved at UTD/Abadie/B2F1), another photo of Khmer Air Force T-28 “0-17823” can be found at http://forum.keypublishing.co.uk/attachment.php?attachmentid=135349&stc=1&thumb=b=1&d=1153817436. This is also the T-28 that looks like “0-17829” in the same photo.
published at http://www.acig.org/artman/publish/article_412.shtml (Indochina database, Cambodia 2), but T-28 51-7829 was written off on 22 October 58, while in USAF service.

**Fate:** T-28D 51-7823 was lost to combat damage ("Cat.Z") on 2 July 72 (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

T-28D-5 "0-17825" 174-678 9 August 62  ex USAF 51-7825

**Previous history:** T-28D 51-7825 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?);

**Fate:** T-28D 51-7825 was lost to combat damage ("Cat.Z") on 27 March 72 (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

T-28D-5 "0-17828" 174-681 8 August 62  ex USAF 51-7828

**Previous history:** T-28D 51-7828 of SMAAR, McClellan AFB, to MAP on 8 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?); survived the sapper attack of 21/2 January 71 (see photo no. 1-CA2-2-PB52); seen at Bangkok on 12 June 71 (Aviation Letter 56, July 1971, p. 2); type given there as AT-6, owner unknown; this T-28D was aircraft officially serialled “51-7828”;

**Fate:** made an emergency landing in a rice paddy south of Pochentong Air Base in May 73, causing substantial damage which was beyond Khmer AF repair capability (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)

T-28D "0-17831" 174-684 9 Aug.62  ex 51-7831

(Real serial as borne not documented)

**Previous history:** T-28D 51-7831 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?);

**Service history:** aircraft officially serialled “51-7831”; not operational, but being maintained in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11); current in April 73, when it was input for an unscheduled inspection due to high stress placed on the aircraft during bomb drops (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); the upper engine cowling ripped off in flight in June 73, damaging...
the propeller; repaired (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); engine change in Oct.73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); had electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

**Fate:** ?

T-28D-5 “0-17833” 174-686 9 August 62 ex USAF 51-7833

**Previous history:** T-28D 51-7833 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

**Service history:** transferred to the Khmer Air Force in 1970 (?); one of the old T-28s, damaged at Pochentong in January 71 (see the article “Indochina database, Cambodia 2”, at: http://www.acig.org/artman/oublish/article_412.shtml); aircraft officially serialled “51-7833”; flown as “0-17833”, mentioned in http://www.scramble.nl/mil/; made a wheels up landing at Pochentong in May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repairs in progress at Pochentong in May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repair completed on 28 June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); to Thai-Am, Bangkok, in August 73 (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); repaired in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); delivered to Thai-Am for maintenance in the spring of 1974 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

**Fate:** ?

T-28D-5 “17837” 174-690 8 August 62 ex USAF 51-7837

**Previous history:** T-28D 51-7837 of SMAAR, McClellan AFB, to MAP on 8 August 62; to the Royal Cambodian Air Force and probably as “0-17837”

**Service history:** transferred to the Khmer Air Force in 1970 (?); a photo of this aircraft with “17837” on the fin can be found at http://blog.allthedumbthings.com/category/planes/ and at http://razzbuffnik.files.wordpress.com/2007/05/t28.jpg

**Fate:** T-28D 51-7837 was lost to combat damage (“Cat.Z”) on 12 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

Khmer Air Force T-28D “0-17839” at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)
T-28D-5 “0-17839” 174-692 9 August 62 ex USAF 51-7839
(real serial as borne not documented)

Previous history: T-28D 51-7839 of SMAAR, McClellan AFB, to MAP on 9 August 62; to the Royal Cambodian Air Force

Service history: transferred to the Khmer Air Force in 1970 (?); seen at Bangkok 16 December 70, believed to be still a USAF aircraft (Aviation Letter 54, May 1971, p.2); aircraft officially serialled “51-7839”; crashed on 28 May 73; repairs started in July 73 (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39 F1); repairs were still in progress in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); engine change in Sept.73 to November 73 (Air America’s Phnom Penh Station monthly reports for September, October, and November 73, in: UTD/CIA/B39F1); down out of use for more than 6 months in January 74, awaiting ferry to Thai-Am, Bangkok (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); 51-7839 remains in maintenance at Pochentong AB (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQA/CSAF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014); not yet repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); released and ferried to Thai-Am, Bangkok, in April 74 for inspection and further repairs (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); more electrical problems in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38 F8).

Fate: at Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

T-28D “0-21228” 189-43 18 May 62 ex 52-1228
(real serial as borne not documented)

Previous history: T-28D 52-1228 of SMAAR, McClellan AFB, to MAP on 18 May 62; to the Royal Cambodian Air Force;

Service history: transferred to the Khmer Air Force in 1970 (?); 52-1228 required input into Thai-Am, Bangkok, for repair of crash damage in the 1 July to 30 September 71 period (MAP/MEDTC Aircraft Inventory as of 30 September 71, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); Khmer Air Force T-28 “52-1228” returned on 29 January 72 from overhaul in Thailand (Air America’s Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11).

Fate: T-28D 52-1228 was lost to combat damage (“Cat.Z”) on 3 September 72 (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFhra, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

T-28D “0-21196” 189-11 18 May 62 ex 52-1196
(real serial as borne not documented)

Previous history: T-28D 52-1196 of SMAAR, McClellan AFB, to MAP on 18 May 62; to the Royal Cambodian Air Force (see http://www.thai-aviation.net/T_28.html);

Service history: probably transferred to the Khmer Air Force in 1970 (?);

Fate: possibly destroyed in the sapper attack at Pochentong on 21/2 January 71 (?)
<table>
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<th>Expiry Date</th>
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<td>“0-21210”</td>
<td>189-25</td>
<td>18 May 62</td>
<td>ex 52-1210</td>
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<tr>
<td></td>
<td>Previous history:</td>
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<td></td>
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<tr>
<td></td>
<td>Service history:</td>
<td>probably transferred to the Khmer Air Force in 1970 (?)</td>
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<tr>
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<td>Fate:</td>
<td>possibly destroyed in the sapper attack at Pochentong on 21/2 January 71 (?)</td>
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<tr>
<td></td>
<td>Service history:</td>
<td>probably transferred to the Khmer Air Force in 1970 (?)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fate:</td>
<td>possibly destroyed in the sapper attack at Pochentong on 21/2 January 71 (?)</td>
<td></td>
<td></td>
</tr>
</tbody>
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2) T-28s received in Fiscal Year 1971, i.e. between 1 July 70 and 30 June 71

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
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<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
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<td>20</td>
<td>T-28D</td>
<td>1971</td>
<td>Procured (PR)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

a) 18 (?) T-28Ds gained between 1 July 70 and 30 December 70  
b) 1 T-28D gained between 31 January 71 and 31 March 71  
c) 1 T-28D gained between 1 April and 30 June 71

T-28D “0-13579” (?) 174-117 1971 ? ex 51-3579, RLAF  
(complete serial not documented)  

**Previous history:** T-28D 51-3579 of NAMCO, Columbus, to MAP on 9 June 65; probably to the Royal Lao Air Force as “0-13579”; not current with the RLAF in January 72 (List of Assigned, Maintained Aircraft as of 1 January 72, in: UTD/Bisson/B5, microfilm reel no.24)  

**Service history:** to the Khmer Air Force, quoted as “579”, probably transferred from the Royal Lao Air Force in 1971 (?); bullet hole on the right hand wing was repaired in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).  

**Fate:** ?

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Khmer Air Force T-28 “0-13698” after the sapper attack of 21/2 January 71  
(photo no. 1-CA2-2-PB64 preserved at UTD/Abadie/B2F1)

T-28D “0-13698” 174-236 1970 (?) RThAF JF13-44/07  

**Previous history:** T-28D 51-3698 of SMAAR, McClellan AFB, to MAP on 64155 (3 June 64); to the Royal Thai Air Force as JF13-44/07; probably one of 10 RThAF T-28s leased to the RLAF in January 1965; “51-3698” was flown by Richard Crafts out of Savannakhet on 4 April 65 and out of Udorn on 25 April 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); returned to the RThAF.  

**Service history:** aircraft officially serialled “51-3698”, probably loaned from the Royal Thai Air Force in 1970; although the T-28 on the photo above looks like “0-
13693”, it is believed to be “0-13698”, as “0-13693”, a former French AF Fennec, is known to have had a history in the United States as N14124 between 1968 and at least 2011 (see http://www.joebaugher.com/usaf_serials/1951.html; request submitted to the FAA on 16 September 2011 at http://registry.faa.gov/aircraftinquiry/).

