I) A little bit of History:

In August 63 the US Government gave the Royal Government of Laos 6 (Liebchen, MAP Aid to Laos 1959-1972, pp.152+154) or 8 T-28s (Anthony / Sexton, The War in Northern Laos, pp.87-89) and provided a USAF Mobile Training Team (MMT) for initial instruction and maintenance at Wattay (Castle, At war, p. 65). In a message from the US State Dept to Ambassador Unger dated 26 October 63, the US allowed the T-28s to be used to attempt intercept and down any North Vietnamese illegal supply flights, but did not allow the T-28s to drop bombs for cratering Route 7, because it would have been a violation of the Geneva Agreements. Two versions were sent to Laos: the reconnaissance RT-28 and the attack T-28D (Castle, At war, p. 65, and p. 162, notes 12 and 13). But as there were not enough pilots, on 6 December 63 CINCPAC recommended a detachment of the 1st Air Commando Wing, Eglin AFB, FL, to be deployed to Udorn to help the RLAF. On 13 March 64, 38 USAF officers and airmen of Detachment 6, 1st Air Commando Wing – code-named Water Pump, commanded by Major Drexel B. Cochran – departed Hulbert, arriving at Saigon in mid-March. Half of them assembled 4 crated T-28s, the others flew to Udorn, where the detachment established a T-28 maintenance facility using Air America equipment, and immediately began a T-28 ground-and-flight school for Thai and Lao pilots (Castle, At war, p. 66 / Trest, Air Commando One, p. 140). By mid-May 64, additional T-28s arrived from South Vietnam, former MACV aircraft which had been phased out. Now, more than a dozen graduates flew daily bombing and reconnaissance missions over Laos. The American flyers – mostly Air America pilots – were called the “A Team”, the Thai flyers were the “B Team”, and the Lao were the “C Team”. To coordinate their activity, the State Dept. established a primary Air Operations Center (AOC) at Wattay and a secondary AOC at RLAF
headquarters at Savannakhet (Castle, At war, p. 66). The original Air America pilots who joined the program in May 64 were: Rick Byrne, Ed Eckholdt, Joe Hazen, Tom Jenny, and John Wiren, and later Don Romes; all had prior experience in the T-28 and close air support training. “On acceptance, we were asked to resign from Air America Inc., our personal records were sanitized in the event we were shot down and captured. We would then be classified as mercenaries for the Royal Lao Air Force to protect the US government from violating the Geneva Accord Agreement. The rational for this program was that there was evidence of a big enemy build-up massing to come down highway 47 from North Vietnam to gain as much territory as possible before the monsoon season. The road needed to be cut and the bridges to be destroyed to halt the advance, but the Laotians just did not have the experience at that time to do the job” (Wiren, Tango, p. 5). “The aircraft we used were based and maintained at Udorn, Thailand. The normal routine was to depart Udorn and fly to Vientiane, where ordnance was put on the aircraft by US Air Force personnel dressed as civilians. We were given our mission assignment from the Embassy, that came through Air America Flight Information Control (FIC). At that time, General Ma kept a few T-28s there, but the main base was in Savannakhet” (E-mail dated 20 July 2001, kindly sent to the author by John Wiren). For more details about the T-28s flown by Air America pilots, see my file Air America T-28s (http://www.utdallas.edu/library/collections/speccoll/Leeker/index3.html). Since June 64, B-Team and since August 64, A-Team T-28s were sent to fly cover to rescue downed American airmen (Castle, At war, pp. 70 and 76). This was the main activity of A-Team pilots, while B-Team and C-Team pilots primarily flew attack missions against trucks and other slow vehicles on the ground as well as strategical targets like enemy gun positions or bridges. More Air America pilots – like Allen W. Rich – were employed over the years, and more T-28s were acquired – already by the end of June 64, the RLAF had 33 T-28s (Leary, Outline - Air America in Laos, 1964, p. 7). As early as 1964, Air America was involved in maintaining these T-28s.1

The history of T-28s used in Laos is much too complicated to be described here in detail, and some very interesting insights into the secret support granted to the RLAF by the USAF in the sixties can be found in the fascinating articles by Don Moody (The great adventures of Bob and Don, Prelude + Episodes 1-4, in: http://ravenfac.com/ravens/Adventures/Episode0000.htm and http://ravenfac.com/ravens/Adventures/Episode0001.htm etc.). So, an important category of T-28s used in Laos cannot be covered here at all: the famous Zorros, that is USAF T-28s of the 606th Air Commando Squadron and later the 56th Air Commando Wing based at Nakhon Phanom (NKP), whose task was to fly night interdiction missions against the Ho Chi Minh Trail since the mid-sixties and later also to support General Vang Pao (Trest, Air Commando One, pp. 11, 181/2). While Air America pilots continued to fly RLAF T-28s until the late sixties – Earl Jones flew T-28s until 1968/9 (Leary, Outline - Air America in Laos, 1964, p. 18) –, two new groups of T-28 pilots appeared in Laos during the same time: the Hmong T-28s pilots and the Raven T-28 pilots. For quite a long time, the USAF and even ethnic Lao were reluctant in granting T-28 pilot training to Hmongs mostly because of language problems, but in 1967, an initial group of five Hmongs – with others to follow later – was selected by the CIA, who also conducted a language program for them, trained at Udorn to

---

1"At same time Department appears nervous about any acknowledgment that Air America involved in maintenance T-28’s in Udorn even though we have had to use Air America planes liberally in moving troops and munitions to and from areas such as Ban Na and Muong Soui where there are no aircraft which Lao can fly which can do the job.” (Telegram dated 23 June 1964, Ambassador Unger at Vientiane to the Dept. of State, Foreign Relations of the United States, 1964-1968, vol. XXVIII, document no. 100, online readable at https://history.state.gov/historicaldocuments/frus1964-68v28/d100 )
become T-28 pilots and later based at Long Tieng. This group known as the “Long Tieng Strike Force” was funded by the CIA and directly reported to General Vang Pao (Hamilton-Merritt, Tragic mountains, pp. 140/1, 147/8, 153; Leary, Outline - Air America in Laos, 1966, p. 10). The other group of pilots to finally use T-28s in Laos was the Ravens. Since about 1964, enlisted USAF men belonging to the Water Pump detachment at Udorn flew in Air America piloted aircraft in civilian clothes directing air strikes in northern Laos as part of the Water Pump operations: They directed air strikes by RLAF T-28s and by US jet fighters diverted from North Vietnam (Trest, Air Commando One, p. 193). In late 1966, these Butterflies were replaced by the Ravens – nearly two dozens of USAF Forward Air Controllers who were given six-month temporary duty orders and who were administratively assigned to the Water Pump detachment at Udorn. In practice, the men lived and worked in one of the five Lao Air Operations Centers at Luang Prabang, Vientiane, Long Tieng, Savannakhet, and Pakse. The group wore civilian clothes, carried USAID identification cards, flew RLAF O-1s and U-17s, and operated under the direction of the American ambassador in Vientiane. Flying with English-speaking indigenous observers and Forward Air Guides who possessed the authority under the Lao “rules of engagement” to validate targets, the Ravens provided indispensable targeting assistance for US and Lao aircraft (Castle, At war, p. 86/7). Finally, in 1969/70, those Ravens also obtained T-28s and flew them until February 1973 (Robbins, The Ravens, pp. 166-68, 324/5). Coming from various sources – some were former Zorros, others were taken from the MAP –, Raven T-28s did not bear any insignia, just an abbreviated USAF serial.

All of these T-28s were not owned by the RLAF, however, but were part of a Military Assistance Program of the USAF. This means that they still belonged to the US Air Force, although they were painted in the colors of the Royal Lao Air Force. While the early T-28s delivered to the RLAF used a four-digit serial similar to that used on RLAF UH-34Ds – the last four digits of their former USAF or US Navy serial –, the later MAP aircraft mostly bore a five-digit abbreviation of their former USAF or US Navy serial prefixed by “0-” for “obsolete”. In 1965 or 1966, the survivors of the original T-28s were apparently repainted and re-serialled to make them look like other RLAF/MAP T-28s, as is documented by “8162”, which then became “0-38162”. All of these “RLAF” T-28s – not only those flown by Air America pilots – were maintained by Air America’s Udorn facility, but on the lists of Aircraft maintained by Air America at Udorn preserved at the Air America Archives, their official full USAF serials are given, not the abbreviated serial really painted on the aircraft. This explains why the entry (real serial as borne not documented!!) is given for so many T-28s listed below. When this caption does not appear, there is a photo proof of the tail number as it was painted on the aircraft.

As to the dates of transfer to a Military Assistance Program, they are taken from the USAF Assignment Records preserved at Maxwell AFB. Those Records contain two codes that are also used in this file: “TL” means “transferred to outside the USAF” (this could refer to Air America, another air force, the CIA, and even the Raven program, as it seems), and “TL MAP” means transferred to a Military Assistance Program. However, the Records only indicate that and when an aircraft left the USAF to be assigned to a Military Assistance Program, but they do not indicate to which one. So there may have been many more T-28s serving in Laos. Finally, there was another source of information, because in the early 1990s, the Air Force of the Lao People’s Democratic Republic (LPDR) sold all or most of their remaining T-28s taken over from the RLAF in 1975. Quite a number of T-28s formerly serving in Laos, however, received a new job in late 1973, when the Water Pump detachment was taken out of the 56th ACW and put under the Thailand Liaison Detachment, Bangkok, a special team led by Major General Mellen and reporting directly to the Pentagon. Their task
was to coordinate the war in Cambodia and to help train the Khmer Air Force (Trest, *Air Commando One*, pp. 232, 236, 240/1). In some cases the source of information are log books of former Air America pilots who flew those T-28s, but many times, those log books only give a three-digit abbreviation of the serial, so that you have to look which serial documented by the USAF Assignment Records or by the lists of aircraft maintained by Air America Udorn do match with that abbreviated serial. But in some cases, even this was not possible, because the aircraft came from another MAP. As no official USAF records about the Military Assistance Program in Laos and the aircraft involved are available because of their secret nature, the following list is necessarily incomplete.

**Statistics:**

From National Archives sources, the following details of MAP Grant Aid deliveries to Laos were submitted to the author by Sid Nanson (e-mail dated 30 May 2013, kindly sent by Sid Nanson to Paul Oelkrug who forwarded it to me): it should be noted, however, that these are deliveries that were programmed – they may not necessarily have taken place that way:

**RLAF T-28s**

10 T-28A’s received 4th quarter FY 62 (1 Apr 1962-30 June 1962) – this was only an intention that was not translated into action  
6 T-28s received 3rd quarter FY 64 (1 Jan 1964-31 Mar 1964)  
2 T-28As received 4th quarter FY 64 (1 Apr 1964-30 June 1964)  
36 T-28A/B/D received 3rd quarter FY 65 (1 Jan 1965-31 Mar 1965)  
19 T-28A/B/D received 4th quarter FY 65 (1 Apr 1965-30 June 1965)  
22 T-28A/B/D received 3rd quarter FY 66 (1 Jan 1966-31 Mar 1966)  
1 T-28A/B/D received 4th quarter FY 66 (1 Apr 1966-30 June 1966)  
7 T-28D received 2nd quarter FY 67 (1 Oct 1966-31 Dec 1966)  
15 T-28D received 4th quarter FY 67 (1 Apr 1967-30 June 1967)  
28 T-28B/C/D received in FY 68 (1 July 67-30 June 68)  
27 T-28B/C/Ds received in FY 69 (1 July 68-30 June 69)  
23 RT/T-28B/C/D received in FY 70 (1 July 69-30 June 70)  
14 RT/T-28B/C/D received in FY 71 (1 July 70-30 June 71)

Also coming from National Archives sources, the following details of attrition for the RLAF were submitted to the author by Sid Nanson (e-mail dated 30 May 2013, kindly sent by Sid Nanson to Paul Oelkrug who forwarded it to me):

**RLAF T-28**

T-28B/C/D, 33 (29 Combat, 4 Operational) attrition in FY 68 (1 July 67-30 June 68)  
T-28B/C/D, 10 (8 Combat, 2 Operational) attrition in FY 69 (1 July 68-30 June 69)  
RT/T-28B/C/D, 25 (17 Combat, 8 Operational) attrition in FY 70 (1 July 69-30 June 70)  
RT/T-28B/C/D, 24 (13 Combat, 8 Operational, 3 Other) attrition in FY 71 (1 July 70-30 June 71)
II) The individual aircraft histories: T-28s that have been identified as flown in Laos:

<table>
<thead>
<tr>
<th>Type</th>
<th>registration / serial</th>
<th>c/n (msn)</th>
<th>date acquired</th>
<th>origin</th>
</tr>
</thead>
</table>

1) The original T-28s

It is difficult to identify the original T-28s delivered to the RLAF, and the problem starts with the number: According to Victor Anthony / Richard Sexton (*The War in Northern Laos*, pp.87-89), 8 T-28s were delivered to the Royal Lao Air Force in 1963, i.e. three of them on 25 July 63 and the remaining 5 aircraft on 29 August 63; they had been transferred from the inventory of the Royal Thai Air Force. John Pratt (*The Royal Laotian Air Force 1954-1970*, does not mention the number of T-28 delivered in 1963 (p.11), but according to him (p.13), RLAF General Ma had 6 T-28s at Savannakhet in April 64. This number for April 64 is confirmed by Thomas Knox (*Water Pump 1964-1965. A special report*, p.6). According to Peter Liebchen (*MAP Aid to Laos 1959-1972*, pp.152/53), 10 T-28s were delivered to the RThAF for the RLAF in 1962, but only 6 of them were actually transferred to the RLAF in 1963. By mid-1964, i.e. prior to increasing the RLAF inventory during the third quarter of 1964, 8 T-28s had been delivered, 5 of which were still in the RLAF inventory at that time (Liebchen, p.154). So 2 more RThAF T-28s had been transferred to the RLAF in the first quarter of 1964, and three T-28s had been lost by that time. One of the losses was the result of a defection, when former RThAF defector Chert Saibory took an unknown RLAF T-28 to North Vietnam in September 63, where it became “963” with the North Vietnamese Air Force (see the photo in: Conboy / Morrison, *Shadow War*, p.81). Two more RLAF T-28s were apparently lost in November 63 by pilots doing low level aerobatics (see Steve Darke’s [http://www.thai-aviation.net/files/T_28_SE_Asia.pdf](http://www.thai-aviation.net/files/T_28_SE_Asia.pdf)). Assuming that Peter Liebchen’s account is the most correct, the Royal Lao Air Force still had 5 former Royal Thai Air Force T-28s in mid-1964, all of which had been delivered in July 63, August 63, and in the early months of 1964. Only two of them have been identified:

**N.A. T-28D**

<table>
<thead>
<tr>
<th>“1213” (?)</th>
<th>c/n 189-28</th>
<th>1963/64</th>
<th>ex USAF 52-1213 and (real serial as borne not documented!!)</th>
<th>RThAF JF13-13/05</th>
</tr>
</thead>
</table>
**Previous history:** USAF 52-1213 struck off charge on 17 May 62; to the Royal Thai Air Force as JF13-13/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).
**Service history:** with the RLAF
**Fate:** RLAF T-28 52-1213 was reportedly **lost in Laos in October 64** (“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).