Fate: destroyed in the sapper attack at Pochentong on 21/2 January 71 (see photo no. 1-C42-2-PB64 preserved at UTD/Abadie/B2F1); the T-28 “0-13699” also reported as being destroyed on that occasion (see Indochina database, Cambodia 2, at: http://www.acig.org/artman/publish/article_412.shtml) was probably the same aircraft, that is “0-13698”, as former 51-3699 is known to have gone to the French Air Force in October 60; it was destroyed in Algeria on 9 May 61 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

T-28D “0-13732” 174-270 1971? ex USAF 51-3732; (complete serial not documented) RThAF JF13-47/07

Previous history: T-28D 51-3732 of SMAAR, McClellan AFB, to MAP on 3 June 64; to the Royal Thai Air Force as JF13-47/07 on 8 July 64 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: T-28D 51-3732 was awaiting airlift to Thailand as of 30 September 72 for repair of major crash damage due to wheels up landing at Battambang AB in July 72; 51-3732, major crash damage work, estimated output, April 1973 (MAP/MEDTC Aircraft inventories as of 30 September 72 and 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); leased to the Khmer Air Force in 1974; Khmer Air Force T-28D “732” had technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); returned to the Royal Thai Air Force as JF13-118/18 on 6 October 75; preserved at Ubon Ratchathani (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

T-28D “0-13771” 174-309 1971? ex 51-3771; VNAF,RLAF (real serial as borne not documented) RThAF JF13-67/09

Previous history: USAF to MAP on 17 December 63 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011), probably to the South Vietnamese Air Force. Transferred to the Royal Lao Air Force in 1964; flown by Richard Crafts out of Udorn on 28 and 29 December 64 and 12 January 65, given as “771”; again on 21 May 65, this time given as “51-3771” (log book of Richard Crafts, in: UTD/Leary/B44F6). Noted as “3771” by Jon Pote at Vientiane on 13 February 66 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote); to the Royal Thai Air Force as JF13-67/09 on 26 April 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: aircraft officially serialled “51-3771”; current in February 72, when it was in for maintenance at Pochentong (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1), and in October 73, when the aircraft, which had previously been used for training, was re-configured back into a fighter (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). The vertical stabilizer, which had been damaged by ground fire, was repaired in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).
**T-28D “0-17539” 174-392 1970 (?) ex 51-7539**

**Previous history:** T-28A 51-7539 of 2704 ASDG, Davis Monthan, to reclaimed on 26 October 62 (see Steve Darke at [http://www.thai-aviation.net/T_28.html](http://www.thai-aviation.net/T_28.html) ; believed to the South Vietnamese Air Force (?)

**Service history:** transferred to the Khmer Air Force in 1970 (?)

**Fate:** T-28D 51-7539 was lost to combat damage (“Cat.Z”) on 11 February 71 (MAP/MEDTC Aircraft Inventory as of 31 March 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

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Khmer Air Force T-28 “0-17678” after the sapper attack of 21/2 January 71 (detail of photo no. 1-CA2-2-PB49 preserved at UTD/Abadie/B2F1)

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**T-28D “0-17678” 174-531 1970? ex USAF 51-7678, RLAF**

**Previous history:** delivered to the Royal Lao AF in May/June 64, flown by Allen Rich on 25 April 65 and 8 May 65; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1).

**Service history:** transferred to the Khmer Air Force in 1970 (?) ; survived the sapper attack of January 71 (see photo no. 1-CA2-2-PB49 preserved at UTD/Abadie/B2F1).

**Fate:** T-28D 51-7678 was lost (“Cat.ZA”) on 13 July 72 (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).
The remains of Khmer Air Force T-28 “0-17735” at Pochentong in January 71 (photos nos. 1-CA2-2-PB63 and 1-CA2-2-PB39, both preserved at UTD/Abadie/B2F1)

T-28D “0-17735” 174-588 1970 (?) ex USAF 51-7735 and RThAF JF13-28/05

**Previous history:** T-28D 51-7735 of SMAAR, McClellan AFB, to MAP on 24 July 62; to the Royal Thai AF as JF13-28/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** transferred to the Khmer Air Force in 1970 (?); aircraft officially serialled “51-7735”

**Fate:** destroyed during in the sapper attack at Pochentong on 21/2 January 71 (see photos nos. 1-CA2-2-PB63 and 1-CA2-2-PB39, preserved at UTD/Abadie/B2F1).

T-28D-5 “0-91554” 159-66 1971 (?) ex USAF 49-1554, (real serial as borne not documented) RThAF JF13-88/11

**Previous history:** T-28D 49-1554, SMAAR, McClellan AFB, to MAP on 68235 (= 22 August 68); to the Royal Thai Air Force as JF13-88/11 on 9 October 68 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke);

**Service history:** aircraft officially serialled “49-1554”; leased from the Royal Thai Air Force in 71? Was lying damaged at Pochentong in April 73 (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); ferried to Bangkok for IRAN by Thai-Am in May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1). Had an accident at Kompong Chhnang in June 74, causing extensive damage to the propeller, engine, and landing gear (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to “91554” of the Philippine AF in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68); active at Sangle Point Air Base, Philippines, in November 85 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).
3) T-28s received in Fiscal Year 1972, i.e. between 1 July 71 and 30 June 72

<table>
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<tr>
<th>Contract</th>
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<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
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<tr>
<td>ZB25</td>
<td>22</td>
<td>T-28D</td>
<td>1972</td>
<td>Procured (PR)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

a) 3 T-28Ds gained between 1 October and 31 December 71 (1 July-30 Sep71 = 0)

T-28D “0-37704” 200-67 21 Nov.71 ex BuA 137704
(real serial as borne not documented)

**Service history:** aircraft officially serialled “54-137704”; NASJA, Jacksonville, to TL 71232 (19 Aug.71); T-28D 55-137704 was officially gained by the Khmer Air Force on 21 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Crashed; to Thai-Am, Bangkok, for repair in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). Ground accident on 8 April 74, when the nose wheel folded while the aircraft was taxiing out to go to a mission (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8; Report of 15 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). Electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8). The nose gear was repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); had technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:**

T-28D “0-38199” 200-270 21 Nov.71 ex BuA 138199
(real serial as borne not documented)

**Service history:** US Navy to USAF on 26 January 71; aircraft officially serialled “55-138199”; NASJA, Jacksonville, to TL on 71232 (20 Aug.71); T-28D 55-138248 was officially gained by the Khmer Air Force on 21 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014);

**Fate:** T-28D 55-138199 (misquoted in official report as “51-8199”) was lost to combat damage (“Cat.Z”) on 21 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

T-28D “0-38248” 200-319 21 Nov.71 ex BuA 138248
(real serial as borne not documented)

**Service history:** aircraft officially serialled “55-138248”; NASJA, Jacksonville, to TL on 71232 (20 Aug.71); T-28D 55-138248 was officially gained by the Khmer Air Force on 21 November 71 (MAP/MEDTC Aircraft Inventory as of 31 December 71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); to Thai-Am, Bangkok, for repair in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); released from Thai-Am on 30 September 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

**Fate:**


b) 4 T-28Ds gained between 1 January and 31 March 72:

T-28D-10 “0-38183” 200-254 6 March 72 ex BuA 138183

Service history: BuA 138183 struck off US Navy records 4 March 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Aircraft officially serialled “54-138183”; NASPF, Pensacola, to TL MAP on 72065 (6 March 72); T-28D 54-138183 was officially gained by the Khmer Air Force on 6 March 72 (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Flown as “0-38183”, mentioned in http://www.scramble.nl/mil/; ferried to Thai-Am, Bangkok, for repair in May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); inactive on 30 June 72 (MAP/MEDTC Aircraft Inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). A photo taken at Bangkok, when “0-38183” was ferried to Thai-Am at Bangkok by an Air America pilot can be found at http://www.acig.org/artman/publish/article_412.shtml. Battle damage received at the bottom tail fuselage was repaired in Jan.74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8). Battle damage of the aft fuselage was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); hit by ground fire in May 74; repaired in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “138183” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68); shipped to the DPDO (US Defense Property Disposal Office) on 4 October 1978 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeatson, kindly submitted by Steve Darke on 16 September 2011); then unknown.

T-28D “0-53645” ? 13 March 72 ex BuA 153645 (real serial as borne not documented)

Service history: BuA 153645 struck off US Navy records on 17 June 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); aircraft officially serialled “51-153645”. NASPF, Pensacola, to TL MAP on 72013 (13 Jan. 72). T-28D 51-153645 was officially gained by the Khmer Air Force on 13 March 72 (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); engine change in Oct.73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); sustained major damage to the right wing and landing gear in January 74, while operating outstation; ferried to Thai-Am, Bangkok, for repairs in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); accident in Jan.74 and to Thai-Am; still there in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); accident damage repair at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); damaged by ground fire in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “153645” in 1976 (?) (Anido/Austria-Tomkins,
Pictorial history of the Philippine Air Force, p.68; drawing in Anido/Austria-Tomkins, p.19; active at Sangleys Point in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28D-10 “0-53649” 28D 119/18 13 March 72 ex BuA 153649

Service history: BuA 153649 struck off US Navy records on 17 June 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Aircraft officially serialled “51-153649”, NASPF, Pensacola, to TL MAP on 72013 (13 Jan. 72); T-28D 51-153649 was officially gained by the Khmer Air Force on 13 March 72 (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Flown as “0-53649”; a photo at http://4.bp.blogspot.com/_GbPcI30qhvQ/THn8Wqou5II/AAAAAAAABO0/_mj9XYKkqAY/s1600/new_rtb.JPG . Was at Thai-Am, Bangkok, as of 30 June 72, for IRAN and CBD work, estimated output, 1 Aug.72 (Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Minor CBD, input, July 1972, scheduled Output on 10 October 72 (MAP/MEDTC Aircraft Inventory as of 30 September 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Waited for inspection by Thai-Am, Bangkok, in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). Ferried to Thai-Am, Bangkok, for inspection on 20 Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1). Received bullet holes in April 74 (Report of 24 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). Had an accident at Kompong Thom in June 74, causing extensie damage to the nose gear, the engine, the propeller, and other parts (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “153649” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D-10 “0-53652” 28A/B/C/D 6 March 72 ex BuA 153652

(complete serial not documented)

Service history: BuA 153652 struck off US Navy records on 17 June 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); T-28D 00153652 (c/n ?) NASPF, Pensacola, to TL MAP on 6 March 72 (72065). T-28D 51-153652 was officially gained by the Khmer Air Force on 6 March 72 (MAP/MEDTC Aircraft Inventory as of 31 March 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). T-28D 51-153652 was flipped over by a C-130 prop blast at Pochentong AB on 29 May 72 is dismantled and awaiting airlift by RTAF C-123 to Thai-Am (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). 51-153652, major crash damage, input Sep 1972, sched. Output Dec 1972 (MAP/MEDTC Aircraft inventory as of 30 Sept.72); 51-153652, major crash damage work, estimated output, April 1973 (MAP/MEDTC Aircraft inventory as of 31 Dec.72).

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Royal Thai Air Force as “0-53652” and JF13-119/18 on 6 October 75; displayed at Nam Phong; displayed at National Memorial, Pathum Thani by 1994.
(e-mail dated 23 February 2012 kindly sent to the author by Steve Darke). At display at Bangkok in January 1999 (ABN June 99/p.708); reportedly also to the Philippine AF as “153652” in 1975 (?).

c) 6 T-28Ds gained between 1 April and 30 June 72

T-28D “0-38116” 200-187 19 May 72 ex BuA 138116
(complete serial not documented)
Previous history: T-28B 54-138116 (c/n 200-187) - BuA 138116, struck off charge from US Navy records on 7 December 70 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B 00138116 USN to 3380 M & S Group, Keesler AFB, Miss., in 1970. T-28D 00138116 NASPF (c/n 200-187) Pensacola, to TL MAP on 72053 (22 February 72). To Water Pump, Udorn, as “38116” in 72.
Service history: T-28D 54-138116 was officially gained by the Khmer Air Force on 19 May 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to AIP in October 80 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28D “0-53644” ? 8 April 72 ex BuA 153644
(real serial as borne not documented)
Service history: BuA 153644 struck off US Navy records on 17 June 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Aircraft officially serialled “51-153644”; NASPF, Pensacola, to TL MAP on 72014 (14 Jan. 72). T-28D 51-153644 was officially gained by the Khmer Air Force on 8 April 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Current in April 73, when a new gun was installed at Pochentong (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1). Shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). Both wings were damage by hostile ground fire in March 74; repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8). Had an accident at Kach Kong Province on 5 June 74, resulting in extensive damage to the nose gear and to the propeller (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8; Report of 7 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine AF as “153644”; active at Sangleay in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); damaged beyond repair at Sangleay Point Air Base on 1 December 89 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D “0-53647” ? 8 April 72 ex BuA 153647
(real serial as borne not documented)
**Service history:** aircraft officially serialled “51-153647”; NASPF, Pensacola, to TL MAP on 72013 (13 Jan. 72). T-28D 51-153647 was officially gained by the Khmer Air Force on 8 April 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHR, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Waited for inspection by Thai-Am, Bangkok, in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). To the Khmer Air Force; ferried to Thai-Am, Bangkok, for inspection in Feb.74, but had numerous electrical problems (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

**Fate:** Khmer Air Force T-28D “647” was lost on 4 March 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). Reportedly to the Philippine AF as “153647” in 1976 (?)

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**T-28D-10 “0-53651” ? 19 May 72 ex BuA 153651** *(complete serial not documented)*

**Service history:** BuA 153651 struck off US Navy records on 21 July 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). T-28D 00153651 NASPF, Pensacola, to TL MAP on 72053 (22 February 72). T-28D 51-153651 was officially gained by the Khmer Air Force on 19 May 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHR, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). T-28D “651” was damaged in June 73 by hostile fire; the bullet holes were repaired at Pochentong (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). Had a ground accident in April 74, when the propeller hit T-28 “673”; there was no damage to “651” (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8). Made a hard landing in May 74, causing substantial damage to the left wing; scheduled to be ferried to Thai-Am, Bangkok (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “153651” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68); active at Sangle Point in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

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**T-28D-10 “0-53656” ? 19 May 72 ex BuA 153656** *(real serial as borne not documented)*

**Service history:** BuA 153656 struck off US Navy records on 9 July 71 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Aircraft officially serialled “51-153656”; NASPF, Pensacola, to TL MAP on 72053 (22 Feb. 72). T-28D 51-153656 was officially gained by the Khmer Air Force on 19 May 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHR, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). The right main landing gear collapsed in May 73 while taxiing out from the parking ramp at Pochentong (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); repairs completed on 11 June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); ferried to Thai-Am, Bangkok, for inspection on 20 Nov.73. 

Crashed shortly after take-off due to engine malfunction on 28 Sept.73; recovered (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); ferried to Thai-Am, Bangkok, for inspection on 20 Nov.73.
Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1; undergoing repair at Thai-Am for release in August 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). **Fate:** escaped to Thailand in 1975; at Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine AF as “153656” in 76 (?). Damaged beyond repair at Sangley Point Air Base on 1 December 89 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

Khmer Air Force T-28D “0-53657” at Pochentong in 1972 (with kind permission from Ward S. Reimer)

T-28D “0-53657” 8 April 72 ex BuA 153657

**Service history:** aircraft officially serialled “00153657”; NASPF, Pensacola, to TL MAP on 72013 (13 January 72); T-28D 51-153657 was officially gained by the Khmer Air Force on 8 April 72 (MAP/MEDTC Aircraft inventory as of 30 June 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014);

**Fate:** escaped to Thailand in 1975; to the Philippine AF as “153657” in 76 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).
4) T-28s received in Fiscal Year 1973, i.e. between 1 July 72 and 30 June 73

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
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<td>TC93</td>
<td>5</td>
<td>T-28D</td>
<td>1973</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
<tr>
<td>TD09</td>
<td>10</td>
<td>T-28B</td>
<td>1973</td>
<td>Excess to US use (XS)</td>
<td>NAVY</td>
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<tr>
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<td>6</td>
<td>T-28B</td>
<td>1973</td>
<td>Excess to US use (XS)</td>
<td>NAVY</td>
</tr>
</tbody>
</table>

a) 11 T-28Ds gained between 1 October and 31 December 72 (0 received July-Sept. 72)

T-28D “0-91741” c/n 159-253 10 Nov.72 ex 49-1741, BJF13-78/09
(real serial as borne not documented!!)

Previous history: T-28D 49-1741 (c/n 159-253), SMAAR, McClellan, to TL MAP on 4 April 66 (66094); to the Royal Thai Air Force as BJF13-78/09 on 6 June 66; current Nov. 72.

Service history: T-28D 49-1741 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); possibly also noted as Khmer Air Force “741D” in 74.

Fate: escaped to Thailand in 1975; to the Philippine AF as “91741” in 1976 (?); disposal approved March 81 (for details see Steve Darke at http://www.thai-aviation.net/T_28.html).

T-28D “0-91749” c/n 159-261 10 Nov.72 ex 49-1749, BJF13-71/09
(real serial as borne not documented!!)

Previous history: T-28D 49-1749 (c/n 159-261), SMAAR, McClellan, to TL MAP on 15 March 66 (66074); to the Royal Thai Air Force as BJF13-71/09 on 6 June 66; current Nov. 72.

Service history: T-28D 49-1749 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Apparently used at Udorn for flight training, as it was current at Udorn from 1 December 72 to 1 April 73, but no longer in May 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 May 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: unknown; possibly destroyed in April 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 May 73, in: UTD/Bisson/B5, microfilm reel 24) or transferred to operations out of Pochentong Air Base, Phnom Penh.

T-28D “0-17626” c/n 174-479 10 Nov.72 ex USAF 51-7626 and
(real serial as borne not documented!!) RThAF BJF13-06/05

Previous history: USAF 51-7621 of SMAAR, McClellan, to TL MAP on 14 June 62; to the Royal Thai Air Force as BJF13-06/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: T-28D 51-7626, Peace Trunk aircraft, in work at Thai-Am in the last quarter of 1972; T-28D 51-7626 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); delivered to Thai-Am for maintenance in the spring of 1974 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: ?
T-28D “0-17741” c/n 174-594 10 Nov.72 ex USAF 51-7741, RLAF, and RThAF BJF13-30/05
(real serial as borne not documented!!)