**N.A. T-28D**

<table>
<thead>
<tr>
<th>“7741” (?)</th>
<th>c/n 174-594</th>
<th>1964 (?)</th>
<th>ex USAF 51-7741 and (real serial as borne not documented!!)</th>
<th>RThAF BJF13-30/05</th>
</tr>
</thead>
</table>
**Previous history:** USAF 51-7741 struck off charge 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).
**Service history:** possibly one of the 2 T-28s that had arrived in the early months of 1964, as it later returned to the RThAF; “741” was flown by Ed Eckholdt out of Vientiane on bombing practice flights on **24 May 1964**, then into Laos on 25 and 26 May 64, on strike missions, bombing roads and strafing trucks; then again on 6 and 8 June 64 as cover for rescuing a downed F8U pilot, and on 9 June 64 flying air strikes
against Khang Khay and Xieng Khouang (Log book of Ed Eckholdt, in: UTD/Leary/B44F3); flown by Richard Crafts out of Udorn on 20 and 22 April 65, 18 June 65, given as 51-7741; on 20 May 65, it crashed 10 minutes after take-off from Udorn, but was repaired (Log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** returned to the Royal Thai Air Force as “0-17741” before 1 April 72 (not on the “List of Assigned and maintained aircraft at Udorn” of 1 April 72, in: UTD/CIA/B49F2); current with the Royal Thai Air Force in October 72; to the Khmer Air Force as “0-17741” in 1973; 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 (see the photo of “0-17741” in [http://www.warbirdregistry.org/t28registry/t28-517741.html](http://www.warbirdregistry.org/t28registry/t28-517741.html)).

The remaining 3 of the original RLAFs can probably be found in the section about the 10 Royal Thai Air Force T-28s loaned to the Royal Lao Air Force in January 1965, as there are more than just 10 T-28s in that section.

An abandoned RLAF T-28 at Phou Khou Khouai taken in 1965 by Dr. J.Pote (with kind permission from Dr. Jonathan Pote)
2) Water Pump T-28s:
On 6 December 63, CINCPAC recommended a detachment of the 1st Air Commando Wing, Eglin AFB, FL, deployed to Udorn to help the RLAF, and in mid-March 64, 38 USAF officers and airmen of Detachment 6, 1st Air Commando Wing – code-named Water Pump – arrived at Saigon in a C-135. Half of them assembled 4 crated T-28s which had arrived at Bien Hoa in C-130s, the others flew to Udorn. On 1 April 64, Detachment 6, 1 ACW with 4 T-28s and 41 personnel arrived at Udorn, where the detachment established a T-28 maintenance facility using Air America equipment. This Water Pump training facility immediately began a T-28 ground-and-flight school for Lao pilots (Castle, At war, p.66; Trest, Air Commando One, p.140; Leary, Outline..., 1964, pp.6+8). On 20 May 64, the 4 former Water Pump T-28s were turned over to the Laotians (Castle, At war, p.69; Leary, Outline - Air America in Laos, 1964, p.7), that is were temporarily loaned to the RLAF, giving them a total of seven aircraft (Moody, The great adventures, Prelude, p.3). Also on 20 May 64, the original Water Pump T-28s were replaced by 5 T-28s and 5 RT-28s that CINCPAC transferred from MACV to the Water Pump unit. Here at Udorn, they were immediately painted in RLAF markings, and probably 6 of them were loaned to the RLAF the same day (Moody, The great adventures, Prelude, p.3). On 22 May 64, the Water Pump unit began T-28 refresher training for the six Air America volunteers for 2 days. Some of Water Pump’s new T-28s – probably 4 in the beginning – continued to be used to train new pilots. At least in later years, Water Pump training T-28s normally dropped the “0-” for “obsolete” at the beginning of their serial, which consisted of 5 numbers only.

The following aircraft are believed to have been the original Water Pump T-28s:

**N.A.T.-28D**

“17616” (?) c/n 174-469 April 64 ex USAF 51-7616

Service history: USAF T-28D 51-7616 of Det 4 AFRFERN23 (Air Force Reserve Far East Region, Tan Son Nhat) to 2 AD, Bien Hoa, on 64166 (= 14 June 64); believed temporarily loaned to the RLAF on 20 May 64

**Fate:** to MAP on 17 March 65; with MAP/Laos as “0-17616”; see below

**N.A.T.-28D**

“17622” (?) c/n 174-475 April 64 ex USAF 51-7622

Service history: USAF T-28D 51-7622 of 2 AD, Bien Hoa; believed temporarily loaned to the RLAF on 20 May 64

**Fate:** to MAP on 17 March 65; with MAP/Laos as “0-17622”; see below

**N.A.T.-28D**

“17635” c/n 174-488 April 64 ex USAF 51-7635

Service history: USAF T-28D 51-7635 of 1st Air Commando Wing, Eglin 09; believed temporarily loaned to the RLAF on 20 May 64 as “17635”; photo in Terry Love, p.92, bearing the Erawan;

**Fate:** to MAP on 17 March 65; with MAP/Laos operating as “0-17635”; with D1 / 606th ACS without Erawan in June 67; crashed near Savannakhet on 7 December 67; see below.

**N.A. T-28D**

“17863” (?) c/n 174-716 April 64 ex USAF 51-7863

Service history: T-28D 51-7863 of USAF, 2 AD, Udorn, probably a Water Pump aircraft.

**Fate:** according to USAF microfilm AVH-2, T-28D 51-7863 of USAF, 2 AD, to code 2, Udorn, on 64340 (= 5 December 64); as the action code TM means “enemy action in combat mission”, this was probably a Water Pump aircraft listed as owned by 2 AD, Bien Hoa, but flown on a combat mission for the RLAF. The loss is also reported
as RLAF T-28 51-7863 lost in Laos on 4 December 64 (“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).

*Water Pump* T-28s known to have been used for training and believed to have been delivered ex South Vietnam in May 64 are:
- “0-40044” (or “40044”? ) flown by Joe Hazen on **22, 23, and 24 May 64** (e-mail dated 13 September 2003 sent by Joe Hazen to the author);
- “0-40456” (or “40456”? ) flown by Joe Hazen on **26 May 64** (e-mail dated 13 September 2003 sent by Joe Hazen to the author); a photo showing its training role in 1965 can be seen in: http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg; 
- “0-40482” (or “40482”? ) flown by Joe Hazen on 26 March 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author);
- “0-40533” (or “40533”? ) believed flown by Richard Crafts (who gives it as “14-313”) on training flights out of Udorn on **14 and 17 September 64** (log book of Richard Crafts, in: UTD/Leary/B44F6); and probably already
- “0-46244”; flown by Joe Hazen on 20 February 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); a photo of *Water Pump* T-28 “0-46244” after its crash (“Bad day at Waterpump”) can be seen in: Don Moody, *The great adventures of Bob and Don*, Prelude, p.4, at: http://ravenfac.com/ravens/Adventures/Episode0000.htm.

But *Water Pump* aircraft changed from time to time: Some of them were transferred to the RLAF, others were added. From 14 to 20 April 65, Air America pilot Allen Rich received his T-28 training at Udorn on T-28D “0-17610”, T-28B “0-38137”, T-28B “0-38352”, and T-28B “0-37724” according to his log book (in: UTD/Rich/B1). And this is a *Water Pump* T-28 of the early seventies:

*Water Pump* T-28B “38325” in RLAF colors at Udorn in September / October 1973 (with kind permission from Ward S. Reimer)
3) Documented T-28s of the MAP/Laos program by year of delivery:

A) Documented T-28s which joined the RLAF in Fiscal Year (FY) 1964:

According to Liebchen (MAP Aid to Laos 1959-1972, p.156), 8 T-28s were delivered in FY 1964, i.e. 1 July 63 to 30 June 64. According to Leary (Air America Chronology: 1964, at http://www.utdallas.edu/library/uniquecoll/speccoll/aamnote/aam64.pdf), the RLAF received 16 former Vietnamese Air Force T-28s in May 64 (p. 12 on the web) and 17 more in June 64, “bringing the force to 41 airplanes” (p.45 on the web); according to Pratt, *The Royal Laotian Air Force 1954-1970* (CHECO), p.15, the RLAF had 33 T-28s in September 64. Probably many if not all of them still had the old four-digit serials:

Former VNAF T-28s delivered to the RLAF in May and June 1964 that are known to have flown with the old four-number serial system:

![RLAF T-28C “0042” probably taken at Udorn in 1964](https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/)

RLAF T-28C “0042” probably taken at Udorn in 1964

(Photo taken by John Wiren, photo no. VA046172, No Date, John Wiren Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

N.A. T-28C “0042” c/n 219-41 May/June 64 ex MACV and US Navy BuA 140042

**Previous history:** BuA 140042 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to MACV; a photo showing it in VNAF colors can be found in [http://vnaf.net](http://vnaf.net).

**Service history:** to the RLAF in May/June 64; a photo showing the aircraft as “0042” in RLAF colors and with a red line around the tail is preserved as no. VA046172 at TTU; flown by Air America pilot Joe Hazen on 19 January 66 according to his log book, where it is noted as “042” (e-mail dated 11 October 2001 sent by John Wiren to the author; e-mail dated 13 September 2003 sent by Joe Hazen to the author); a photo of “0-0042” without any markings can be found at [https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/](https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/).

**Fate:** RLAF T-28 “54-0042” was reportedly **lost in Laos in January 68** (“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).
N.A. T-28D  "3771"  c/n 174-309  May/June 64 ex USAF 51-3771, VNAF

**Previous history:** T-28D 51-3771 of SMAAR, McClellan AFB, 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), to the South Vietnamese Air Force (VNAF).

**Service history:** 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);

**Fate:** 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); transferred to the Khmer Air Force in 1971 (?); not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

---

RLAF T-28B 8146 somewhere in Laos in 1964/5
(UTD/Wiren/B2)

N.A. T-28B  "8146"  c/n 200-217  May/June 64 ex VNAF and US Navy BuA 138146

**Previous history:** BuA 138146 was struck off charge at BWR FR Columbus on 28 December 61 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF; to the Royal Lao Air Force in May/June 64.

**Service history:** on a slide taken by John Wiren in 1964/5 (in: UTD/Wiren/B2), the aircraft bears the Erawan plus a red line.

**Fate:** RLAF T-28 “53-8146” was reportedly **lost** in Laos on **24 January 65** (“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). This was one of 9 T-28s lost on 24 January 65,
when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

RLAF T-28B “8162” at Savannakhet, Laos in August 1964 (UTD/Wiren/B2)

RLAF/MAP T-28B “0-38162” at Udorn in late 1965, taken by Pete Wass (with permission from Pete Wass kindly submitted by Bob Vaughn)

N.A. T-28B “8162” c/n 200-233 May/June 64 ex VNAF and US Navy BuA 138162

Previous history: BuA 138162 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF.

Service history: on a slide taken by John Wiren at Savannakhet in August 1964 (in: UTD/Wiren/B2), the aircraft bears the Erawan plus a red line; a photo taken by Pete Wass at Udorn in late 1965 (e-mail dated 27 May 2004, kindly sent to the author by Pete Wass) shows this aircraft bearing a typical MAP serial, that is “0-38162”, and on that photo, the Erawan seems even to be detachable; so it possibly reentered the fleet of regular MAP aircraft flying in RLAF colors.

Fate: RLAF T-28 “53-8162” was reportedly lost in Laos on 21 October 65 (“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).
RLAF T-28B that looks like “1234”, but probably is “8234”, somewhere in Laos in 1964/65 (UTD/Wiren/B2)

N.A. T-28B “8234” c/n 200-305 May/June 64 ex VNAF and BuA 138234

**Previous history:** the aircraft is believed not to have been ex USAF 52-1234 (c/n 189-49), but ex US Navy 138234; BuA 138234 was struck off charge at BWR FR Columbus on 30 January 62 as “delivered to non Navy recipient” (email dated 4 May 2009 kindly sent to the author by Sid Nanson); so it probably is “8234”, not “1234”; to the South Vietnamese Air Force; VNAF T-28 “138234” was damaged at Danang, South Vietnam on 9 June 63; apparently rebuilt (“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:** to the Royal Lao Air Force in May/June 64; the tail can be seen on the slide of “8146” taken by John Wiren in 1964/5 (in: UTD/Wiren/B2).

**Fate:** possibly the RLAF T-28 “53-8444” [which cannot exist] that was reportedly lost in Laos on 24 January 65 (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: [http://history.state.gov/historicaldocuments/frus1964-68v28/d160](http://history.state.gov/historicaldocuments/frus1964-68v28/d160); Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

NA. T-28B “8276” c/n 200-347 May/June 1964 ex BuA 138276

**Previous history:** struck off charge at BWR FR Columbus on 30 January 62 as “delivered to non Navy recipient” (email dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF, then to the RLAF;
**Service history:** flown with the RLAF in 1964; a photo showing this aircraft painted the old way and serialled as “8276” can be found at [http://forum.keypublishing.co.uk/attachment.php?attachmentid=109384&d=1136433134](http://forum.keypublishing.co.uk/attachment.php?attachmentid=109384&d=1136433134); in the background of this photo, T-28 “0-13764” can be seen; as this aircraft was destroyed on 22 December 64, the photo must have been taken in 1964; a photo of T-28 “0-38276” taken at Vientiane in 1967 can be found at [http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg](http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg), showing the aircraft in the background.

**Fate:** RLAF T-28 “53-8276” was reportedly **lost in Laos on 24 February 70** (“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).

---

Air America pilot Ed Eckholdt standing in front of a T-28 that looks like “2345”, but probably is “8346”

(Ed Eckholdt collection, photo kindly submitted by Mike LaDue; also on the video tape made by Ed Eckholdt at 0.02.37 and 1.23.11 minutes)

**N.A. T-28B “8346” c/n 200-417 May 64 ex VNAF and BuA 138346**

**Identity:** although the T-28 shown on the photo - probably taken at Vientiane on 7 June 1964 - looks like “2345”, which could have been former US Navy BuA 138345 (c/n 200-416), this is unlikely, because this T-28 left the US Navy only on 14 March 70 (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); the T-28 on the photo is probably “8346”, that is ex BuA 138346 (c/n 200-417), which was struck off charge at BWR FR Columbus on 6 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson).

**Previous history:** BuA 138346 was struck off charge at BWR FR Columbus on 6
January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); apparently it went to the Vietnamese Air Force; to the Royal Lao Air Force in May 64.

**Service history:** flown by Air America pilot Joe Hazen on **26 May 64**; noted in his log book as “346” (e-mail dated 11 October 01, kindly sent to the author by John Wiren; e-mail dated 13 September 2003 sent by Joe Hazen to the author); believed flown by Ed Eckholdt (who gives it as “446”) out of Vientiane on 7 June 64, first as cover for rescuing a downed pilot, then bombing and strafing enemy positions (Log book of Ed Eckholdt, in: UTD/Leary/B44F13).

**Fate:** possibly reserialled as “0-38346” at a later date; RLAF T-28 “53-8346” was reportedly **lost in Laos on 24 January 65** (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: [http://history.state.gov/historicaldocuments/frus1964-68v28/d160](http://history.state.gov/historicaldocuments/frus1964-68v28/d160); Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

Many more if not all of the RLAF T-28s delivered in 1964 may have used these old four-digit serials, but when this has not been documented, the aircraft are presented here in the regular style with USAF or USN serials beginning with the “0-” for “obsolete”

**N.A. T-28C** “0-40036” c/n 219-35 May/June 64 US Navy BuA 140036
(real serial as borne not documented!!)

**Previous history:** probably a VNAF aircraft
**Service history:** to the RLAF in May/June 64 (?)
**Fate:** RLAF T-28 “54-0036” was reportedly **lost** in Laos on **24 January 65** (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: [http://history.state.gov/historicaldocuments/frus1964-68v28/d160](http://history.state.gov/historicaldocuments/frus1964-68v28/d160); Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

**N.A. T-28C** “0-40039” c/n 219-38 May/June 64 US Navy BuA 140039
(real serial as borne not documented!!)

**Previous history:** BuA 140039 struck off charge at BWR FR Columbus on 29 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent
to the author by Sid Nanson; probably a VNAF aircraft.