**Previous history:** USAF 51-7741 of SMAAR, McClellan, to TL MAP on 19 July 62; to the Royal Thai Air Force as BJF13-30/05 on 26 July 62; coded “22412” (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke). Operated on loan by the Royal Lao Air Force as “0-17741” at least between 24 May 64 and 18 June 65; returned to the Royal Thai Air Force as “0-17741” before 1 January 72 (not on the “List of Assigned and maintained aircraft at Udorn” of 1 January 72, in: UTD/Bisson/B5, microfilm reel no. 24). Current with the Royal Thai Air Force in October 72;

**Service history:** T-28D 51-7741, Peace Trunk aircraft, in work at Thai-Am in the last quarter of 1972. T-28D 51-7741 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Believed to be the “741D” that is quoted for bullet damage that was repaired at Pochentong in June 73; work completed on 16 June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). Battle damage was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems in April 74; bomb mechanism repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); again to the Royal Thai Air Force, with “Tango Squadron”; noted dismantled at Bangkok as “0-17741” in March 1996, then probably to Takhli RThAFB (photo in [http://www.warbirdregistry.org/t28registry/t28-517741.html](http://www.warbirdregistry.org/t28registry/t28-517741.html)).

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T-28D-5 “0-00205” 171-11 10 Nov.72 ex USAF 50-205; RThAF JF13-60/09
(real serial as borne not documented)

**Previous history:** USAF 51-7621 of SMAAR, McClellan, to TL MAP on 66048, i.e. struck off charge on 17 February 66; to the Royal Thai Air Force as JF13-60/09 on 18 April 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** aircraft officially serialled “50-205”; 50-205 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014); engine change in Oct.73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).

**Fate:** ?

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T-28D-5 “0-00251” 171-57 10 Nov.72 USAF 50-251; RLAF; RThAF JF13-62/09
(real serial as borne not documented)

**Previous history:** T-28D 50-251 of SMAAR, McClellan AFB, to TL/MAP on 66041 (= 10 February 66). To the Royal Thai Air Force as JF13-62/09 on 18 April 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke). To the Royal Lao Air Force as a Raven aircraft in 1969; not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); returned to the Royal Thai Air Force; transferred to the Khmer Air Force on 10 November 72 ().

**Service history:** T-28D 50-251 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).
T-28D-5 “0-00279” 171-85 10 Nov.72 USAF 50-279; (real serial as borne not documented) RThAF JF13-64/09

Previous history: T-28D 50-279 (c/n 171-85) of SMAAR, McClellan, to TL MAP on 66041, i.e. on 10 February 66; to the Royal Thai Air Force as JF13-64/09 on 18 April 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: 50-279 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Inspection at Pochentong in July 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); returned from Thai-Am, Bangkok, in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1). Had engine problems in January 74; checked and repaired at Pochentong (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8). Battel damage of the right tail section was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); an inspection at Pochentong on 2 December 74 showed that it had a hard landing; ferried to Thai-Am for inspection (Report of 4 December 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “00279” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68); inactive at Sangley in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28D “0-13527” 174-65 10 Nov.72 ex USAF 51-3527, (real serial as borne not documented) RThAF JF13-??/08

Previous history: T-28D 51-3527 of SMAAR, McClellan, to MAP on 19 August 65; probably to the Royal Thai Air Force as JF13-??/08

Service history: aircraft officially serialled “51-3527”; 51-3527, Peace Trunk aircraft, in work at Thai-Am in the last quarter of 1972. T-28D 51-3527 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Electrical problems in Sept. 73; repaired in Sept. 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1). Battle damage at the left hand horizontal stabilizer and elsewhere was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); technical problems in June 74; paired at Pochentong (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: ?

T-28D-5 “0-13658” 174-196 10 Nov.72 ex USAF 51-3658; (complete serial not documented) RThAF JF13-42/07

Previous history: T-28D 51-3658 of SMAAR, McClellan to MAP on 3 June 64; to the Royal Thai Air Force as JF13-42/07, current in 1967. RThAF Peace Trunk (RhTAF redistributable assets) transfer T-28D 51-3658 was input to Thai-Am on 30 June 72 for engine change and 12th phase prior to formal transfer to KAF. Still at Thai-Am, Bangkok, as of 30 September 72; estimated output is November 1972 (MAP/MEDTC Aircraft inventories as of 30 June 72 and 30 September 72,
USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014.

Service history: 51-3658 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “513658” in 1976 (?); photo in Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68; damaged beyond repair Sangley Point Air Base 1 December 89.

T-28D “0-13706” 174-244 10 Nov.72 ex USAF 51-3706, RLAF and RThAF JF13-58/09

Previous history: with the RLAF since August 63 as a T-28A, probably initially as “3706”; reportedly destroyed in Laos on 10 August 65; apparently rebuilt as a T-28D and transferred to the Royal Thai Air Force as JF13-58/09, serial assigned on 31 March 66; again assigned to the RLAF as “0-13706” (?) in ? and reportedly lost in Laos on 20 May 71; apparently again rebuilt and back to the RThAF. RThAF Peace Trunk (RtTAF redistributable assets) transfer T-28D 51-3706 was input to Thai-Am on 30 June 72 for engine change and 12th phase prior to formal transfer to KAF. Still at Thai-Am, Bangkok, as of 30 September 72; estimated output is November 1972 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

Service history: RThAF T-28D 51-3706 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Aircraft officially serialled “51-3706”; waited for ferry to Thai-Am, Bangkok, in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39 F1); ferried to Thai-Am, Bangkok, for inspection on 20 Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1). Unblendable cracks were found in wings on D model 51-3706 (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQA/CSAF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014). Returned from Thai Am in April 74, but had electrical problems (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); serial used was “0-13706”; made a hard landing at Pochentong on 9 September 74, damaging the propeller and the engine (Report of 11 September 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: flown to Thailand in April 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75; stop work status, uneconomical repair (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Philippine Air Force as “13706” in 1976 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D “0-13714” 174-252 10 Nov.72 ex RThAF JF13-45/07 (real serial as borne not documented)

Previous history: T-28D 51-3714 of SMAAR, McClellan AFB, to MAP on 3 June 64; to the Royal Thai Air Force as JF13-45/07 / “0-13714” on 8 July 64; at Bangkok on 20 October 72, coded “22413” (e-mail dated 23 February 2012 kindly sent to the
author by Steve Darke); to the Khmer AF as “51-3714”.

**Service history:** aircraft officially serialled “51-3714”. T-28D 51-3714, *Peace Trunk* aircraft, in work at Thai-Am in the last quarter of 1972. 51-3714 was gained by the Khmer Air Force on 10 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Found VHF tail cap antenna connector disconnected after from Thai-Am in Sept.73; repaired in Sept.73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); a photo taken at Pochentong in 1973 can be found at [http://www.acig.org/artman/publish/article_412.shtml](http://www.acig.org/artman/publish/article_412.shtml) and also at [http://home.earthlink.net/~se.asia/cam_pix/combat.jpg](http://home.earthlink.net/~se.asia/cam_pix/combat.jpg); delivered to Thai-Am for maintenance in the spring of 1974 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

**Fate:** escaped to Thailand in 1975; sold to the Philippine Air Force as “13714” in 1976 (?); stored at Villamor Air Base (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

b) 16 T-28Bs received between October and 31 December 72

**T-28B**

- “0-37664” 200-29 25 Nov.72  ex BuA 137664
  
  **(complete serial not documented)**

  **Service history:** BuA 137664, struck off charge from US Navy records on 15 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “54-7664” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). “664” was repaired at Pochentong in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

  **Fate:** escaped to Thailand in 1975; with Thai-Am, Don Muang, on 24 April 75, but not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “137664” for spares in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

- “0-37691” 200-54 25 Nov.72  ex BuA 137691
  
  **(real serial as borne not documented)**

  **Service history:** BuA 137691, struck off charge from US Navy records on 13 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “54-7691” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

  **Fate:** “691” crashed and burnt at Udorn while on a training mission on 11 April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); officially, T-28B “54-137691” was lost on 11 April 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

- “0-37698” 200-60 25 Nov.72  ex BuA 137698
  
  **(complete serial not documented)**

  **Service history:** T-28B 54-137698 (c/n 200-60) - BuA 137698, struck off charge from US Navy records on 15 November 72 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B “54-7698” was gained by the Khmer Air Force on 25
November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Probably to the Philippine Air Force in 1976 (?); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Given as “registration pending” for unknown owner at Yamhill, OR, for N2067A on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

T-28B “0-37700” 200-62 25 Nov.72 ex BuA 137700
(complete serial not documented)

**Service history:** T-28B 54-137700 (c/n 200-62) - BuA 137700, struck off charge from US Navy records on 15 November 72 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B “54-7700” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Cracks of yet undetermined size have been detected on B mod 51-137700 undergoing 12th phase inspection (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQA/CSAF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014);

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Regd. to Vintage War Birds LLC, Stepvensville, MT, as N20681 on 28 September 2007; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

T-28B “0-37716” 200-79 25 Nov.72 ex BuA 137716
(real serial as borne not documented)

**Service history:** BuA 137716, struck off charge from US Navy records on 15 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “55-7716” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). “716” was repaired in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). Cracks of yet undetermined size have been detected on B model 51-137716 undergoing 12th phase inspection (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQA/CSAF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014);

**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); “0-37716” went to the Philippine Air Force as “137716” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Regd. to Keith Masserang, Bloomfield Hills, MI, as N1PQ on 24 May 2010; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).
T-28D-10  “0-37734”  200-97  25 Nov.72   ex BuA  137734
(real serial as borne not documented)

Service history: aircraft officially serialled “54-137734”; 3380 M & S Group, Keesler, to TL MAP on 72319 (15 Nov. 72). BuA 137734, struck off charge from US Navy records on 16 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “54-7734” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Type corrected to “T-28D-5” (correct = D-10) (Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC HONOLULU HI, info kindly sent to the author by Sid Nanson on 17 Nov.2014). Repair delayed in Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); finished on 24 Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1). Had an engine change at Pochentong in Dec.73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1). Used as a T-28B training aircraft; engine change still not completed in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); cracked skin repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “137734” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Sold as N20677 to Business Air Charter, Portland, OR, on 3 August 1989; last info in 1992; “sale reported” and “status in question” from Knoxville, TN, on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

T-28B  “0-37741”  200-104  25 Nov.72   ex BuA  137741
(real serial as borne not documented)

Service history: aircraft officially serialled “54-137741” ; 3380 M & S Group, Keesler, to TL MAP on 72319 (15 Nov. 72). BuA 137741, struck off charge from US Navy records on 16 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “55-7741” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Engine change at Pochentong in Dec.73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); used as a T-28B training aircraft; engine change completed in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8). This was T-28D “741B” which had generator problems that were repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Given as “struck off charge” on 2 Feb. 1976 (http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm); to the Philippine AF as “137741” in 76 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68). A carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Sold to Business Air Charter, Portland, OR, on 3

T-28B  “0-37754”  200-117  25 Nov.72  ex BuA 137754  
(real serial as borne not documented)

**Service history:** BuA 137754, struck off charge from US Navy records on 15 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “54-7754” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). “754” was repaired in June (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

**Fate:** under contract maintenance with Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

T-28B  “0-37795”  200-158  25 Nov.72  ex BuA 137795  
(complete serial not documented)

**Service history:** T-28B 54-137795 - BuA 137795, struck off charge from US Navy records on 13 November 72 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B “54-7795” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014);

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

T-28B  “0-38110”  200-181  25 Nov.72  ex BuA 138110  
(complete serial not documented)

**Service history:** T-28B 54-138110 - BuA 138110, struck off charge from US Navy records on 13 November 72 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B “54-8110” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine Air Force in 1976 (?). A carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); regd. to Nathan R. Everill, Celina,TX, as N2054K on 30 Jan. 2004; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiray/).

T-28B  “38241”  200-312  25 Nov.72  ex BuA 138241  
(real serial as borne not documented)

**Service history:** BuA 138241, struck off charge from US Navy records on 13 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). Aircraft officially serialled “138241”; T-28B “55-8241” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).
2014). Used by Water Pump, Udorn, as “38241” in 1972 without insignia; used for training Khmer Air Force pilots in 1973; the unit is believed to be an extension of the Water Pump unit. A photo of “38241” minus insignia can be found at http://www.flickr.com/photos/60121715@N00/3762240503/in/photostream/; repaired and inspection at Pochentong in July 73 (Air America’s Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1).

**Fate:** under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “138241” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68). A carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); regd. to Peter Pemrick, Chanhassen, MN, on 1 March 2011 as N2067K; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

**T-28B “0-38274” 200-345 25 Nov.72 ex BuA 138274 (real serial as borne not documented)**

**Service history:** BuA 138274, struck off charge from US Navy records on 15 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). T-28B “55-8274” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Aircraft officially serialled “138274”; shrapnel damage was repaired at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

**Fate:** escaped to Thailand in 1975; under contract maintenance with Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). to the Philippine Air Force as “138274” for spares in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

**T-28B “0-38287” 200-358 25 Nov.72 ex BuA 138287 (complete serial not documented)**

**Service history:** T-28B 53-138287 - BuA 138287, struck off charge from US Navy records on 16 November 72 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). T-28B “55-8287” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Quoted as “287” in 1973; holes received by ground fire were repaired in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine Air Force; a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Regd. to Trojan Phlyers, Fort Worth, TX, as N28NB on 15 September 1998; current on 13 September 2011 (request submitted to the FAA on 13 Sept. 2011 at http://registry.faa.gov/aircraftinquiry/).

**T-28B “0-38317” 200-388 25 Nov.72 ex BuA 138317 (real serial as borne not documented)**

**Service history:** BuA 138317, struck off charge from US Navy records on 13 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson).
“55-8317” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Mentioned as operated by the Khmer Air Force by [http://www.aeroflight.co.uk/waf/aa-eastasia/Cambodia/cam-aircraft.htm](http://www.aeroflight.co.uk/waf/aa-eastasia/Cambodia/cam-aircraft.htm) as “55-138317”.

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine Air Force as “138317” in 1976 (?) for spares only ([Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68](http://www.aeroflight.co.uk/waf/aa-eastasia/Cambodia/cam-aircraft.htm)); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Sold to Dale Matuska as N28NE in ?; rereg. to Dale F. Matuska, Carr, CO, as N5528B on 14 November 2000; current 13 September 2011 (request submitted to the FAA on 13 Sept. 11 at [http://registry.faa.gov/aircraftinquiry/](http://registry.faa.gov/aircraftinquiry/)).

T-28B “0-38366” 200-437 25 Nov.72 ex BuA 138366
(real serial as borne not documented)

**Service history:** BuA 138366, struck off charge from US Navy records on 13 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson). Aircraft officially serialled “55-138366”. T-28B “55-8366” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Had a defective interphone control box in Sept. 73; repaired in Sept.73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39 F1); collision repaired was in Oct.73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). Had a ground accident at Pochentong in Dec.73, when the propeller made contact with a raised up section of PSP (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); used as a T-28B **training aircraft**, still down in January 74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8). Still under repair in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); still under repair in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “138366” in 1976 (?) ([Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68](http://www.aeroflight.co.uk/waf/aa-eastasia/Cambodia/cam-aircraft.htm)); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Sold to Business Air Charter, Portland OR, as N2053C on 3 August 89; sold to Duane S. Doyle Trustee, Castro Valley, CA, on 24 April 1998; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at [http://registry.faa.gov/aircraftinquiry/](http://registry.faa.gov/aircraftinquiry/)).

T-28B “0-40005” 219-4 25 Nov.72 ex BuA 140005
(real serial as borne not documented)

**Service history:** BuA 140005, struck off charge from US Navy records on 13 November 72 (e-mail dated 29 April 2009 kindly sent to the author by Sid Nanson); aircraft officially serialled “55-140005”. T-28B “55-0005” was gained by the Khmer Air Force on 25 November 72 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHIRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014). Had a ground accident at Pochentong in Dec.73, when it made contact with a
revetment; the leading edge of the left hand outer wing was damaged, but repaired in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1). Had the propeller damaged in February 74 due to an attempt to land with the gear not extended; not yet repaired during February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); had a taxi accident on 30 May 74 (Report of 7 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

**Fate:** escaped to Thailand in April 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “140005” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68); a carcass in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011). Sold to Gerald L. Giroux, Williamson, GA, as N20517, regd. as such on 2 May 2002; current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at [http://registry.faa.gov/aircraftinquiry/](http://registry.faa.gov/aircraftinquiry/)).

5) **T-28s received in Fiscal Year 1974, i.e. between 1 July 73 and 30 June 74**

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
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<tbody>
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<td>CS48</td>
<td>23</td>
<td>T-28D</td>
<td>1974</td>
<td>Excess to US use (XS)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

a) **12 T-28s struck off charge in June/July 73 and delivered in August 73**

T-28D “0-37711” 200-73 August 73 ex BuA 137711 *(complete serial not documented)*

**Service history:** T-28D 51-137711 (c/n 200-73) - BuA 137711, struck off charge from US Navy records on 7 December 70 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson); to the USAF; T-28 51-137711 of Pensacola to TL on 14 July 73. Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Air Force as JF13/120-18 on 6 October 75; struck of charge on 14 August 84, code “23105”; displayed at Wing 71; to “Tango” 1991 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

T-28D-5 “13480” 174-18 August 73 ex USAF 51-3480

**Previous history:** NAMCO, Columbus, to 1ACW, Eglin 09, on 7 October 65; 1ACW to 4410 CCTW, Eglin 09, on 67095; T-28D 51003480 1SOP WG from England AFB to Eglin 09 on 69078; to England AFB for overhaul on 69080 and back to Eglin 09 on 69114; T-28D 51003480 1SOPWG, Eglin 09, 71099-105 WQ-maintenance.