**Service history:** to the RLAF in May 64 (?)  
**Fate:** RLAF T-28 “54-0039” was reportedly lost in Laos on 24 January 65 (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

N.A. T-28C  
“0-40040” c/n 219-39 May/June 64 US Navy BuA 140040  
(real serial as borne not documented!!)  
**Previous history:** BuA 140040 struck off charge at BWR FR Columbus on 20 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson; to the VNAF as “140040” (see http://vnaf.net).  
**Service history:** to the RLAF in May 64 (?)  
**Fate:** RLAF T-28 “54-0040” was reportedly lost in Laos on 8 February 65 (“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).

N.A. T-28C  
“0-40044” c/n 219-43 May 64 ex BuA 140044, VNAF?  
**Previous history:** BuA 140044 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Vietnamese Air Force.  
**Service history:** to the RLAF in May 64, used by Water Pump; probably flown by Joe Hazen on 22, 23, and 24 May 64 whose log book notes just “044” (e-mail dated 13 September 2003 sent by Joe Hazen to the author); “044” was also flown by Ed Eckholdt out of Udorn on training flights on 22 and 23 May 1964, when he was checked out by USAF Captains Joe Potter and W. McShane (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); then flown by Allen Rich on 5 May 65 and 6 May 65; serial given as “044”, type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); RLAF T-28 “54-0044” was reportedly lost in Laos on 25 October 65 (“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); apparently rebuilt; USAF aircraft officially serialled “53-140044”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 August 01 (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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); used as a Raven aircraft (photo by Dan Gamelin, taken in the early seventies); transferred to the RLAF in February 73; still current on 1 June 73
N.A. T-28C  “0-40456”  c/n 226-33  May 64  ex US Navy BuA 140456 / MACV

**Previous history:** BuA 140456 was struck off charge at O&R BUWEPS FR Alameda on 1 May 62, delivered to “non Navy recipient”, then to the Vietnamese Air Force (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson).

**Service history:** to the RLAF in May 64, used by Water Pump; flown by Joe Hazen on 26 May 64 and on 6 March 66 (e-mail by John Wiren, sent to the author on 11 October 01; e-mail dated 13 September 2003 sent by Joe Hazen to the author); Water Pump aircraft, used in 1965 at Udorn for training (see the photo taken by Kham P. Manivanh at [http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg](http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg)); a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 19 June 70 and 25 October 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “54-140456”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); a photo, probably taken at Udorn in 1972/3 (no. VA024828 of the A. Cates collection at TTU) shows this T-28 as a Raven aircraft; transferred 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:** declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: [http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345](http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345)); sold to the Philippine AF as “140456” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); 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 N2065J in 1989; regd. on 3 August 89; sale reported to Keith E. Shell, Hickory, NC, in March 2004; status “registration pending”, Hickory, NC in

N.A. T-28C “0-40482” c/n 226-59 May/June 64 ex US Navy BuA
(real serial as borne not documented!!) 140482 / MACV

**Previous history:** BuA 140482 was struck off charge at O&R BUWEPS FR Alameda on 1 May 62, delivered to “non Navy recipient”; then to VNAF (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); ex MACV aircraft; a photo showing it in VNAF colors is in Dorr/Bishop, Vietnam air war debrief, p. 19.

**Service history:** transferred to Water Pump in May 64 (??); flown by Joe Hazen on 26 March 66 according to his log book where it is noted as “482” (e-mail by John Wiren, dated 11 October 01; e-mail dated 13 September 2003 sent by Joe Hazen to the author).

**Fate:** RLA T-28 “54-140482” was reportedly lost in Laos on 6 April 66 (“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); reportedly to the Congolese AF as FA-482 around 1966, but this is believed not to be correct.

N.A. T-28C “0-40533” c/n 226-110 May/June 64 US Navy BuA 140533 / MACV

**Service history:** struck off charge at O&R BUWEPS FR Alameda on 1 May 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to SVAF, then to Laos as a USAF ex MACV aircraft; probably a Water Pump training aircraft; believed flown by Richard Crafts (who gives it as “14-313”) on training flights out of Udorn on 14 and 17 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); had no insignia in 1966, see the pho at http://secretvietnamwar.com/thaiwar/BOSET28.jpg; in “Operation Nong Keun” (when?), T-28 “0-40533” bore the Erawan, but no red line; see the photo taken by Kham P. Manivanh (“Chaophakhao Red”) at http://www.ravens.org/kham/KhamOperNongKeunMR5.jpg; but a photo in UTD/Rich/B2F6 and in Davis, Across the Mekong, p. 73, probably taken at Long Tieng in the early seventies, shows it again without any markings; used as a Raven aircraft probably since about 1969/70; USAF aircraft officially serialled “54-140533”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); photo in http://www.namphong.com/album5/album5.htm, taken at Nam Phong, Thailand; more photos of Raven T-28 0-40533 can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; transferred 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:** declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at:
http://aad.archives.gov/aad/createspdf?rid=91898&dt=2474&dl=1345); sold to the Philippine Air Force as “140533” in 1974; preserved at Villamor Air Base, Manila (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28C “0-46244” c/n 252-7 1964? ex US Navy 146244 / MACV

Previous history: BuA 146244 was struck off charge at O&R BUWEPS FR Alameda on 1 May 62, delivered to “non Navy recipient”; then to VNAF (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); mentioned as VNAF aircraft, and a photo showing “46244” in VNAF colors is in http://vnaf.net;

Service history: transferred to Water Pump, probably in 1964; flown by Joe Hazen on 20 February 66 according to his log book where it is noted as “244” (e-mail by John Wiren, dated 11 October 2001; e-mail dated 13 September 2003 sent by Joe Hazen to the author).


N.A. T-28B “0-37751” c/n 200-114 May 64 ex US Navy BuA (complete serial not documented) 137751/ VNAF?

Previous history: BuA 137751 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson; probably to the Vietnamese Air Force.

Service history: to the RLAF in May 64; officially probably “53-137751”; this T-28 was flown by Joe Hazen on 25 May 64 according to his log book, where it is noted as “751” (e-mail dated 11 October 01, kindly sent to the author by John Wiren; e-mail dated 13 September 2003 sent by Joe Hazen to the author).

Fate: RLAF T-28 “53-37751” was reportedly lost in Laos in October 64 (“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).

N.A. T-28B “0-37767” c/n 200-130 May/June 64 ex US Navy BuA 137767, (real serial as borne not documented!!) VNAF

Previous history: T-28B BuA 137767 struck off charge at BWR FR Columbus on 16 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF; transferred to the RLAF in May 64 (?)

Service history: VNAF T-28B BuA 137767 transferred to the RLAF in May 64 (?), probably as 53-137767;

Fate: RLAF T-28 “53-7767” was reportedly lost in Laos on 24 January 65 (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

NA. T-28B “0-38113” c/n 200-184 May/June 64 ex US Navy BuA 138113, (real serial as borne not documented!!) VNAF

Previous history: T-28B BuA 138113 struck off charge at BWR FR Columbus on 6 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the South Vietnamese Air Force (VNAF).

Service history: VNAF to Detachment 6, 1 ACW, Udorn (Water Pump) / RLAF in May/June 64, officially probably as “53-138113”; probably the T-28 given as “113-554”, when flown by Richard Crafts on training flights out of Udorn on 11 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6). This T-28 cannot be “51-3554”, as 51-3554 was Armée de l’Air Fennec No. 48, then with the Moroccan AF, and then with Jeff Hawk & David C. Tallichet of MARC/Visionaire International Inc, Miami, FL, as N54613 in May 1978.

Fate: RLAF T-28 “53-8113” was reportedly lost in Laos in November 64 (“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). One of 2 Water Pump T-28s that crashed on a flight from Saigon to Udorn on 25 November 64 (Leary, Air America Chronology 1964, p.81). According to Hobson (Vietnam air losses, p.12), this already happened on 19 November 64, when 51-7870 (killing Capt. George H. Albrecht and 1Lt. Leonard P. Hudson) plus another T-28D – apparently “53-8113” (killing Maj. Otis Gordon and Capt. Edwin R. Eason) – were shot down by AAA in South Vietnam on their return flight to Udorn, after they had been on a fact-finding mission to Danang to investigate the possibility of replacing the T-28s at Udorn with A-1Es.

NA. T-28B “0-38136” c/n 200-207 May/June 64 ex BuA 138136 (real serial as borne not documented!!)

Previous history: with the US Navy all the time between 1964 and 1966

Service history: apparently loaned to the RLAF.

Fate: RLAF T-28 “53-8136” was reportedly lost in Laos on 25 January 65 (“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). Reportedly (see Steve Darke’s http://www.thai-aviation.net/files/T_28_SE_Asia.pdf), BuA 138136 had been with the US Navy all the time between 1964 and 1966 and was struck off charge only in 1978; so the aircraft my have been on loan from the US Navy and was apparently rebuilt; regd. to Norwegian Warbirds Inc, Cape Coral, FL, as N2HF on 27 August 2009; current on 13 September 2011 (request submitted to the FAA on 13 September 2011
N.A. T-28B “0-38137” c/n 200-208 May/June 64 probably ex USN BuA (complete serial not documented) 138137, VNAF?

**Previous history:** BuA 138137 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to VNAF ?; to Laos, possibly for Water Pump.

**Service history:** flown by Allen Rich on 17 April 65, probably for training; serial given as “137”; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1).

**Fate:** unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); sold to ? as N187GH in ?.

N.A. T-28 “0-38219” (?) c/n 200-290? May/June 64 ex BuA 138219 (?) (real serial as borne not documented!!)

**Service history:** given as “018-219”, when flown by Richard Crafts on training flights out of Udorn on 12 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); identity believed to be BuA 138219.

**Fate:** unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28B “0-38316” c/n 200-387 May/June 64 ex BuA 138316, VNAF (real serial as borne not documented!!)

**Previous history:** struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF.

**Service history:** VNAF to RLAF in May 64 (?), probably as “53-138316”.

**Fate:** RLAF T-28 “53-8316” was reportedly lost in Laos on 1 February 65 (“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).

N.A. T-28 “0-38338” c/n 200-409 May/June 64 ex BuA 138338, VNAF (complete serial not documented)

**Previous history:** BuA 138338 was struck off charge at BWR FR Columbus on 29 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Vietnamese Air Force.

**Service history:** to the RLAF in May/June 64; flown by Richard Crafts Udorn-Savannakhet on 21 November 64 and Savannakhet-Udorn on 22 November 64; flown out of Udorn on 6 and 28 March 65 (log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** RLAF T-28 “53-8338” was reportedly lost in Laos on 24 January 65 (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160; Report “Blow up”,

that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005). Maybe the remains were flown to Udorn and rebuilt – which might explain the flights on 6 March 65 (1 hour) and 28 March 65 (1 h 50) logged by Richard Crafts in T-28 “338” (log book of Richard Crafts, in: UTD/Leary/B44F6).

N.A. T-28B “0-38344” c/n 200-415 May/June 64 ex VNAF “38344” (?) and (real serial as borne not documented) BuA 138344

**Previous history:** BuA 138344 was struck off charge at BWR FR Columbus on 25 January 62, delivered to “non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the VNAF.

**Service history:** to the RLAF in May/June 64; given as “344”, probably “0-38344”; flown by Richard Crafts Udorn-Vientiane on **11 November 64** and Udorn-Bangkok on 30 November 64; flown out of Udorn on 13 and 31 January 65, 6 and 28 February 65, and 3 May 65, and out of Vientiane on 14 January 65 (log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28B “0-38352” c/n 200-423 May/June 64 ex US Navy BuA 138352 / VNAF

**Previous history:** BuA 138352 struck off charge at BWR FR Columbus on 11 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to the South Vietnamese Air Force

**Service history:** flown by Richard Crafts out of Savannakhet on **5 April 65**, given as “53-8352” (log book of Richard Crafts, in: UTD/Leary/B44F6); probably “0-38352” was also the “357” flown by Allen Rich on 19 April 65, probably for training (Log book of A. Rich, in: UTD/Rich/B1), as T-28 BuA 138357 was struck off charge by the US Navy only on 29 May 78 (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); “0-38352” flown by Allen Rich also on 18 May 65 and on 6 February 66 (where the identity was given as “0-34352” - probably an error for “0-38352”); on all three dates, the type is only given as “special” (Log book of A. Rich, in: UTD/Rich/B1); a **Water Pump** aircraft as “38352” – see the photo at [http://www.mtorres.net/EPSON082.JPG](http://www.mtorres.net/EPSON082.JPG); flown by Raven Ed Gunter out of Udorn in November 69 to get his formal T-28 check-out; transferred to the Raven program in November 1969; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); USAF aircraft officially serialled “53-138352”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); had been transferred from the Raven program to the RLAF in February 73.

**Fate:** declared excess to RLAF requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at:
http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); to the Philippine AF as “53138352” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); 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 N20523 in August 89; regd. on 3 August 89; cancelled prior to May 1998 as exported to Canada (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); reported with Serge Lacombe, Mascouche, Quebec, 1984-2002, as C-GSLA (see http://www.warbirdregistry.org/t28registry/t28-138352.html).

N.A. T-28D “0-13678” c/n 174-216 May/June 64 ex USAF 51-3678 (real serial as borne not documented!!)

**Previous history:** struck off charge at Davis Monthan on 10 March 60 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); to the Vietnamese Air Force (?)  

**Service history:** with the RLAF.  

**Fate:** RLAF T-28 51-3678 was reportedly **lost in Laos on 24 January 65** (“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). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

N.A. T-28D “0-13706” c/n 174-244 May/June 64 ex USAF 51-3706, VNAF (?)

**Previous history:** T-28 51-3706 of USAF to MAP on 21 August 63 (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 the South Vietnamese Air Force (?)  

**Service history:** given as “706”, probably flown as “3706”; flown by Richard Crafts out of Udorn probably on **10 September 64** (noted as “310-716”) and on 26 February 65 (log book of Richard Crafts, in: UTD/Leary/B44F6) on 26 February 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); RLAF T-28 51-3706 was reportedly **lost in Laos on 10 August 65** (“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);  

**Fate:** apparently rebuilt and transferred to the Royal Thai Air Force as JF13-58/09, serial assigned on 31 March 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke);  

**Service history:** again assigned to the RLAF in ?  

**Fate:** RLAF T-28 51-3706 was reportedly **lost in Laos on 20 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); apparently again rebuilt and to the Khmer Air Force in Nov.1972 as “0-13706”; to the Royal Thai Air Force in 1975, and to the Philippine Air Force as “13706” in 1976

N.A. T-28D  “0-13758”  c/n 174-296  May/June 64  ex 51-3758, VNAF (?)

Previous history: T-28D 51-3758 of SMAAR, McClellan AFB, to MAP on 21 August 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 Vietnamese Air Force.