**Service history:** T-28D 51003480 NASPF, Pensacola, to TL MAP on 14 July 73 (73195). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Flown as “13480”; camouflaged; used to train Khmer Air Force pilots at Udorn, when operated by Det.1 of 56 SOW, Udorn; a photo can be seen at [http://geocities.com/Pentagon/Quarters/9553/480-2.jpg](http://geocities.com/Pentagon/Quarters/9553/480-2.jpg); apparently later also in combat service.
**Fate:** flown to Thailand in April 75; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Air Force as JF13-116/18 on 6 October 75; preserved at Udorn (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**T-28D-5** "0-13605" 174-143 August 73 ex 51-3605

(*complete serial not documented*)

**Service history:** T-28D 51-3605 (c/n 174-143) USAF to MAP on 14 July 73 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Beyond limit cracks were detected on wings of D model 51-3605, which was undergoing DIM repairs for over “G” conditions in January 74 (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQ/AASF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014); repairs completed by 30 September 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015). 

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Royal Thai Air Force as JF13-117/18 on 6 October 75; crashed in Nong Harn District Udon Thani Province on 4 June 82 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**T-28D** "0-17487" 174-340 August 73 ex 51-7487

(*real serial as borne not documented*)

**Service history:** aircraft officially serialled “51-7487”; NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

**Fate:** disappeared in November 73, dropped from the aircraft inventory (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/ B39F1). 

**T-28D** "0-17494" 174-347 August 73 ex 51-7494

(*real serial as borne not documented*)

**Service history:** aircraft officially serialled “51-7494”. NASPF, Pensacola, to TL MAP on 73178 (27 June 78). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Received battle damage in November 73 and was repaired (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/ B39F1).

**Fate:** Khmer Air Force T-28D “494” was lost on 2 February 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). 

**T-28D** "0-17499" 174-352 August 73 ex 51-7499

(*complete serial not documented*)

**Service history:** probably T-28D 51007499 of NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Quoted as “499”; maintenance at Ream Air Base in March 74 (Air
America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

**Fate:** Khmer Air Force T-28D “499” was lost on 12 October 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

T-28D “0-17520” 174-373 August 73 ex 51-7520
(complete serial not documented)

**Service history:** T-28D 51007520 of NASPF, Pensacola, to TL MAP on 73178 (27 June 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Quoted as “520”; a bullet hole was repaired at Pochentong in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Had electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); the nose gear was repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8). Had technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:**

T-28D “0-17554” 174-407 August 73 ex 51-7554
(real serial as borne not documented)

**Service history:** aircraft officially serialled “51-7554”; NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Battle damage on the left wing bottom was repaired in Jan.74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

**Fate:** Khmer Air Force T-28D “554” was lost on 2 January 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). Reportedly escaped to Thailand in 1975; to the Philippine AF as “17554” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-17560” 174-413 August 73 ex 51-7560
(real serial as borne not documented)

**Service history:** aircraft officially serialled “51-7560”; NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). The fuel access cover was repaired in Jan.74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “17560” in 1976 (?) active at Sangley Point Air Base, Philippines, in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); stored at Villamore Air Base (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).
T-28D “0-17577” 174-430 August 73 ex 51-7577

(real serial as borne not documented)

**Service history**: aircraft officially serialled “51-7577”; NASPF, Pensacola, to TL MAP on 73178 (27 June 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Battle damage received at the right hand wing was repaired in Jan.74 (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); bullet holes repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate**: escaped to Thailand in 1975; under US Government control at U-Tapao on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “17577” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-17729” 174-582 August 73 ex 51-7729

(real serial as borne not documented)

**Service history**: aircraft officially serialled “51-7729”; NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Waited for inspection by Thai-Am, Bangkok, in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1). Ferried to Thai-Am, Bangkok, for inspection on 20 Nov.73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1). Beyond limit cracks were detected on wings of D model 51-7729, which was undergoing DIM repairs for over “G” conditions (Telex dated 8 Jan.74 from CHMEDTC to RUEFHQA/CSAF WASH DC, MAP/MEDTC 28th weekly status report, info kindly sent to the author by Sid Nanson on 17 Nov.2014); to be released from repairs on 9 July 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

**Fate**: ?

T-28D “0-17565” 174-418 August 73 ex 51-7565

(complete serial not documented)

**Service history**: T-28D 51007565 of NASPF, Pensacola, to TL MAP on 73197 (16 July 73). Believed to be one of 12 T-28Ds delivered to the Khmer Air Force in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1). Quoted as “565”; multiple holes caused by hostile ground fire were repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

**Fate**: ?

T-28D “0-17846” 174-699 August 73 (?) ex 51-7846

(complete serial not documented)

**Previous history**: T-28A 51007846 SMAAR, to 3380 M & S Group, Keesler AFB on 15 May 70 (70135); converted to T-28D; then to NASPF;

**Service history**: T-28D 51007846 of NASPF, Pensacola, to TL MAP on 27 June 73 (73178); to the Khmer Air Force

**Fate**: Khmer Air Force T-28D “846” was lost on 9 September 74, when a napalm bomb exploded during loading on the aircraft at Base 111 (Report of 11 September 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8
b) T-28s struck off charge in September 73 and delivered in December 73

T-28D “0-17505” 174-358 December 73 ex 51-7505
(complete serial not documented)

_Service history:_ T-28D 51007505 of NASPF, Pensacola, to TL MAP on 73253 (10 September 73). Believed to be one of 5 new T-28Ds delivered from CONUS to the Khmer Air Force in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/ B39F1). Quoted as “505” in late 73; a bullet hole was repaired in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Loose rivets were replaced in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); guns repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); wing skin damage at Kompong Chhnang in May/June 74; repaired and operational by 5 June 74 (Report of 5 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

_Fate:_?

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T-28D “17586” 174-439 December 73 ex 51-7586

_Service history:_ probably T-28D 51007586 of NASPF, Pensacola, to TL MAP on 73253 (10 September 73). Believed to be one of 5 new T-28Ds delivered from CONUS to the Khmer Air Force in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/ B39F1). Quoted as “586”; battle damage at the right hand wing was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8). Had technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); a photo of the tail of “17586” can be found at http://www.gonavy.jp/bbs1/img/5251.jpg.

_Fate:_ escaped to Thailand in 1975; to the Philippine AF as “17586” in 1976 (?) (Anido/Austria-Tomkins, _Pictorial history of the Philippine Air Force_, p.68); crashed on 29 March 83; inactive in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

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T-28D “0-17637” 174-490 December 73 ex 51-7637
(complete serial not documented)

_Service history:_ probably T-28D 51007637 of NASPF, Pensacola, to TL MAP on 73253 (10 September 73). Believed to be one of 5 new T-28Ds delivered from CONUS to the Khmer Air Force in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/ B39F1). Quoted as “637”; battle damage at the right hand wing was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8). Had technical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); bullet holes repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

_Fate:_?

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T-28D-5 “0-13782” 174-320 December 73 ex 51-3782
(complete serial not documented)
Service history: T-28D 51003782 (c/n 174-320) NASPF, Pensacola, to TL MAP on 73247 (4 September 73). Believed to be one of 5 new T-28Ds delivered from CONUS to the Khmer Air Force in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1). Quoted as “782”; had a taxi accident at Pochentong on 2 June 74; repaired in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8; Report of 4 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “13782” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68); photo in Anido/Austria-Tomkins, p.34); active at Sangley Point in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); parts used in RP-R280 in 1989.

T-28D “0-17492” 174-345 December 73 ex 51-7492 (complete serial not documented)

Service history: T-28D 51007492 (c/n 174-345) NASPF, Pensacola, to TL MAP on 73253 (10 Sept. 73). Believed to be one of 5 new T-28Ds delivered from CONUS to the Khmer Air Force in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1). Quoted as “492” which crash-landed with gear up at Ream Air Base in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); being repaired at Ream in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); not yet repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); recovered and at Thai-Am, Bangkok, in May 74 for crash damage repair (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); undergoing repair at Thai-Am, release date unknown (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: at Thai-Am, Don Muang, on 24 April 75; not inputted due to low priority or excessive cost (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “17492” in the summer of 1974, perhaps for spares (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68; Conboy/Morrison, p.412).

c) 10 T-28Ds delivered in February 74:

A Telex dated 21 February 74 offered 23 T-28Ds to the Military Equipment Delivery Team – Cambodia (MEDTC) for service with the Khmer Air Force. Most of the aircraft list here were indeed delivered to the KAF in February, March, and April 74, but one of them ended up elsewhere:

T-29D 51-3695 instead became a Water Pump aircraft that was flown out of Udorn as “13695” and is listed in my file about RLAF/Raven T-28s.
(Telex dated 21 February 74 offering 23 T-28Ds to the MEDTC, USAFHRA, Maxwell AFB, kindly sent to the author by Sid Nanson on 18 November 2014)

T-28D-5  “0-17556”  174-409  Feb.-Apr.74  ex 51-7556  
(complete serial not documented)

Service history: T-28D 51-7556 (c/n 174-409) USAF to MAP on 23 December 73 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson); to the Khmer Air Force in 1974. Believed to be one of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). Possibly to the Philippine Air Force; to be shipped to the DPDO (US

T-28D “0-13502” 174-40 26 Feb.74 ex 51-3502
(complete serial not documented)

**Service history:** T-28D 51003502 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Quoted as “502”; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS *Sheldon*, scheduled to arrive on 27 January 74. Uncrated and assembled at U-Tapao. Transferred to the Khmer Air Force under MAP CB on 26 February 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014). Battle damage at the left hand elevator was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); had a ground accident at Kompong Chhnang in May/June 74; repaired and operational by 5 June 74 (Report of 5 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

**Fate:** escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson). To the Philippine AF as “13502” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-13542” 174-80 25 Feb.74 ex 51-3542
(complete serial not documented)

**Service history:** T-28D 51003542 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Quoted as “542”; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS *Sheldon*, scheduled to arrive on 27 January 74. Uncrated and assembled at U-Tapao. Transferred under MAP CB on 25 February 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014). Left hand flap skin was repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; to the Philippine AF as “13542” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-13659” 174-197 25 Feb.74 ex 51-3659
(complete serial not documented)

**Service history:** T-28D 51003659 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Intended for
RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74. Uncrated and assembled at U-Tapao. Transferred to MAP CB on 25 February 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011. Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov. 2014).