Service history: documented by a color slide taken by John Wiren in 1965/6 (Texas Tech University no.VA046170), where the Erawan is painted on the aircraft; flown by Allen Rich on 24 April 65 and 25 April 65; serial given as “758”; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1).

Fate: probably the RLAF T-28 51-3756 that was reportedly lost in Laos on 14 May 65 (“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). This may have been the accident of 14 May 65, when Air America pilot Dick Nolan was hit in his T-28 during a SAR mission. He made an emergency landing at LS-36, ran off the end of the runway, and flipped over. The aircraft was heavily damaged, but Nolan was OK (Leary, “T-28 chronology”, in: UTD/Leary/B41F8); the identity 51-3756 given in the list of losses cannot be correct, as this T-28 was a French Air Force Fennec until October 67, when it started a civilian career in the USA as N14142 (see http://www.thai-aviation.net/files/T_28_SE_Asia.pdf). 51-3158 was not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28D  “0-13764”  c/n 174-302  May/June 64  ex USAF 51-3764, VNAF

Previous history: T-28D 51-3764 of SMAAR, McClellan AFB, 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 VNAF; the aircraft can be seen as “0-13764” in the background of a photo of RLAF T-28 “8276” at http://forum.keypublishing.co.uk/attachment.php?attachmentid=109384&d=1136433134.

Service history: with the RLAF.

Fate: RLAF T-28 51-3764 was reportedly lost in Laos on 22 December 64 (“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). The aircraft was an RT-28 and was shot down near Xieng Kouang Ville on 22 December 64 (Leary, Air America Chronology 1964, p.83, at http://www.utdallas.edu/library/uniquecoll/specoll/aamnote/aamnote/). 51-3158 was not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28D  “0-13768”  c/n 174-306  May/June 64  ex 51-3768

Previous history: T-28D 51-3768 of SMAAR, McClellan AFB, 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 VNAF.

Service history: with the RLAF.

Fate: unknown; wreck (tail only) seen at Vientiane on 13 February 66 by Jon Pote; believed to have crashed during a low level roll (e-mail dated 8 August 2008 kindly
N.A. T-28D “0-13770” c/n 174-308 May/June 64 ex USAF 51-3770, (real serial as borne not documented!!) VNAF?

**Previous history:** T-28D 51-3770 of SMAAR, McClellan, to MAP on 31 January 64; to the Vietnamese Air Force?

**Service history:** with the RLAF; T-28D “0-13770” is believed to be the “013-776” (which cannot be 0-13776, as this T-28 had been written off in Texas on 27 January 1955) flown by Richard Crafts on training flights out of Udorn on 15 September 64; used on flights out of Udorn on 26 December 64 (4 hours), 31 January 65, 7 March 65, 5 June 65, 23 June 65 (log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** RLAF T-28 51-3770 was reportedly **lost in Laos on 12 July 65** (“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).

N.A. T-28D “0-13772” c/n 174-310 May/June 64 ex USAF 51-3772 (real serial as borne not documented!!)

**Previous history:** T-28D 51-3772 of SMAAR, McClellan, to MAP on 19 December 63; to the Vietnamese Air Force?

**Service history:** with the RLAF.

**Fate:** RLAF T-28 51-3772 was reportedly **lost in Laos on 13 July 65** (“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).

N.A. T-28D “0-13777” c/n 174-315 May/June 64 ex 51-3777

**Previous history:** T-28D 51-3777 of SMAAR, McClellan AFB, 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 VNAF

**Service history:** a photo of RLAF T-28 “0-13777” made by John Wiren is preserved as no. VA046171 at TTU; flown by Richard Crafts out of Udorn on **12, 14, and 27 March 65**, and on 18 April 66 (log book of Richard Crafts, in: UTD/Leary/B44F6, where it is given as “13-777”).

**Fate:** RLAF T-28 51-3777 was reportedly **lost in Laos on 24 May 68** (“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).

N.A. T-28D “0-13791” c/n 174-329 May/June 64 ex USAF 51-3791 (complete serial not documented) VNAF (?)

**Previous history:** T-28D 51-3791 of SMAAR, McClellan AFB, to MAP on 21 August 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 (?)

**Service history:** flown by Joe Hazen on **28 August 65** (e-mail dated 13 September 2003 sent by Joe Hazen to the author); according to his log book, where it is noted as “791” (e-mail dated 11 October 01, kindly sent to the author by John Wiren). As T-28 “0-13791” or possibly “0-13719" was noted by Jon Pote, when the aircraft took off

---

*sent to the author by Jon Pote.*
from Vientiane on 13 February 66 in a formation of nine aircraft (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote), this is believed to be the correct identity.

**Fate:** transferred to the Royal Thai Air Force as JF13-68/09 on 26 April 66; exploded in mid air over Don Muang on 23 February 71, killing one person (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

N.A. T-28D  “0-13792” c/n 174-330  May/June 64  ex USAF 51-3792
(real serial as borne not documented!!)

**Previous history:** T-28D 51-3792 of SMAAR, McClellan AFB, to MAP on 21 August 63 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke), probably to VNAF.

**Service history:** with the RLAF.

**Fate:** RLAF T-28 51-3792 was reportedly lost in Laos on 10 January 65 (“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).

N.A. T-28D  “0-17970” c/n 174-723  May/June 64  ex USAF 51-7870
(real serial as borne not documented!!)

**Service history:** with Detachment 6, 1 ACW, Udorn (*Water Pump*) / RLAF.

**Fate:** RLAF T-28 51-7870 was reportedly lost in Laos in November 64; also given as USAF T-28 51-7870 lost in South Vietnam on 19 November 64; perhaps destroyed on delivery to the RLAF (“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). One of 2 *Water Pump* T-28s that crashed on a flight from Saigon to Udorn on 25 November 64 (Leary, *Air America Chronology 1964*, p.81). According to Hobson (*Vietnam air losses*, p.12), this already happened on 19 November 64, when 51-7870 (killing Capt. George H. Albrecht and 1Lt. Leonard P. Hudson) plus another T-28D – apparently “53-8113” (killing Maj. Otis Gordon and Capt. Edwin R. Eason) – were shot down by AAA in South Vietnam on their return flight to Udorn, after they had been on a fact-finding mission to Danang to investigate the possibility of replacing the T-28s at Udorn with A-1Es.
C) Documented T-28s that joined the RLAF in Fiscal Year (FY) 1965:

According to Liebchen (MAP Aid to Laos 1959-1972, p.158), 42 T-28s were delivered in FY 1965, i.e. between 1 July 64 and 30 June 65, including 32 former VNAF T-28s. 10 T-28s were loaned from the Royal Thai Air Force in late January 65 (Telegram dated 26 January 65 sent from the US Embassy in Thailand to the Dept. of State (document 160), in: http://history.state.gov/historicaldocuments/frus1964-68v28/d160)

The 10 T-28s loaned from the Royal Thai Air Force in January 65:

As most of the original T-28s that were delivered to the RLAF from the Royal Thai Air Force inventory in 1963 and in the early months of 1964 could not be identified with certainty, the unidentified 3 surviving aircraft are probably also among the 15 former RThAF T-28s listed in this section. The remaining 2 ex RThAF T-28s were probably delivered at a later date.

N.A. T-28D “0-13656” c/n 174-194 January 65 ex USAF 51-3656, RThAF JF13-41/07

Previous history: NAMCO, Columbus, to SMAAR, McClellan AFB, on 64133 (= 22 May 64); T-28D 51-3656 of SMAAR, McClellan AFB, Sacramento CA, to MAP on 3 June 64; to the Royal Thai Air Force as JF13-41/07 on 8 July 64 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: one of 10 Royal Thai Air Force T-28Ds loaned to the RLAF in January 65; flown by Richard Crafts out of Vientiane on 21 April 65 and out of Udorn on 30 April 65, given as 51-3656 (log book of Richard Crafts, in: UTD/Leary/B44F6); flown by Allen Rich on 21 May 65; identity given as “656”; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); that day, a Bird and Sons PC-6 made a landing at Boum Lao (LS-174), Laos, when the pilot, Ernest Brace, was captured by Pathet Lao forces (Davis, Across the Mekong, pp. 76-78, says 24 May 65); Air America-piloted T-28s, lead by Jim Rhyne, and including T-28 “656” flown by Allen Rich (Log book of A. Rich), arrived and strafed the jungle along the landing strip so that an Air America helicopter could land and Terry Burke could check the Porter to see if Brace was alive. Burke searched the area by air over the next two days, guiding T-28 strikes on suspected positions around the airstrips and dropping leaflets; noted as “0-13656” at Sakannakhet on 16 September 65 by Jon Pote (e-mail dared 8 August 2008) kindly sent to the author by Jon Pote).

Fate: RLAF T-28 “51-3456” [which did not exist] was reportedly lost in Laos in September 66 (“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); apparently rebuilt; RLAF T-28 “000556” was reportedly lost in Laos on 24 July 69 (“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), possibly the same aircraft; apparently once more rebuilt; again current with the RLAF on 1 December 72 (qv).

N.A. T-28D “0-13698” c/n 174-236 January 65 ex USAF 51-3698, RThAF JF13-44/07

(Real serial as borne not documented!!)

Previous history: NAMCO, Columbus, to SMAAR, McClellan AFB, on 64133 (= 12 May 64); 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 on 8 July 64 (e-mail dated 23
February 2012 kindly sent to the author by Steve Darke).

**Service history:** one of 10 Royal Thai Air Force T-28Ds **loaned** to the RLAF in January 65; “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).  

**Fate:** returned to the Royal Thai Air Force; not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); apparently transferred to the Khmer Air Force in 1970; destroyed in the sapper attack at Pochentong on 21/2 January 71 (see photo no. 1-CA2-2-PB64 preserved at UTD/Abadie/B2F1).

N.A. T-28D “0-13724” c/n 174-262 January 65 ex USAF 51-3724, *(complete serial not documented)* RThAF JF13-46/07  

**Previous history:** NAMCO, Columbus, to SMAAR, McClellan AFB, on 64123 (= 2 May 64); T-28D 51-3724 of SMAAR, McClellan, to MAP on 3 June 64, to the Royal Thai Air Force as JF13-46/07 on 8 July 64 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).  

**Service history:** one of 10 Royal Thai Air Force T-28Ds **loaned** to the RLAF in January 65; flown by Allen Rich on **20 April 65**, serial given as “724” and type given as “special” (Log book of A. Rich, in: UTD/Rich/B1).  

**Fate:** returned to the Royal Thai Air Force in ?; not current in Laos on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); crashed into a field on landing at Chiang Rai Airport and damaged beyond repair on 8 May 72 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

N.A. T-28D “0-17610” c/n 174-463 January 65 ex USAF 51-7610 and RThAF JF13-03/05  

**Previous history:** struck off charge by the USAF on 14 June 62; to the Royal Thai Air Force as RThAF JF13-03/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).  

**Service history:** **possibly** one of 10 Royal Thai Air Force T-28Ds **loaned** to the RLAF in January 65; flown by Allen Rich on **16 April 65** and 18 April 65, probably for training; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); flown by Richard Crafts out of Vientiane on 21 April 65, given as 51-7610 (log book of Richard Crafts, in: UTD/Leary/B44F6).  

**Fate:** RLAF T-28 51-7610 was reportedly **lost in Laos on 4 June 65** (“Airchart All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnet Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). Probably, this was the accident of 4 June 65, when Joe Potter was hit in his T-28 during the SAR for US Navy pilot Ilg. His rocket pot caught fire. He bailed out and was picked up by an Air America helicopter (Leary, “T-28 chronology”, in: UTD/Leary/B41F8).  

N.A. T-28D “0-17617” c/n 174-470 January 65 ex 51-7617 and RThAF *(real serial as borne not documented)* JF13-05/05  

**Previous history:** struck off charge by the USAF on 14 June 62; to the Royal Thai Air Force as JF13-05/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).  

**Service history:** **probably** one of 10 Royal Thai Air Force T-28s **loaned** to the RLAF
in January 65; “51-7617” was flown by Richard Crafts out of Udorn on 29 March 65, 16 and 22 April 65, 2 May 65, 21 June 65, 14 and 15 July 65, and 10 April 66 (log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** RCAF T-28 51-7617 was reportedly **lost in Laos on 13 July 65** (“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).

**N.A. T-28D**

“0-17621” c/n 174-474 January 65 ex USAF 51-7621 and RThAF JF13-21/05

**Previous history:** USAF 51-7621 struck off charge on 19 July 62; to the Royal Thai Air Force as JF13-21/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** probably one of 10 Royal Thai Air Force T-28Ds **loaned** to the RCAF in January 65.

**Fate:** RCAF T-28 51-7621 was reportedly **lost in Laos on 25 March 65** (“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).

**N.A. T-28D**

“0-17650” c/n 174-503 January 65 ex USAF 51-7650 and RThAF JF13-25/05

**Previous history:** to the Royal Thai Air Force as JF13-25/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** to the RLAF; one of 10 RThAF **loaned** to the RLAF in January 65 this T-28 was flown by Joe Hazen on 14 August 65 according to his log book, where it is noted as “650” (e-mail dated 11 October 01, kindly sent to the author by John Wiren; e-mail dated 13 September 2003 sent by Joe Hazen to the author).

**Fate:** RCAF T-28 51-7650 was reportedly **lost in Laos on 15 September 65** (“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).

**N.A. T-28D**

“0-17678” c/n 174-531 January 65 ex USAF 51-7678 and RThAF JF13-25/05

**Previous history:** USAF 51-7677 struck off charge on 17 July 62; to the Royal Thai Air Force as JF13-25/05 on 26 July 62; noted in October 63 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** one of 10 Royal Thai Air Force T-28Ds **loaned** to the RLAF in January 65; 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).

N.A. T-28D  “0-17753”  c/n 174-606  1965?  ex USAF 51-7753 and
RThAF JF13-32/05

Previous history: USAF 51-7753 struck off charge on 25 July 62; to the Royal Thai Air Force as JF13-31/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: officially listed as “51-7753”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); flown by Richard Crafts out of Udorn on 29 and 30 December 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345).

N.A. T-28D  “0-17763”  c/n 174-616  1965?  ex USAF 51-7763, 
RThAF JF13-34/05

Previous history: T-28D 51-7763 of SMAAR, McClellan AFB, to MAP on 19 July 62; to the Royal Thai Air Force as JF13-34/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: bore the Erawan, but no red line; a photo taken by Kham P. Manivanh (“Chaophakhao Red”) can be seen at http://www.ravens.org/kham/KhamOperNongKeunMR5.jpg; another photo of T-28 0-17763 with the Erawan, taken at Udorn in 1968 can be found at http://www.veteran.com/files/images/Udorn%20RTAFB%201968.preview.JPG; current 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).

Fate: RLAF T-28 51-7763 was reportedly lost in Laos on 18 or 23 December 71.
N.A. AT-28D “0-17774” c/n 174-627 1965? ex USAF 51-7774 and
(real serial as borne not documented!!) RThAF JF13-37/05

Previous history: T-28D 51-7774 of USAF to MAP on 25 July 62; to the Royal Thai Air Force as JF13-37/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: noted as “774” at Sakannakhet on 16 October 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

Fate: RLAF T-28 51-7774 was reportedly lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, *MAP Aid to Laos 1959-1972*, p.50).

N.A. AT-28D “0-17777” c/n 174-630 1965? ex USAF 51-7777 and
(real serial as borne not documented!!) RThAF JF13-38/05

Previous history: T-28D 51-7777 of USAF to MAP on 25 July 62; to the Royal Thai Air Force as JF13-38/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: noted as “777” at Sakannakhet on 16 October 65 by Jon Pote (e-mail dated 8 August 2008) kindly sent to the author by Jon Pote); RLAF T-28 51-7777 was reportedly lost in Laos on 12 November 65 (“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); apparently rebuilt; USAF aircraft officially serialled “51-7777”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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).

Fate: RLAF T-28 51-7777 was reportedly lost in Laos on 21 or 23 September 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).

N.A. AT-28D “0-17779” c/n 174-632 1965? ex USAF 51-7779 and
RThAF JF13-39/05

Previous history: T-28D 51-7779 of USAF to MAP on 25 July 62; to the Royal Thai Air Force as JF13-39/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: noted at Sakannakhet on 16 October 65 by Jon Pote (e-mail dared 8 August 2008) kindly sent to the author by Jon Pote); RLAF T-28 51-7779 was reportedly lost in Laos on 28 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); apparently rebuilt; USAF aircraft officially serialled “51-7779”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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).

**Fate:** RLAF T-28 51-7779 was reportedly **lost in Laos on 12 or 16 September 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).

![RLAF T-28 “0-17806”](image)

**RLAF T-28 “0-17806”**

(detail of photo no. 1-CA2-2-PB9 preserved at UTD/Abadie/B2F1)

N.A. T-28D “0-17806” c/n 174-661 1965? ex USAF 51-7806 and RThAF JF13-40/05

**Previous history:** T-28D 51-7806 of USAF to MAP on 25 July 62; to the Royal Thai Air Force as JF13-40/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** seen on photo no. 1-CA2-2-PB9 preserved at UTD/Abadie/B2F1.

**Fate:** RLAF T-28 51-7806 was reportedly **lost in Laos on 19 May 65** (“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).

N.A. T-28D “0-21225” c/n 189-40 1965? ex USAF 52-1225 and RThAF JF13-14/05

**Previous history:** USAF 52-1225 struck off charge on 17 May 62; to the Royal Thai Air Force as JF13-14/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** This may have been one of the original T-28s delivered in 1963; noted as “1225” in 1965/6 (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote); RLAF T-28 52-1225 was reportedly **lost in Laos on 11 May 66** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell
T-28s received via MAP:

N.A. T-28D  “0-13463”  c/n 174-1  17 Feb. 1965  ex USAF 51-3463

Service history: NAMCO, Columbus, to MAP on 17 February 65 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); probably RLAF or Water Pump aircraft since 1965; RLAF T-28 51-3463 was reportedly lost in Laos on 3 September 65 (“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); apparently rebuilt; used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 13 November 70 and 31 January 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “51-3463”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345 ); reportedly to the Philippine Air Force (Sid Nanson’s list “South East Asia T-28’s” sent to Steve
Darke and forwarded to the author on 20 September 2011); shipped to the DPDO (US Defense Property Disposal Office) on 27 May 1976 (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); then unknown.

N.A. T-28B  “0-38363” c/n 200-169  22 March 65  ex USAF 53-8363, BuA (real serial as borne not documented!!)  137806

Previous history: US Navy BuA 137806 to USAF 53-8363 on 21 July 1961 (4440th CCTS, Jungle Jim (see http://home.earthlink.net/~aircommando1/JJAcft61.htm); Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); used by Farm Gate/VNAF; T-28B 53-8363 of USAF, 2 AD, Bien Hoa, was at status XT (storage), gain from CC on 64124; to McClellan 64265 for rebuilding (WO); SMAAR, McClellan, to USN (TL) on 64302 (= 28 October 64); corrected as “listed in error”.

Service history: SMAAR, McClellan AFB, to MAP on 65081 (= 22 March 65) for the RLAF; RLAF T-28 53-8363 was reportedly lost in Laos on 5 December 68 (“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); apparently rebuilt. It seems that the photo below of unknown origin, which is no longer on the internet and which is believed to have been taken at Luang Prabang, shows T-28 “0-38363”. It looks like “0-38369”, but this is unlikely.

Fate: RLAF T-28 “000363” was reportedly lost in Laos on 11 December 69 (“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).

N.A. T-28B  “0-38364” c/n 200-170  22 March 65  ex USAF 53-8364, BuA (real serial as borne not documented!!)  137807

Previous history: US Navy BuA 137807 to USAF 53-8364 on 28 August 61 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); used by Farm Gate/VNAF; T-28B 53-8364 of USAF, 2 AD, Bien Hoa, was at status XT (= storage), gain from CA on 64124; to SMAAR, McClellan, on 64265 for rebuilding; SMAAR, McClellan, to USN (TL) on 64334 (= 27 November 64); corrected as “listed in error”.

![Image of T-28B](image-url)
Service history: T-28B 53-8364 of SMAAR, McClellan AFB, to MAP on 65081 (= 22 March 65) for the RLAF.

Fate: RLAF T-28 53-8364 was reportedly lost in Laos on 13 August 65 (“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).

N.A. T-28B “0-38366” c/n 200-179 22 March 65 ex USAF 53-8366, BuA (real serial as borne not documented!!) 138108

Previous history: US Navy BuA 138108 to USAF 53-8366 on 21 July 61 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); used by Farm Gate/VNAF; T-28B 53-8366 of USAF, 2 AD, Bien Hoa, was at status XT (= storage); gain from CC on 64124; to SMAAR, McClellan, on 64265 for rebuilding; SMAAR, McClellan, to USN (TL) on 64302 (= 28 October 64); corrected as “listed in error”.

Service history: T-28B 53-8366 of SMAAR, McClellan, to MAP on 65081 (= 22 March 65) for the RLAF; RLAF T-28 53-8366 was reportedly lost in Laos on 1 August 65 (“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); apparently rebuilt as a T-28D and used by the Ravens since 1969/70.

Fate: RLAF T-28 53-8366 was reportedly again lost in Laos on 13 or 15 October 70 (“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). Probably this was the accident in which Raven Joseph L. Chestnut was killed, when his T-28D was shot down near Luang Prabang (L-54) at 195659N/1022546E on 13 October 70 (see Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl70.html; Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm).

N.A. T-28B “0-38371” c/n 200-227 22 March 65 ex USAF 53-8371, BuA (real serial as borne not documented!!) 138156

Previous history: US Navy BuA 138156 to USAF 53-8371 on 21 July 1961 (4440th CCTS, Jungle Jim (see http://home.earthlink.net/~aircommando1/JJAcft61.htm ; Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); used by Farm Gate/VNAF as “38371” (photo in Mesko, p.23, + in http://vnaf.net); T-28B 53-8371 of USAF, 2 AD, Bien Hoa, was at status XT (=storage), status XT, gain from CA on 64124; to SMAAR for rebuilding in 64; SMAAR, McClellan AFB, to USN (TL) on 64334 (= 27 November 64); corrected as “listed in error”.

Service history: T-28B 53-8371 of SMAAR, McClellan, to MAP on 65081 (= 22 March 65) for the RLAF.

Fate: RLAF T-28 “5I-8371” was reportedly lost in Laos on 5 February 66 (“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). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: “T-28 ‘371’ crashed at 19 49 N 102 57 E while on strike mission in Northern Laos. Pilot rescued by Air America H-
34 and taken to LS-20.” (E-mail dated 1 November 2014, kindly sent to the author by Sid Nanson). The crash site was located some 85 kms east of Luang Prabang, apparently near the Chinese road.

N.A. T-28D “0-13465” c/n 174-3  22 March 65  ex USAF 51-3465
Service history: T-28D 51-3465 transferred from SMAAR, McClellan AFB, to MAP/Laos on 22 March 65; noted at Savannakhet on 8 September 65 and low over Thakhek on 11 November 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).
Fate: unknown; not current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 January 72, in: UTD/Bisson B5 microfilm reel 24).

N.A. T-28D “0-13469” c/n 174-7  22 March 65  ex USAF 51-3469
Service history: T-28D 51-3469 transferred from SMAAR, McClellan AFB, to MAP/Laos on 22 March 65; noted at Savannakhet on 8 September 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).
Fate: RLAF T-28 51-3469 was reportedly lost in Laos on 24 July 66 (“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).

Three photos of T-28D “0-13470” and others, taken by Ed Eckholdt probably in 65, all kindly submitted by Joe Hazen

N.A. T-28D “0-13470” c/n 174-8  4 March 65  ex USAF 51-3470
Service history: transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 4 March 65; a photo taken in 1965 can be found on the video by Ed Eckholdt (at 1.23.16 minutes); seen as “13470”, that is as a Water Pump aircraft, and as “0-13470” in the photos that can be seen at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; flown by
Richard Crafts out of Udorn on 28 December 65 and 31 January 66; flown Udorn-Bangkok on 17 and Bangkok-Udorn on 18 February 66 (log book of Richard Crafts, in: UTD/Leary/B44F6).

Fate: RLAF T-28 51-3470 was reportedly lost in Laos on 11 October 66 (“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).

N.A. T-28D “0-13472” c/n 174-10 4 March 65 ex USAF 51-3472
Service history: transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 4 March 65; noted as “472” at Sakannakhet on 8 September 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote); bore the Luang Prabang badge on the fin; a photo taken at the Thail Luang Fairground in 1965 is given at [Link to photo].

Fate: RLAF T-28 51-3472 was reportedly lost in Laos on 9 March 66 (“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).

N.A. T-28D “0-17622” c/n 174-475 17 March 65 ex USAF 51-7622
(real serial as borne not documented!!)
Previous history: with T-28D 51-7622 of 2 AD, Bien Hoa, probably one of the original Water Pump aircraft
Service history: T-28D 51-7622 of 2 AD, Bien Hoa, to MAP on 17 March 65; noted as “7622” at Savannakhet on 16 October 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

Fate: RLAF T-28 51-7622 was reportedly lost in Laos on 9 September 68 (“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). Sid Nanson corrects this as follows: “Reading the rescue report for the crash of this T-28, the date is given as 9 Sept 1969. I believe the Garnett Bell date to be a typing error as it gives 1968. The call sign was ‘TIGER 70’ and the unit is ‘Classified’, accident happened on a training flight. 2 POB including pilot Capt. Edward K. Goethe, of Det 1, 56 SOW. Other POB (not named) died in the crash. Survivor taken by 40 ARRS HH-53B Jolly Green 71 to Udorn RTAFB. Location given as 16 39 N 102 58 E. Report says it was on the approach end of runway 19 at Nam Phong, Thailand” (e-mail dated 7 February 2015, kindly sent to the author by Sid Nanson). As it seems, the aircraft returned to fleet based at Udorn.

N.A. T-28D “0-17665” c/n 174-518 17 March 65 ex USAF 51-7665
(real serial as borne not documented!!)
Service history: T-28D 51-7665 of SMAAR, McClellan AFB, to MAP on 65076 (= 17 March 65; for the RLAF.
Fate: RLAF T-28 51-7665 was reportedly lost in Laos on 4 September 65 (“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).
N.A. T-28D  "0-17869"  c/n 174-722  17 March 65  ex USAF 51-7869  
(real serial as borne not documented!!)

**Service history:** T-28D 51-7869 of SMAAR, McClellan AFB, to MAP/Laos on 65076 (17 March 65); 51-7869 was flown by Richard Crafts Udorn-Savannakhet-Udorn on 31 March 65, again out of Vientiane on 3 April 65, that time given as “517-869”, and again out of Udorn on 9 April 65 and 23 and 26 December 65 (log book of Richard Crafts, in: UTD/Leary/B44F6).

**Fate:** RLAFT-28 51-7869 was reportedly lost in Laos on 3 September 65 (“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).

N.A. T-28D  "0-13506"  c/n 174-44  29 April 65  ex USAF 51-3506  
(real serial as borne not documented!!)

**Service history:** T-28D 51-3506 of SMAAR, McClellan AFB, to MAP on 29 April 65; noted as “506” at Savannakhet on 8 September 65 (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

**Fate:** RLAFT-28 51-3406 [which did not exist] was reportedly lost in Laos on 6 July 66 (“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); not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28D  "0-13507"  c/n 174-45  29 April 65  ex USAF 51-3507  

**Service history:** T-28D 51-3507 of SMAAR, McClellan AFB, to MAP on 29 April 65; noted as “0-13507” at Savannakhet on 16 October 65 (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

**Fate:** RLAFT-28 51-3507 was reportedly lost in Laos on 6 July 66 (“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).

N.A. T-28D  "0-13508"  c/n 174-46  29 April 65  ex USAF 51-3508  
(real serial as borne not documented!!)

**Service history:** T-28D 51-3508 of SMAAR, McClellan AFB, to MAP on 29 April 65; noted as “508” at Savannakhet on 8 September 65 and 16 October 65; bombed a target 15 km east of Thakhek on 12 November 65 (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

**Fate:** RLAFT-28 51-3508 was reportedly lost in Laos on 21 February 68 (“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).

N.A. T-28D  "0-13538"  c/n 174-76  29 April 65  ex USAF 51-3538  
(real serial as borne not documented!!)

**Service history:** T-28D 51-3538 of SMAAR, McClellan AFB, to MAP on 29 April 65; noted as “538” at Savannakhet on 8 September 65 and 16 October 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).
Fate: RLAF T-28 51-3538 was reportedly lost in Laos on 17 December 66 (“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); apparently rebuilt, as it was later transferred to Royal Thai AF “0-13538”, coded 22404; noted airworthy in November 1996.

N.A. T-28D “0-13478” c/n 174-16 29 April 65 ex USAF 51-3478
Service history: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 29 April 65 (65119) as “0-13478”; a photo taken in 1966 showing it with an eagle tail emblem together with T-28 “0-40533” can be found at http://secretvietnamwar.com/thaiwar/BOSSET28.jpg; flown by Joe Hazen on 13 February 66 and noted as “478” in his log book (e-mail dated 11 October 01, sent to the author by John Wiren; e-mail dated 13 September 2003 sent by Joe Hazen to the author).

Fate: RLAF T-28 51-3511 was reportedly lost in Laos on 7 or 12 January 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).

N.A. T-28D “0-13511” c/n 174-49 4 March 65 ex USAF 51-3511

Fate: RLAF T-28 51-3467 was reportedly lost in Laos on 25 or 30 May 68 (“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).

Fate: RLAF T-28 51-3518 was reportedly lost in Laos on 17 December 66 (“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).

N.A. T-28D “0-13518” c/n 174-56 11 May 65 ex USAF 51-3518
Service history: transferred from SMAAR, McClellan AFB, to MAP/Laos on on 11 May 65; noted at Savannakhet on 8 September 65 and on 16 October 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote); RLAF T-28 51-3467 was reportedly lost in Laos on 30 June 66 (“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); apparently rebuilt, as the same aircraft was also reported to have been destroyed in Laos on 25 May 68.

Fate: RLAF T-28 51-3467 was reportedly lost in Laos on 25 or 30 May 68 (“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).
with a detachable Erawan on the side.

**Fate:** RLAFT-28 51-3518 ("501518") was reportedly **lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, *MAP Aid to Laos 1959-1972*, p.50).