**Fate:** escaped to Thailand in 1975; to the Philippine AF as “13659” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p. 68).

T-28D “0-13673” 174-211 26 Feb.74 (?) ex 51-3673

(complete serial not documented)

**Service history:** probably T-28D 51003673 (c/n 174-211) NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74. Uncrated and assembled at U-Tapao; seen there in February 74 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); believed to be the T-28D “51-7672” said to have been delivered to the Khmer Air Force on 17 April 74, but more likely on 26 February 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov. 2014); Quoted as “673”; received battle damage in March 74 (Phnom Penh base monthly report for March 74, in: UTD/CIA/B38F8); battle damage of the right hand wing was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); had a ground accident in April 74, when the right main landing folded while taxiing out to depart for a mission; the aircraft was also hit by the propeller of “651”; repaired locally and flown to Thai-Am at Bangkok (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); left wing damaged at Kompong Chhnang in May/June 74; repaired and operational by 5 June 74 (Report of 5 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); made a hard landing at Base 111 on 15 August 74 (Report of 16 August 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); apparently repaired.

**Fate:** escaped to Thailand in 1975; to the Philippine AF as “13673” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p. 68).

T-28D “0-13762” 174-300 26 Feb.74 ex 51-3762

(complete serial not documented)

**Service history:** T-28D 51003762 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Intended for RLAF, but delivered to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 26 February 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and
Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014; quoted as “762” (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

**Fate:** crashed after take-off at Battambang in April 74; damaged beyond repair, dropped from the inventory (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); nevertheless reported ly to the Philippine AF as “13762” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

**T-28D “0-13763” 174-301 26 Feb.74 ex 51-3763**

(complete serial not documented)

**Service history:** T-28D 51003763 of NASPF, Pensacola, to TL MAP on 73253 (10 September 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Transferred to the Khmer Air Force under MAP CB on 26 February 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011. Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014). the main landing gear collapsed during taxiing at Pochentong on 12 April 74; also on 12 April 74, another T-28 damaged the rudder of “763” (Report of 15 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); had electrical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8). Machine gun problems repaired at Pochentong May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

**Fate:** under US Government control at U-Tapao, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

**T-28D “0-17537” 174-390 25 Feb.74 ex 51-7537**

(complete serial not documented)

**Service history:** T-28D 51007537 of NASPF, Pensacola, to TL MAP on 73247 (4 September 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8). Intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS *Sheldon*, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 25 February 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “537”; repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

**Fate:** escaped to Thailand in 1975; to the Philippine AF as “17537” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).
T-28D  “0-17551”  174-404  26 Feb.74  ex 51-7551  
(complete serial not documented)
Service history: T-28D 51007551 (c/n 174-404) NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/ B38F8). Intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 26 February 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “551”; battle damage at the bottom of the left hand wing was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).
Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udon, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “17551” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68); active at Sangley Point Air Base in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28D  “0-17872”  174-725  25 Feb.74  ex 51-7872  
(complete serial not documented)
Service history: T-28D 51007872 (c/n 174-725) NASPF, Pensacola, to TL MAP on 73357 (23 December 73). One of 10 T-28Ds delivered in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/ B38F8). Intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred under MAP CB on 25 February 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “872”; repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/ B38F8); generator problems repaired at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).
Fate: ?

d) 2 T-28Ds delivered in March 74:

T-28D  “0-13526”  174-64  5 March 74  ex 51-3526  
(complete serial not documented)
Service history: T-28D 51003526 of NASPF, Pensacola, to TL MAP on 73357, that is to the Khmer Air Force on 23 December 73; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao, noted there in February 74; transferred under MAP CB 5 March 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20
September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQQQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014.

Fate: to the Philippine AF as “13526” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D “0-17882” 174-735 5 March 74 ex 51-7882 (complete serial not documented)

Service history: T-28D 51007882 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 5 March 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQQQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014);

Fate: Khmer Air Force 51-7882 was lost on 14 May 74 due to code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015); reportedly to the Philippine AF as “17882” in 1975 (?)

e) 13 T-28Ds delivered in April 74:

T-28D “0-13512” 174-50 17 April 74 ex 51-3512 (complete serial not documented)

Service history: T-28D 51003512 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao, noted there in February 74; transferred under MAP CB 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQQQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014; received bullet holes in April 74 (Report of 24 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: to the Philippine AF as “13512” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D “13583” 174-121 17 April 74 ex 51-3583

Service history: aircraft officially serialled as 51003583; NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQQQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); to the Khmer Air Force as “13583”; photo in Conboy / Bowra, The war in Cambodia 1970-75, p. 43.
**Fate:** under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine AF as “13583” in 1975 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-13618” 174-156 17 April 74 ex 51-3618  
(complete serial not documented)  
**Service history:** T-28D 51003618 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73), that is to the Khmer Air Force, quoted as “618”; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the *SS Sheldon*, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to MAP CB on 17 April 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); technical problems in June 74, repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).  
**Fate:** escaped to Thailand in 1975; to the Philippine AF as “13618” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-13629” 174-167 17 April 74 ex 51-3629  
(complete serial not documented)  
**Service history:** T-28D 51003629 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73), that is to the Khmer Air Force, quoted as “629”; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the *SS Sheldon*, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to MAP CB on 17 April 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); accident damage repair at Pochentong in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).  
**Fate:** escaped to Thailand in 1975; to the Philippine AF as “13629” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).

T-28D “0-17512” 174-365 17 April 74 ex 51-7512  
(complete serial not documented)  
**Service history:** T-28D 51007512 (c/n 174-365) NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the *SS Sheldon*, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project *Flycatcher* (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “512”; repaired in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).  
**Fate:** escaped to Thailand in 1975; to the Philippine Air Force: “17512” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68).
T-28D “0-17531” 174-384 17 April 74 ex 51-7531
(complete serial not documented)

Service history: T-28D 51-7531 (c/n 174-384) USAF to MAP on 23 December 73 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao, noted there in February 74; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014).

Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force in 1976 (?); active at Sangley Point in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011); broken up at Daniel Atienza AFB (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

T-28D “0-17568” 174-421 17 April 74 ex 51-7568
(complete serial not documented)

Service history: T-28D 51007568 (c/n 174-421) NASPF, Pensacola, to TL MAP on 73253 (10 September 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “568”; “568” returned from Thai-Am; Bangkok, in Feb.74, but had numerous electrical problems (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force as “17568” in the summer of 1975 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68; Conboy/Morrison, p.412); active at Sangley Point Air Base, Philippines, in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28D “0-17569” 174-422 17 April 74 ex 51-7569
(complete serial not documented)

Service history: T-28D 51007569 (c/n 174-422) NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao, noted there in February 74; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); quoted as “569”; technical problems in June
T-28D  “0-17596”  174-449  17 April 74  ex 51-7596
(complete serial not documented)
Service history: T-28D 51007596 (c/n 174-449) NASPF, Pensacola, to TL MAP on 73254 (11 September 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); Khmer Air Force, quoted as “596”; technical problems in June 74; repaired in June 74 technical problems in June 74; bullet holes repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).
Fate: escaped to Thailand in 1975; to the Philippine AF as “17569” in 1976 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p.68).

T-28D  “0-17873”  174-726  17 April 74  ex 51-7873
(complete serial not documented)
Service history: T-28D 51-7873 (c/n 174-726) USAF to MAP on 23 December 73 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014).
Fate: escaped to Thailand in 1975; under contract maintenance at Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson).