N.A. RT-28D "0-13531" c/n 174-69 29 April 65 ex USAF 51-3531

**Service history:** RT-28D 51-3531 of SMAAR, McClellan AFB, to MAP on 29 April 65; with MAP/Laos as a RT-28D, flying as "0-13531"; noted as "531" at Sakannakhet on 8 September 65 and 16 October 65 by Jon Pote (e-mail dared 8 August 2008) kindly sent to the author by Jon Pote; in 1966, 0-13531 was flown by Major Tom Richards of the 56th Air Commando Wing at Udorn; see the photo at [http://www.milavnarc.com/artwork/vietnam_war_era/North%20American%20T-28D%20Trojan%20flown%20by%20Major%20Tom%20Richards%20-%2056th%20ACW%20%20Udorn%20RTAB%20%20Thailand%20%201966.jpg](http://www.milavnarc.com/artwork/vietnam_war_era/North%20American%20T-28D%20Trojan%20flown%20by%20Major%20Tom%20Richards%20-%2056th%20ACW%20%20Udorn%20RTAB%20%20Thailand%20%201966.jpg); a photo taken at Vientiane in 1967 can be seen at [http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg](http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg), showing the aircraft with a detachable Erawan on the side; USAF aircraft, officially serialled as "51-3531", maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); transferred to the *Raven* program in 1970 (?); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

**Fate:** RLAFT-28 51-3531 was reportedly **lost in Laos on 29 January 72** ("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); A1C SMSgt. Jack Gruber, who was the crew chief of this aircraft for most of 1971, says that in either late 71 or early 72 this aircraft was transferred "up-country" to RLAFT at Long Tieng (LS-20A) and that he heard it was subsequently shot down on a RECCe mission over the Plains (e-mail dated 23 February 2005, kindly sent to Dr. Carlson who forwarded it to the author). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: "This T-28 (callsign RAVEN 52) was lost 29/1/72 due to engine problems. The crash site was located by ‘SANDY 1’ (A-1E) at 18 35 N 103 46 E. The pilot was recovered by and Air America H-34, H-89 and taken to LS-35. Then transferred to Jolly Green 62 and taken to Udorn RTAFB.” (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson). The crash location wuld be 20 kms northeast of Paksane.

N.A. T-28A "0-13608" c/n 174-146 11 May 65 ex USAF 51-3608

**Service history:** transferred from SMAAR, McClellan AFB, to MAP on 11 May 65; noted as "608" at Sakannakhet on 8 September 65 by Jon Pote (e-mail dared 8 August 2008) kindly sent to the author by Jon Pote); operated by *Water Pump* in 1967 (see the photo in: Conboy, *War in Laos*, p. 28).

**Fate:** RLAFT-28 51-3608 was reportedly **lost in Laos on 1 April 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
N.A. T-28D  “0-13609”  c/n 174-147  29 April 65  ex USAF 51-3609
(real serial as borne not documented!!)

Service history: T-28D 51-3609 of SMAAR, McClellan, to MAP on 65119 (29 April 65); for the RLAF.

Fate: RLAF T-28 51-3609 was reportedly lost in Laos on 2 November 65 ("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).

A line of RLAF / MAP T-28Ds including “0-17616”; the photo was taken by John Wiren somewhere in Laos in 1965 (UTD/Wiren/B1F4)

N.A. T-28D  “0-17616”  c/n 174-469  17 March 65  ex USAF 51-7616

Previous history: 51-7616 of Det 4 AFRFERVN23 (Air Force Reserve Far East Region, Tan Son Nhut) to 2 AD, Bien Hoa, on 64166 (= 14 June 64);

Service history: transferred from 2 AD, Bien Hoa, to MAP/Laos, Udorn, on 17 March 65; on a slide taken by John Wiren in 1965 (in: UTD/Wiren/B1F4), the aircraft bears the Erawan.

Fate: RLAF T-28 51-7616 was reportedly lost in Laos on 24 October 65 ("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).
T-28D “0-17635” of Det.1, 606th ACS in June 67 and as a wreck near Savannakhet in 67/8 (both photos with kind permission from Robert Campbell)

N.A. T-28D “0-17635” c/n 174-488 17 March 65 ex USAF 51-7635

Service history: transferred from 1ACW, Eglin 09, that is from Water Pump, to MAP/Laos, Udorn, on 17 March 65; photo in Love, Wings of Air America, p. 92, showing it as “17635”, bearing the Erawan; serviced by Robert Campbell of Detachment 1, 606th ACS, in June 67 as “0-17635”.

Fate: crashed near Savannakhet between June 1967 and June 1968 (photos taken by Robert Campbell, kindly mailed to Dr. Erik Carlson who forwarded them to the author); RLAF T-28 51-7635 was reportedly lost in Laos on 7 December 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).

The former VNAF T-28s believed delivered in 1965:

N.A. AT-28D “668” c/n 1965? ex?

(complete serial unknown)

Service history: noted as “668” at Sakannakhet on 8 September 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

Fate: unknown; not current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 January 72, in: UTD/Bisson B5 microfilm reel 24).

N.A. AT-28D “0-37647” c/n 200-10 1965? ex BuA 137647

(complete serial unknown)

Service history: noted as “647” at Sakannakhet on 8 September 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote); not current on 1 January 72 and afterwards (Lists of Assigned and maintained aircraft at Udorn of 1 April 72 and later, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 54-137647 was reported lost in Laos on 17 March 72 (date wrong!) (“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. Probably, this was the T-28 that was also reported as T-28 “720316” lost in Laos on 16 March 72 (“Aircraft All Loss by Tail number”, etc.), but that Tom Matthews in his diary mentions as lost on 14 March 72: “Long Tieng really getting pounded. Loss of the middle of Skyline today when BG-224 was kicked off the ridge. Also had one T-28 shot down on Skyline, pilot ejected prior to crashing, and was picked up” (Tom Matthews, Diary, p. 31, formerly in: UTD/Leary/Ser.I, B8F13).

N.A. T-28B “0-38331” c/n 200-402 1965? ex BuA138331
(complete serial not documented)

Service history: noted as “331” by Jon Pote at Savannakhet on 8 September 65 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote); probably loaned from the US Navy, as officially, it was still with the US Navy (TRARON 3) between 1 June 65 and 17 August 67, although without any data input (see Steve Darke’s http://www.thai-aviation.net/files/T_28_SE_Asia.pdf).

Fate: believed to have returned to the US Navy around 17 August 67; not current in Laos on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 January 72, in: UTD/Bisson/B5, reel 23); struck off charhe with the US Navy on 3 November 83; regd. to Courtesy Aircraft Inc, Rockford, IL, as N5442X in August 1984; regd. to John M. Ware, Atlanta, GA, as N8331R in June 1985; current with him 1985-2006 (see http://www.warbirdregistry.org/t28registry/t28-138331.html); sold to Peter O’Hare, Hixson,TN, on 10 June 2010, still as N8331R; current on 13 September 2011 (request submitted to the FAA on 13 Sept. 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28B “0-38345” c/n 200-416 1965? ex BuA138331
(complete serial not documented)

Service history: noted as “345” by Jon Pote at Savannakhet on 8 September 65 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote).

Fate: unknown; not current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 Jan. 72, in: UTD/Bisson/B5, reel 23).

N.A. T-28B “0-38351” c/n 200-422 1965? ex US Navy BuA 138351
(real serial as borne not documented!!)

Previous history: struck off charge at BWR FR Columbus on 29 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Vietnamese Air Force.

Service history: then to the RLAF; noted as “351” by Jon Pote at Savannakhet on 8 September 65 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote); RLAF T-28 “53-8351” was reportedly lost in Laos on 21 August 68 (“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); apparently rebuilt; transferred to the Raven program in 1969/70; photos of Raven T-28 0-38351 can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; USAF aircraft, officially listed as “53-138351”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); sold to the Philippine AF as “138351” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); 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 N20580; regd. 3 August 89; current with them until 1992; owned by Pierre Brossard, Beloeil, Quebec, 1995-2001, as C-FPAB; won “Best T-28” at Oshkosh in 1999; owned by Peter Ramm, Toronto, Ontario, 2001-2002 and flown in USN Scheme as PB/576/138351 (see http://www.warbirdregistry.org/t28registry/t28-138351.html).

N.A. T-28C “0-40449” c/n 226-26 1965? ex BuA 140449; formerly VNAF “140449”

(real serial as borne not documented!!)

**Previous history:** US Navy struck off charge on 1 May 62; to VNAF (e-mail dated 20 Sept. 2011 kindly sent to the author by Steve Darke) as “140449” (photo in Mesko, VNAF, p. 31).

**Service history:** then to the RLAF as “0-40449” (?).

**Fate:** RLAF T-28 “54-140449” was **reportedly lost in Laos on 12 April 66** (“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).


**Previous history:** USAF T-28 51-3617 of 2704th Aircraft Storage and Disposition Group, Davis Monthan, struck off charge on 10 March 1960; delivered to the Vietnamese Air Force (?) in (?)

**Service history:** noted as “0-13617” by Jon Pote, probably at Savannakhet in September or October 65 (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

**Fate:** **unknown**; not current on 1 Jan. 72 (List of Assigned and maintained aircraft at Udorn of 1 Jan.72, in: UTD/Bisson B5, microfilm reel 24).

N.A. T-28D “0-13735” c/n 174-273 1965? ex USAF 51-3735

(real serial as borne not documented!!)

**Service history:** with the RLAF.

**Fate:** RLAF T-28 51-3735 was reportedly **lost in Laos on 10 July 65** (“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).

N.A. T-28D “0-17710” c/n 174-563 1965? ex N3312G and USAF 51-7710, VNAF?

(complete serial not documented)
**Previous history:** T-28A 51-7710 was N3312G with Elwood C. Martin, Newport Beach, CA, in 1963 ([http://www.warbirdregistry.org/t28registry/t28-517710.html](http://www.warbirdregistry.org/t28registry/t28-517710.html)); not current after 1963; to the Vietnamese Air Force?

**Service history:** flown by Allen Rich on 7 May 65; serial given as “710”; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1). This T-28 was not BuA 137710, as T-28 BuA 137710 was struck off charge on 27 July 55 after an accident (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson).

**Fate:** unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).
**D) Documented T-28s that joined the RLAF in Fiscal Year (FY) 1966:**

According to Liebchen (*MAP Aid to Laos 1959-1972*, p.160), 61 T-28s were delivered in FY 1966, i.e. between 1 July 65 and 30 June 66, including 30 former VNAF T-28s and 2 former Royal Thai Air Force T-28s.

**N.A. T-28D**

“0-21220” c/n 189-35 18 Oct. 65 ex USAF 52-1220
(real serial as borne not documented!!)

**Service history:** T-28D 52-1220 of SMAAR, McClellan AFB, to MAP on 65291 (= 18 October 65); for the RLAF.

**Fate:** RLAF T-28 52-1220 was reportedly lost in Laos on 14 February 66 (“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).

**N.A. T-28D-5**

“0-13476” c/n 174-14 18 Oct. 65 ex USAF 51-3476

**Service history:** transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 18 October 65; flown by Allen Rich on 13 January 66; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 15 December 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft officially serialled “51-3476”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 November 72, but not on 1 December 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Nov.72 and 1 Dec.72, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 51-3476 was reportedly lost in Laos on 25 November 72 (“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).

**N.A. T-28D**

“0-13743” c/n 174-281 18 Oct. 65 ex USAF 51-3743

**Service history:** T-28D 51-3743 of SMAAR, McClellan AFB, to MAP on 18 October 65 (65291); flown by Air America pilot Joe Hazen on 22 January 66 according to his log book where it is noted as “743” (e-mail dated 11 October 2001 sent by John Wiren to the author; e-mail dated 13 September 2003 sent by Joe Hazen to the author); noted as “0-13743” at Vientiane on 13 February 66 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote).

**Fate:** RLAF T-28 51-3743 was reportedly lost in Laos on 10 July 66 (“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).

**N.A. T-28D**

“0-13759” c/n 174-297 4 Nov. 65 ex USAF 51-3759
(real serial as borne not documented!!)

**Service history:** T-28D 51-3759 of SMAAR, McClellan AFB, to MAP on 65308 (= 4
November 65); for the RLAF.

**Fate:** RLAF T-28 51-3759 was reportedly **lost in Laos in January 68** (“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).

N.A. T-28A  “0-17597” c/n 174-450  4 Nov. 65  ex USAF 51-7597

**Service history:** transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 4 November 65; a photo taken at Vientiane in 1967 can be seen at [http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg](http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg), showing the aircraft with a detachable Erawan on the side.

**Fate:** probably the RLAF T-28 51-7579 that was reportedly **lost in Laos on 13 April 69** (“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). T-28 51-7579 had already been written off in Texas on 27 February 1953 (see Seve Darke’s [http://www.thai-aviation.net/files/T_28_SE_Asia.pdf](http://www.thai-aviation.net/files/T_28_SE_Asia.pdf)). RLAF T-28 51-7597 was no longer current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28D  “0-13468” c/n 174-6  18 Nov. 65  ex USAF 51-3468

**Service history:** T-28D 51-3468 of SMAAR, McClellan AFB, to MAP on 65322 (= 18 November 65; for the RLAF.

**Fate:** RLAF T-28 51-3468 was reportedly **lost in Laos on 12 March 66** (“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).

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”.

N.A. T-28D  “0-00308” c/n 174-114  18 Nov. 65  ex USAF 50-308

**Service history:** T-28D 50-308 of SMAAR, McClellan AFB, to MAP on 65322 (= 18 November 65; for the RLAF.

**Fate:** RLAF T-28 50-308 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). 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”.
Detachment 1, 606<sup>th</sup> ACS T-28D “0-00311” in June 67
(with kind permission from Robert Campbell)

N.A. T-28D  “0-00311”  c/n 171-117  18 Nov. 65  ex USAF 50-311
Service history: transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 18 November 65; operated by Detachment 1, 606<sup>th</sup> ACS, Udorn, without Erawan; a photo kindly supplied by Robert Campbell (CPC-A) shows this aircraft in June 1967.
Fate: RLAF T-28 50-311 was reportedly lost in Laos on 8 or 9 January 69 (“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).

N.A. T-28D  “0-00312”  c/n 174-118  18 Nov. 65  ex USAF 50-312
(real serial as borne not documented!!)
Service history: T-28D 50-312 of SMAAR, McClellan AFB, to MAP on 65322 (= 18 November 65; for the RLAF.
Fate: RLAF T-28 50-312 was reportedly lost in Laos on 21 December 66 (“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).

N.A. T-28D  “0-00314”  c/n 174-120  18 Nov. 65  ex USAF 50-314
(real serial as borne not documented!!)
Service history: T-28D 50-314 of SMAAR, McClellan AFB, to MAP on 65322 (= 18 November 65; for the RLAF.
Fate: RLAF T-28 50-314 was reportedly lost in Laos on 21 July 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).

N.A. T-28D  “0-00315”  c/n 174-121  4 Nov. 65  ex USAF 50-315
(real serial as borne not documented!!)
Service history: T-28D 50-315 of SMAAR, McClellan AFB, to MAP on 65308 (= 4 November 65; for the RLAF.
Fate: RLAF T-28 50-315 was reportedly lost in Laos on 4 October 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).

N.A. T-28D “0-00317” c/n 174-123 4 Nov. 65 ex USAF 50-317
(real serial as borne not documented!!)

**Service history:** T-28D 50-317 of SMAAR, McClellan AFB, to MAP on 65308 (= 4 November 65; for the RLAF.

**Fate:** RLAF T-28 50-317 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). 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”.

![RLAF T-28D “0-00281” with Major Thouei on its wing at Nam Bac in 1967](http://www.flickr.com/photos/60121715@N00/2053755697/in/photostream/)

RLAF T-28D “0-00281” with Major Thouei on its wing at Nam Bac in 1967

(photo kindly submitted by MacAlan Thompson)

N.A. T-28D “0-00281” c/n 171-87 1 Feb. 66 ex USAF 50-281

**Service history:** T-28D 50-281 of SMAAR, McClellan AFB, to TL MAP on 66032 (1 Feb. 66); to the RLAF/MAP as “0-00281”, based at Luang Prabang; the photo above, which was taken by MacAlan Thompson, shows RLAF Major Thouei standing on “0-00281” at Nam Bac (LS-203) in the spring of 1967, after the T-28 had been shot up and made an emergency landing; the next day or so it was flown out to Luang Prabang for repairs (e-mail dated 26 April 2004, sent by MacAlan Thompson to Erik Carlson who forwarded it to the author).

**Fate:** RLAF T-28 50-281 **crashed at Pakse on 17 or 21 May 70** (“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); photos of the crash site at [http://www.flickr.com/photos/60121715@N00/2053755697/in/photostream/](http://www.flickr.com/photos/60121715@N00/2053755697/in/photostream/) and [http://www.flickr.com/photos/60121715@N00/4047461373/in/photostream/](http://www.flickr.com/photos/60121715@N00/4047461373/in/photostream/).
N.A. T-28D “0-00285” c/n 171-91 1 Feb. 66 ex USAF 50-285
(real serial as borne not documented!!)

**Service history:** T-28D 50-285 of SMAAR, Mc Clellan AFB, to TL MAP on 66032 (1 Feb. 66); for the RLAF.

**Fate:** RLAF T-28 50-285 was reportedly **lost in Laos on 30 July 66** (“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).

N.A. T-28D-5 “0-00287” c/n 171-93 1 Feb. 66 ex USAF 50-287;
(real serial as borne not documented!!)

**Service history:** T-28D 50-287 of SMAAR, Mc Clellan 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.

**Fate:** 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). 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”.

N.A. T-28D “0-00297” c/n 171-103 1 Feb. 66 ex USAF 50-297
(real serial as borne not documented!!)

**Service history:** T-28D 50-297 of SMAAR, Mc Clellan AFB, to TL MAP on 66032 (1 Feb. 66); for the RLAF.

**Fate:** RLAF T-28 50-297 was reportedly **lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D “0-00298” c/n 171-104 1 Feb. 66 ex USAF 50-298

**Service history:** T-28D 50-298 of SMAAR, Mc Clellan AFB, to TL MAP on 66032 (1 Feb. 66); to the RLAF/MAP as “0-00298”, based at Luang Prabang, as the aircraft bore the eagle badge on the fin; a photo is in Moody, The great adventures, prelude, p. 13; RLAF T-28 50-298 was reportedly lost in Laos on 16 July 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); this was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50); apparently rebuilt

**Fate:** RLAF T-28 50-298 was reportedly **lost in Laos on 21 May 70** (“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).
N.A. T-28D  “0-00301”  c/n 171-107  1 Feb. 66  ex USAF 50-301  
(real serial as borne not documented!!)  
**Service history:** T-28D 50-301 of SMAAR, McClellan AFB, to TL MAP on 66032 (1 Feb. 66); for the RLAF.  
**Fate:** RLAF T-28 50-301 was reportedly **lost in Laos on 1 April 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).

![Image of T-28D](image)

RLAF / MAP T-28Ds destroyed at Luang Prabang on 2 February 67, including 0-00306 and 0-91526 (UTD/Rich/B3)

N.A. T-28A-NA  “0-00306”  c/n 171-112  1 Feb. 66  ex USAF 50-306  
**Service history:** T-28D 50-306 of SMAAR, McClellan AFB, to TL MAP on 66032 (1 Feb. 66); for the RLAF.  
**Fate:** destroyed at Luang Prabang in the night of 1 to 2 February 67, when the airfield was attacked at midnight; at that date, 6 T-28s and Air America UH-34Ds H-F and H-31 were destroyed and 3 T-28s damaged; 8 people were killed; the enemy used rocket launchers and small arms (Log book of A. Rich, in: UTD/Rich/B1); a photo in UTD/Rich/B3 shows “0-91526” and “0-??306”; the aircraft is clearly identifiable on a photo published at [http://angelfire.com/in/Laos/secretwar/](http://angelfire.com/in/Laos/secretwar/#).  

N.A. T-28A-NA  “0-00307”  c/n 171-113  3 Feb. 66  ex USAF 50-307  
**Service history:** T-28D 50-307 of SMAAR, McClellan AFB, to TL MAP on 66034 (3 Feb. 66); for the RLAF.  
**Fate:** lost in Laos on 25 March 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); this seems to have been the T-28 shot down near Nam Yu, killing Lt Pheuak (see Moody, *The great adventures*, Episode 2, p.7, at [http://ravenfac.com/ravens/Adventures/Episode0002.htm](http://ravenfac.com/ravens/Adventures/Episode0002.htm)); apparently rebuilt; to the Philippine AF as “00307” in 74 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9).

N.A. T-28A-NA  “0-00309”  c/n 171-115  3 Feb. 66  ex USAF 50-309  
**Service history:** T-28D 50-309 of SMAAR, McClellan AFB, to TL MAP on 66034 (3 Feb. 66); for the RLAF.  
**Fate:** 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). 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); apparently rebuilt; to the Philippine AF as “00309” in 74 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-5 “0-00310” c/n 171-116 3 Feb. 66 ex USAF 50-310
(real serial as borne not documented!!)

Service history: T-28D 50-310 of SMAAR, McClellan AFB, to TL MAP on 66034 (3 February 66); a photo taken in the mid-sixties showing the aircraft as “0-00310” with the Erawan can be found at http://www.aloneunarmedandunafraid.com/p7ssm_img_11/fullsize/T-28s-33-at-Udorn_fs.jpg ; apparently flown as a Water Pump aircraft as “00310” in the seventies; photos of T-28 “00310”, i.e. with the “0-” can be found at http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/images/scan0102.jpg and http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/images/scan0104.jpg ;
known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “50-310”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: sold to the Philippine AF as “00310” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); active 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).

N.A. T-28D “UDN-1” c/n ? 66? ex RThAF?


Fate: unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); probably returned to the Royal Thai Air Force.

N.A. T-28D “UDN-2” c/n ? 66? ex RThAF?


Fate: unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); probably returned to the Royal Thai Air Force.
The former VNAF T-28s believed delivered in 1966:

**Water Pump T-28s:**

N.A. T-28C “0-40579” c/n 226-156 1966? ex MACV “140579”
(real serial as borne not documented!!)

Previous history: BuA 140579 was struck off charge at O&R BUWEPS FR Alameda on 1 May 62, delivered to “non Navy recipient”; then to VNAF (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson).

Service history: Water Pump aircraft; transferred to the Raven program; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); returned to Water Pump in 1970; flown by Raven Larry Sanborn out of Udorn on 23 and 24 July 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current 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); still current on 1 January 72, but not current on 1 March 72 (Lists of Assigned and maintained aircraft at Udorn of 1 January 72 and 1 March 72, in: UTD/Bisson/B5/microfilm reels 23/4).

Fate: RLAF T-28 “54-140579” was reportedly lost in Laos on 3 February 72 (“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). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: “Location 17 17N 102 27 E. 2 on board, both deceased. Bodies recovered by Jolly Green 53.” (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson), and that location would be 20 kms west of Udorn, Thailand.
Attack T-28s:

Weapons of a RLAF T-28; photo taken somewhere in Laos in 1964/5
(UTD/Wiren/B2)

N.A. T-28D  “0-13777”  c/n 174-315  1966?  ex USAF 51-3777
(real serial as borne not documented!!)

Service history: with the RLAF.
Fate: RLAF T-28 51-3777 was reportedly lost in Laos on 24 May 68 (“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).

N.A. T-28D  “0-17611”  c/n 174-464  1966?  ex USAF 51-7611 and
(real serial as borne not documented)  RThAF JF13-04/05

Previous history: struck off charge by the USAF on 14 June 62; to the Royal Thai
Air Force as JF13-04/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to
the author by Steve Darke).

Service history: known to have been delivered in the seventies (Carroll, World Air
Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “51-7611”,
maintained by Air America, Udorn, but flown under the command of AIRA, that is
the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt
to the author); current 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), on 1 April 72 (List of Assigned and maintained
aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of
Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5,
microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74
depromoted JUSMAG, Udorn, to American Embassy, Manila, forwarded to
Secretary of State, Washington, on 31 May 74, published at:
http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); sold to the
Philippine AF as “17611” in 1974 (Anido/Austria-Tomkins, Pictorial history of the
Philippine Air Force, pp. 68/9); a carcass only 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).
N.A. T-28D “0-17677” c/n 174-530 1966? ex USAF 51-7677 and real serial as borne not documented!!) RThAF JF13-24/05

Previous history: USAF 51-7677 struck off charge on 17 July 62; to the Royal Thai Air Force as JF13-21/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: officially listed as “51-7677”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAFT-28 51-7677 was reportedly lost in Laos on 20 August 73 (“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). This was probably the T-28 that was destroyed at Vientiane’s Wattay airfield during Brig. Gen. Thao Ma’s attempted coup on 20 August 73 (see http://aad.archives.gov/aad/createspdf?rid=61517&dt=2472&dl=1345).

N.A. T-28D “0-17739” c/n 174-592 1966? ex USAF 51-7739 and real serial as borne not documented!!) RThAF JF13-29/05

Previous history: USAF 51-7739 struck off charge on 19 July 62; to the Royal Thai Air Force as JF13-29/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: officially listed as “51-7739”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAFT-28 51-7739 was reportedly lost in Laos on 29 April 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).

N.A. T-28D “0-17746” c/n 174-599 1966? ex USAF 51-7746 and RThAF JF13-31/05

Previous history: USAF 51-7746 struck off charge on 17 July 62; to the Royal Thai Air Force as JF13-31/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: officially listed as “51-7746”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAFT-28 51-7746 was reportedly lost in Laos on 24 June 74 (“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); the tailfin was noted in the Musée de l’Armée Populaire, Vientiane, in 2003 (photo taken by I. Toperczer published at
N.A. T-28D “0-17773” c/n 174-626 1966? ex USAF 51-7773, (real serial as borne not documented!!) RThAF JF13-36/05

Previous history: T-28D 51-7763 of SMAAR, McClellan AFB, to MAP on 21 November 61; to VNAF?; to the Royal Thai Air Force as JF13-36/05 on 26 July 62; noted still in October 63 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: USAF aircraft officially serialled “51-7773”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345 ); to the Philippine Air Force (see http://www.thai-aviation.net/files/Air_Force_Detail.pdf ); 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).

N.A. T-28D “0-21187” c/n 189-2 1966? ex USAF 52-1187 and (real serial as borne not documented!!) RThAF JF13-09/05

Previous history: USAF 52-1187 struck off charge on 17 May 62; to the Royal Thai Air Force as JF13-09/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: USAF aircraft, officially listed as “52-1187”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still 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; toCourtesy Aircraft Inc, Rockford, IL, as N8009G in April 1989; to Marion Recovery Inc of Kalamazoo, MI, in 1992 (http://www.warbirdregistry.org/t28registry/t28-521187.html); regd. to the RBM Corp., Birmingham, AL, as N8009G on 11 October 1996; current in March 2004 (request submitted to the FAA on 14 March 2004 at http://162.58.35.241/acdatabase/); sold on 15 July 2004 to James S. Boudreaux of Pelham, AL, still as N8009G; current in September 2011 (request submitted to the

N.A. T-28D  
“0-21208”  c/n 189-23  1966?  ex USAF 52-1208 and  
(real serial as borne not documented!!)  

**Previous history:** USAF struck off charge on 17 May 62; to the Royal Thai Air Force as JF13-11/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** officially listed as “52-1208”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).


N.A. T-28D  
“0-23498”  c/n 189-59  1966?  ex USAF 52-3498 and  
(real serial as borne not documented!!)  

**Previous history:** USAF 52-3498 struck off charge on 17 May 62; to the Royal Thai Air Force as JF13-17/05 on 26 July 62 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** USAF aircraft, officially listed as “52-3498”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** declared excess to RLAF requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: [http://aad.archives.gov/aad/crepepdf?rid=91898&dt=2474&dl=1345](http://aad.archives.gov/aad/crepepdf?rid=91898&dt=2474&dl=1345)); sold to the Philippine AF as “23498” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); to AIP on 27 May 76 (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-28B “0-37644” with Det.1, 606th ACS, in June 67 and in RLAF colors in the seventies
(left photo kindly submitted by Robert Campbell; right photo by Tom Lum, photo no.VA024829, No Date, Allen Cates Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

N.A. T-28B “0-37644” c/n 200-7 1966? ex US Navy BuA 137644

Service history: BuA 137644 was struck off charge at BWR FR Columbus on 30 January 62, delivered to “non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); serviced by Robert Campbell (CPC-A) of Detachment 1, 606th ACS, in June 1967, without any markings (photo taken in June 67 by Robert Campbell who kindly e-mailed it to Dr. Erik Carlson on 25 June 2006, who forwarded it to the author); to USAF aircraft, officially serialled “53-137644”; still without markings in 1969/70 – see the photos at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); still current in 1973, bearing the Erawan; a photo can be found at: http://www.nkpcommandos.com/images/lao_msn_t28.jpg, where it bears the Long Tieng badge, and in the A. Cates collection at TTU (no. VA024829); still current on 1 May 73 (List of Assigned and maintained aircraft at Udorn of 1 May 73, in: UTD/Bisson/B5, reel 24), no longer current on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, reel 24).

Fate: RLAF T-28 “53-7644” was reportedly lost in Laos on 28 May 73 (“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; see also http://members.bellatlantic.net/~ltcol/laos.html and List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, reel 24).

N.A. T-28C “0-40457” c/n 226-34 1966? ex BuA 140457; formerly VNAF “140457” (photo in Mesko, VNAF, p. 27)
Previous history: struck off charge at O&R BUWEPS FR Alameda on 1 May 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to VNAF as “140457” (photo in Mesko, VNAF, p. 27).

Service history: then to Laos as a USAF aircraft, officially listed as “54-140457”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); a photo of T-28 “40457” without any markings can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); a photo taken at RThAFB Ubon in 1972 and showing “0-40457” bearing the Erawan can be found in: Conboy, War in Laos, p. 29; was still current in 1973, bearing the Erawan and the Long Tieng badge; a photo can be found in: http://www.nkpcommandos.com/images/lao_msn_t28.jpg; 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). A T-28C “0-40547” reported to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275) is probably simply an error for “0-40457”, as “0-40547” was struck off charge by the US Navy only on 15 October 76 as a result of depreciation (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson) and as there is no trace of this aircraft in official records about the RLAF T-28s.

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); sold to the Philippine AF as “140547” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); 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 N2065R; regd. on 3 August 89; reregd. to MBSP Enterprises Inc., Wilmington, DE, on 16 August 1994; current in March 2004 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

(real serial as borne not documented!!)