T-28D  “0-17878”  174-731  17 April 74  ex 51-7882
(complete serial not documented)
Service history: T-28A 51007878 of SMAAR, McClellan AFB, to 3380 M & S Group, Keesler AFB on 13 May 70 (70133); converted to T-28D; T-28D 51007878 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred to the Khmer Air Force under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014);
Fate: to the Philippine AF as “17878” in 1975 (?)
T-28D  “0-17891”  174-744  17 April 74  ex 51-7891
(complete serial not documented)

Service history: T-28D 51-7891 (c/n 174-744) USAF to MAP on 23 December 73 (e-mail dated 22 May 2011 kindly sent to the author by Sid Nanson); to the Khmer Air Force in 1974; intended for RLAF, but to Khmer AF; shipped from the USA to Sattahip on the SS Sheldon, scheduled to arrive on 27 January 74; uncrated and assembled at U-Tapao; transferred under MAP CB on 17 April 74 as part of Project Flycatcher (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; Telex dated 21 February 74 and Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC, Honolulu HI, kindly sent to the author by Sid Nanson on 18 Nov.2014); left hand flap skin was repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: escaped to Thailand in 1975; under US Government control at MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Philippine Air Force in 1976 (?); active at Sangley Point Air Base in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon, kindly submitted by Steve Darke on 16 September 2011).

T-28Ds possibly delivered to the Khmer Air Force in 1974

T-28D  “0-17881”  174-734  1974 (?)  ex 51-7881
(complete serial not documented)

Previous history: T-28A 51007881 SMAAR, to 3380 M & S Group, Keesler AFB on 27 April 70 (70117); converted to T-28D; then to NASPF;

Service history: T-28D 51007881 of NASPF, Pensacola, to TL MAP on 16 July 73 (73197); believed to the Khmer Air Force, but not documented

Fate: ?
6) T-28s received in Fiscal Year 1975, i.e. between 1 July 74 and 30 June 75

<table>
<thead>
<tr>
<th>Contract</th>
<th>Quantity</th>
<th>Type</th>
<th>FY acquired</th>
<th>Type of acquisition</th>
<th>Origin</th>
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<td>T-28D</td>
<td>1975</td>
<td>Redistribution from another recipient country (REDIS)</td>
<td>USAF</td>
</tr>
</tbody>
</table>

7) Khmer Air Force T-28s mentioned in Air America’s Monthly Reports from Phnom Penh, by the last three digits of their serial, that cannot be identified

“544” machine gun repaired in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8)
714B technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)
714C technical problems in June 74; repaired at Pochentong in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8)
714D technical problems in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); probably T-28D “0-13714”.

A Khmer Air Force T-28D being prepared for a mission at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

According to MEDTC (Military Equipment Delivery Team – Cambodia) sources, the Khmer Air Force had received 16 T-28Bs and 76 T-28Ds by 31 March 75, of which 1 T-28B and 18 T-28Ds had been lost by that date. Of the remaining 15 T-28Bs and 58 T-28Ds, 13 T-28Bs and 18 T-28Ds were out country, i.e. probably in Thailand on 31 March 75, while 2 T-28Bs and 40 T-28Ds were still in Cambodia. Of the remaining 15 T-28Bs and 58 T-28Ds, all 15 T-28Bs and 28 T-28Ds were delivered to Thailand prior to 16 April 75, and another 7 T-28Ds
were evacuated on 17/18 April 75, leaving 22 T-28Ds in Cambodia that were captured by the Khmer Rouge, making a total of 15 T-28Bs and 35 T-28Ds that escaped to Thailand (MEDTC Statistics kindly submitted by Sid Nanson on 16 October 2014), while 1 T-28D seems to have been lost in early April 75.

When Cambodia fell to the Khmer Rouge forces of Pol Pot on 18 April 1975, 50 T-28s escaped to Thailand (Carroll, World Air Forces Directory 1998/9, p. 187); 22 T-28s were captured by the Khmer Rouge; on 15 May 1975, Corsairs and Intruders from the USS Coral Sea destroyed 5 T-28s that were parked at Siem Reap airfield (Grandolini/Cooper/Troung, Cambodia, part 2).

8) T-28s that have been reported as flying with the Khmer Air Force, but whose use is unlikely, as there is no trace of them in official MEDTC papers.

T-28D “0-91526” 159-38 ? ex USAF 49-1526

**Previous history:** 49-1526 T-28D SMAAR, McClellan AFB, to TL MAP on 66202 (21 July 66); reportedly delivered to the Royal Lao Air Force in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); bore an eagle emblem on the tail; one of 6 T-28s destroyed at Luang Prabang in the night of 1 to 2 February 67, when the airport was attacked at midnight: 8 people were killed; the enemy used rocket launchers and small arms (Log book of A. Rich, in: UTD/Rich/B1); a photo preserved in UTD/Rich/B3 shows “0-91526” and “0-00306” (photo of the wreck in: UTD/Rich/B3, and in: Don Moody, The great adventures of Bob and Don, Episode 2, p. 1, in: http://ravenfac.com/ravens/Adventures/Episode0002.htm ); this is also the T-28 which looks like “3625” on the video made by John Tarn at 0.21.10 minutes.

**Fate:** reportedly given to the Khmer Air Force / Aviation Nationale Khmère (Lon Nol) between 1970-1975, but this is very unlikely, as there is no trace of this aircraft in official KAF/MEDTC papers.

T-28D-10 “137646” 200-9 March 72 ex Raven “0-37646”

**Previous history:** aircraft officially serialled “00137646”; NASJA, Jacksonville, to TL on 20 July 71 (71201) (NOT MAP, so Raven); current within the fleet of T-28s maintained by Air America Udorn on 1 August 71 (List of Assigned and maintained aircraft at Udorn of 1 August 71, kindly supplied by Jackson L. Forney in his e-mail to the author, dated 12 September 2002), and on 1 March 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/Bisson/B5 reel 23); not current at Udorn on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

**Service history:** reportedly transferred to the Khmer Air Force as “137646”, in March 72, but unlikely, as the MAP/MEDTC quarterly reports, which list every T-28 gained in 1972, do not list it.

**Fate:** ?

T-28D “0-91716” 159-228 1972/3 ? ex 49-1716, N5247V

**Previous history:** transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 24 September 68; transferred to the Ravens in 1970?; flown by the Ravens; no markings, no badge, photo in Robbins, Ravens, pp. 120-21, photo section, taken by H. Mesaris probably in 1970; RLAf T-28 49-1716 was reportedly lost in Laos on 15 April 71 or 14 May 71 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).
**Service history:** reportedly transferred to the Khmer Air Force in 1972/3, but this is unlikely, because there is no trace of this aircraft in official MAP/MEDTC documents and because the “716” that was repaired in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1) was B model 51-137716; when there were 2 KAF T-28s with their serial ending in the same 3 digits, the type “B” or “D” was added to the abbreviated serial. So the fact that the report does not quote this aircraft as “716D”, but only as “716” excludes the existence of a second “716” at that time.

T-28D-5  “0-00287”  171-93  1973  ?  ex USAF 50-287;  
( real serial as borne not documented!!)  RThAF JF13-66/09

**Previous history:** T-28D 50-287 of SMAAR, McClellan AFB, to TL MAP on 66032 (1 Feb. 66); to the Royal Thai Air Force as JF13-66/09; probably immediately transferred to the RLAf; RLAf T-28 50-287 was reportedly lost in Laos on 1 February 67 (Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

**Service history:** reportedly transferred to the Khmer Air Force in 1973, but this is unlikely, because there is no trace of this aircraft in official MAP/MEDTC documents and because the “287” that was repaired in Feb.74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8), was T-28B BuA “0-38287”; when there were 2 KAF T-28s with their serial ending in the same 3 digits, the type “B” or “D” was added to the abbreviated serial. So the fact that the report does not quote this aircraft as “287D”, but only as “287” excludes the existence of a second “287” at that time.

T-28D-10  “0-37673”  200-36  February 73  ex Raven?, BuA137673  
( real serial as borne not documented!!)

**Previous history:** T-28D 00137673 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 10 October 71 (71283) (NOT MAP, so Raven); believed to be a Raven aircraft, turned over to the RLAf in February 73; still current on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** unknown; not transferred to the Khmer Air Force as “673” in 73/4, as this was 0-13673;

T-28A  51-7672  174-525  17 April 74

**Previous history:** T-28A 51-7672 was struck off charge at the Arizona Aircraft Storage Branch (AASB), Davis Monthan, on 1 September 1958 and given as scrap at Davis Monthan (see Steve Darke at http://www.thai-aviation.net/T_28.html );

**Service history:** T-28D “51-7672” was reportedly delivered to the Khmer Air Force on 17 April 74 (Telex dated 5 July 74, from CHMEDTC Phnom Penh to RUHQHQA/CINCPAC HONOLULU HI, info kindly sent to the author by Sid Nanson on 17 Nov.2014), but this was probably a typing error in the Telex for T-28D 51-3673, which had been offered to the MEDTC on 21 February 74 (Telex dated 21 February 74 offering 23 T-28Ds to the MEDTC, USAF/HRA, Maxwell AFB, kindly sent to the author by Sid Nanson on 18 November 2014), but was not on the list dated 7 July 74 giving the T-28Ds delivered to the Khmer Air Force in February to April 74; according to the MEDTC Report for 1 April to 30 June 74 (NARA document, kindly supplied by Sid Nanson on 25 March 2015), 51-7672 was gained by the KAF on 17 April 74).
**Fate:** probably scrapped since 1958, but reportedly lost by Khmer Air Force on 19 April 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

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