Previous history: US Navy struck off charge on 1 May 62; to VNAF (e-mail dated 20 Sept. 2011 kindly sent to the author by Steve Darke)

Service history: with the RLAF

Fate: RLAF T-28 “54-140580” was reportedly lost in Laos on 6 or 9 April 70 (“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).
E) Documented T-28s which joined the RLAF in Fiscal Year (FY) 1967:

According to Liebchen (MAP Aid to Laos 1959-1972, p.45), 22 T-28s were programmed for FY 1967, i.e. for delivery between 1 July 66 and 30 June 67, of which 10 had been delivered prior to 31 December 66. By 31 December 67, a total of 131 T-28s had been delivered to the RLAF (Liebchen, MAP Aid to Laos 1959-1972, p.54).

N.A. T-28D-5  “0-91496”  c/n 159-8  7 August 66  ex USAF 49-1496

Service history: 49-1496 T-28D SMAAR, McClellan AFB, to TL MAP on 66219 (7 August 66); apparently transferred to the Raven program in 1969/70; a photo of T-28 “0-91496” without markings can be seen at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; US Air Force officially serialled “49-1496”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: evidently definitively transferred to the RLAF in 1973 (?); transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3407” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); owned by Sanders Aircraft Services, Chino, CA, March 1988-1989; sold to Brian P. Kenney, Myrtle Point, OR, in May 1989; regd. to Trojan Air Holdings, Anchorage, AK / Reno, NV, on 3 August 1998; current in September 2011 (request submitted to the FAA at http://registry.faa.gov/aircraftinquiry/ on 30 September 2011).

N.A. T-28D-5  “0-91500”  c/n 159-12  7 Aug. 66  ex USAF 49-1500

(real serial as borne not documented!!)

Service history: T-28D 49-1500 of SMAAR, McClellan AFB, to TL MAP on 66219 (= 7 August 66); for the RLAF.

Fate: RLAF T-28 49-1500 was reportedly lost in Laos on 16 June 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D  “0-91504”  c/n 159-16  7 Aug. 66  ex USAF 49-1504

(real serial as borne not documented!!)

Service history: T-28D 49-1504 of SMAAR, McClellan AFB, to TL MAP on 66219
Fate: RCAF T-28 49-1504 was reportedly lost in Laos on 7 November 66 ("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).

T-28D “0-91508” in June 67
(with kind permission from Robert Campbell)

N.A. T-28D
“0-91508” c/n 159-20 21 July 66 ex USAF 49-1508
Service history: 49-1508 T-28D SMAAR, McClellan AFB, to TL MAP on 66202 (21 July 66); to MAP Laos as “0-91508”; flown by Detachment 1, 606th ACS without Erawan in June 67 (photo by Robert Campbell)
Fate: RCAF T-28 49-1508 was reportedly lost in Laos on 19 July 69 ("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).

N.A. T-28
“0-91523” c/n 159-35 21 July 66 ex USAF 49-1523
Service history: 49-1523 T-28D SMAAR, McClellan AFB, to TL MAP on 66202 (21 July 66); to the RLAF/MAP; RCAF T-28 49-1523 was reportedly lost in Laos on 9 December 68 ("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); apparently rebuilt; became a Raven aircraft, not bearing the Erawan, nor a badge on the fin, about 1970; a photo taken by Jim Cain can be seen at: http://www.ravens.org/people/jimcain6.jpg; appeared in the movie “Birds of a feather” at 0.49.47 minutes, without the Erawan.
Fate: unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28A-NA
“0-91526” c/n 159-38 21 July 66 ex USAF 49-1526
Service 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.
Fate: one of 6 T-28s destroyed at Luang Prabang in the night of 1 to 2 February (= 7 August 66); for the RLAF.
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; 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.

N.A. T-28D-5  “0-91531”  c/n 159-43  14 July 66  ex USAF 49-1531

Service history: 49-1531 T-28D SMAAR, McClellan AFB, to TL MAP on 66195 (14 July 66); a photo can be found at http://i47.photobucket.com/albums/f178/HappyAsian/LaoT-28.jpg; transferred to the Raven program, not bearing the Erawan, but a badge on the fin, about 1970; a photo could be seen at: http://www.ravens.org/; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); transferred to the RLAF in February 73 and still 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.

N.A. T-28D-5  “0-13562”  c/n 174-100  31 Jan. 67  ex 51-3562, N5206V (real serial as borne not documented!!)

Previous history: N5206V, Certificate of Airworthiness on 26 July 61 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

Service history: T-28D 51-3562 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); with MAP/Laos, probably flying as “0-13562”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); transferred to the RLAF in February 73 and still 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; reportedly delivered to Mexican AF as T-28-929, in 19??, registration pending N5206V, between 1978 and 1988 (http://www.warbirdregistry.org/t28registry/t28-513562.html); regd. as N5206V (American Civil Air Registers Quarterly, no.34, June 1987, p.49) for Jack Rhoades, Columbus, IN; not taken up; regd. to him as N129DR in March 1991; sold to Jeffrey W. Brooks, Fairbanks, AK, on 13 August 91; listed as “sale reported” in March 2004 without details (request submitted to the FAA on 14 March 2004 at http://162.58.35.241/acdatabase/); stored at Fairbanks in August 2006 (Sid Nanson’s
list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011; still “sale reported” on 15 September 2011 (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28D-5 “0-13680” c/n 174-218 31 Jan. 67 ex USAF 51-3680
(real serial as borne not documented!!)

**Service history:** T-28D 51-3680 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); for use by the RLAF; USAF aircraft, officially listed as “51-3680”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); apparently transferred to the Raven program in 1969/60; see the photos of Raven T-28 0-13680 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 December 72, but not on 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 Dec. 72 and 1 Jan. 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 51-3680 was reportedly lost in Laos on 28 December 72 (“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).

N.A. T-28D “0-00288” c/n 171-94 31 Jan. 67 ex 50-288
(real serial as borne not documented!!)

**Service history:** T-28D 50-288 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); for the RLAF.

**Fate:** RLAF T-28 50-288 was reportedly lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D “0-00292” c/n 171-98 31 Jan. 67 ex 50-292
(real serial as borne not documented!!)

**Service history:** T-28D 50-292 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); for the RLAF.

**Fate:** RLAF T-28 50-292 was reportedly lost in Laos on 2 or 3 August 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).

N.A. T-28D-5 “0-00294” c/n 171-100 31 Jan. 67 ex 50-294, N3293G

**Previous history:** had been N3293G as a T-28A before 1966 (see American Civil Air Registers Quarterly, no.34, June 1987, p.49, and http://www.warbirdregistry.org/t28registry/t28-500294.html), but no longer on the FAA’s US Civil Aircraft Register of 1 July 66; converted to T-28D.
Service history: T-28D 50-294 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); with MAP/Laos, flying as “0-00294”; a photo can be found at http://www.t28trojanfoundation.com/det.-1-56th-sow.html; officially serialled as “50-294”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 December 72, but not on 1 January 73 (List of Assigned and maintained aircraft at Udorn of 1 December 72 and 1 January 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 50-294 was reportedly lost in Laos on 27 November 72 (“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).

N.A. T-28D “0-00254” c/n 171-60 13 Feb. 67 ex USAF 50-254 (real serial as borne not documented!!)
Service history: T-28D 50-254 of NAMCO, Columbus, to TL MAP on 67044 (= 13 February 67); for the RLAF.
Fate: RLAF T-28 50-254 was reportedly lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D “0-00257” c/n 171-63 8 Feb. 67 ex USAF 50-257 (real serial as borne not documented!!)
Service history: T-28D 50-257 of NAMCO, Columbus, to TL for NAS (= Naval AS) on 67039 (= 8 February 67); for the RLAF.
Fate: RLAF T-28 50-257 was reportedly lost in Laos on 15 or 18 March 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).

N.A. T-28D “0-00261” c/n 171-67 7 Feb. 67 ex 50-261 (real serial as borne not documented!!)
Service history: T-28D 50-261 of SMAAR, McClellan AFB, to TL for MAP on 67038 (= 7 February 67); for the RLAF.
Fate: RLAF T-28 50-261 was reportedly lost in Laos on 21 February 68 (“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).
T-28D-5 “0-00271” after it had crashed into the Air Operations Building at Long Tieng in mid-August 72 (photo kindly submitted by MacAlan Thompson)

N.A. T-28D-5 “0-00271” c/n 171-77 7 Feb. 67 ex USAF 50-271 (real serial as borne not documented!!)

**Service history:** T-28D 50-271 of SMAAR, McClellan AFB, to TL for MAP on 67038 (= 7 February 67); with MAP/Laos, probably flying as “0-00271”; officially serialled as “50-271”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 still on 1 August 72 (List of Assigned and maintained aircraft at Udorn of 1 August 72, in: UTD/Bisson/B5, reel 24).

**Fate:** crashed into the Air Operations Building at Long Tieng on 17 August 72; the Hmong pilot died on the medevac going down to Udorn. The accident is described by James Parker (Covert ops, pp. 126-29), a photo of the wreck can be seen in the photo section of the book between p. 104 and p. 105 (information kindly supplied by Steve Darke in his e-mail to the author dated 22 November 2003; see also “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).

N.A. T-28D “0-00274” c/n 171-80 7 Feb. 67 ex 50-274, N3306G (real serial as borne not documented!!)

**Previous history:** T-28A 50-274 was N3306G of of Ace Smelting Inc, Phoenix, AZ, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 50-274 of SMAAR, McClellan AFB, to TL for MAP on 67038 (= 7 February 67); for the RLAF.

**Fate:** RLAF T-28 50-274 was reportedly lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang
Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D-5 “0-00276” c/n 171-82 7 Feb. 67 ex USAF 50-276
Service history: T-28D 50-276 of SMAAR, McClellan AFB, to TL for MAP on 67038 (= 7 February 67); with MAP/Laos, flying as “0-00276”; probably a Water Pump aircraft; RLAF T-28 “0-00276” was reportedly lost in Laos on 13 July 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); apparently rebuilt; flown by Raven Ed Gunter out of Udorn in November to get his formal T-28 check-out; transferred to the Raven program in November 1969; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); a photo of “0-00276” taken after it had crashed at Na Khang (LS-36) can be found in: http://www.tlc-brotherhood.org/lima36down.jpg; officially serialled as “50-276”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).


N.A. T-28D “0-00220” c/n 171-26 23 March 67 ex USAF 50-220
Service history: T-28D 50-220 of SMAAR, McClellan AFB, to TL for MAP on 67082 (= 23 March 67); for the RLAF; seen without any markings at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-220 was reportedly lost in Laos on 16 July 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). This was one of 9 T-28s destroyed at Luang Prabang in another sapper attack on 16 July 67 (Liebchen, MAP Aid to Laos 1959-1972, p.50).

N.A. T-28D “0-00223” c/n 171-29 23 March 67 ex USAF 50-223 (real serial as borne not documented!!)
Service history: T-28D 50-223 of SMAAR, McClellan AFB, to TL for MAP on 67082 (= 23 March 67); for the RLAF.
Fate: RLAF T-28 50-223 was reportedly lost in Laos on 26 October 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).
N.A. T-28D  "0-00259"  c/n 171-65  20 March 67  ex 50-259, N3464G
(real serial as borne not documented!!)

Previous history: T-28A 50-259 was N3464G of Mehdi Tarafdar, Salerno, FL, in
1963 (http://www.warbirdregistry.org/t28registry/t28-500259.html); was N3464G of
Ace Smelting Inc, Phoenix, AZ, 1966-1969 (FAA’s US Civil Aircraft Registers of 1
July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 50-259 of SMAAR, McClellan AFB, to TL for MAP on
67079 (= 20 March 67); for the RLAF.

Fate: RLAF T-28 50-259 was reportedly lost in Laos on 7 December 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).

During the first half of Fical Year 1968, that is between 1 July 67 and 31 December
1967, the RLAF received 13 more T-28s:

N.A. T-28D  "0-00214"  c/n 171-20  20 July 67  ex USAF 50-214
(real serial as borne not documented!!)

Service history: T-28D 50-214 of SMAAR, McClellan AFB, to TL for MAP on
67201 (= 20 July 67); for the RLAF.

Fate: RLAF T-28 50-214 was reportedly lost in Laos on 4 October 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).

N.A. T-28D-5  "0-00219"  c/n 171-25  20 July 67  ex USAF 50-219

Service history: T-28D 50-219 of SMAAR, McClellan AFB, to TL for MAP on
67201 (= 20 July 67); a photo taken at Pakse in 1969/70 can be found at
http://www.flickr.com/photos/60121715@N00/3763036168/in/photostream/ ; current
with MAP/Laos 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 January 72, but not on 1 March 72 (Lists of Assigned
and maintained aircraft at Udorn of 1 January and 1 March 72, in: UTD/Bisson/B5,
microfilm reels 23/4).

Fate: RLAF T-28 50-219 was reportedly lost in Laos on 19 January 72 ("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).

N.A. T-28D  "0-00228"  c/n 171-34  20 July 67  ex USAF 50-228

Service history: T-28D 50-228 of SMAAR, McClellan AFB, to TL for MAP on
67201 (= 20 July 67); for the RLAF; seen without any markings at
https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-228 was reportedly lost in Laos on 21 February 68 ("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).
N.A. T-28D  “0-00232”  c/n 171-38  20 July 67  ex USAF 50-232

Service history: T-28D 50-232 of SMAAR, McClellan AFB, to TL for MAP on 67201 (= 20 July 67); for the RLAF; apparently transferred to the Raven program in 1969; see the photos of Raven T-28 0-00232 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-232 was reportedly lost in Laos on 30 July 70 (“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).

N.A. T-28D  “0-00212”  c/n 171-18  14 Aug. 67  ex USAF 50-212

(real serial as borne not documented!!)

Service history: T-28D 50-212 of SMAAR, McClellan AFB, to TL for MAP on 67226 (= 14 August 67); for the RLAF.

Fate: RLAF T-28 50-212 was reportedly lost in Laos on 25 November 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).

N.A. T-28D  “0-00213”  c/n 171-19  14 Aug. 67  ex USAF 50-213

Service history: T-28D 50-213 of SMAAR, McClellan AFB, to TL for MAP on 67226 (= 14 August 67); for the RLAF; seen without any markings at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-213 was reportedly lost in Laos on 21 February 68 (“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).

N.A. T-28D  “0-00197”  c/n 171-3  7 Sept. 67  ex USAF 50-197

Service history: T-28D 50-197 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); for the RLAF; seen without any markings at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-197 was reportedly lost in Laos on 21 February 68 (“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).

N.A. T-28D  “0-00199”  c/n 171-4  7 Sept. 67  ex USAF 50-199

Service history: T-28D 50-199 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); for the RLAF; transferred to the Ravens in 1969; photos at http://www.flickr.com/photos/60121715@N00/2040987127/in/photostream/ and http://www.flickr.com/photos/60121715@N00/3763038206/in/photostream/ were reportedly taken at Pakse in 1969 and 1970.

Fate: RLAF T-28 50-199 was reportedly lost in Laos on 6 November 68 (“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). Apparently rebuilt.
N.A. T-28D  "0-00207"  c/n 171-13  7 Sept. 67  ex USAF 50-207
(real serial as borne not documented!!)

Service history: T-28D 50-207 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); for the RLAF.
Fate: RLAF T-28 50-207 was reportedly lost in Laos on 7 December 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).

N.A. T-28D  "0-00210"  c/n 171-16  7 Sept. 67  ex USAF 50-210
Service history: T-28D 50-210 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); for the RLAF; apparently transferred to the Raven program in 1969; see the photos of Raven T-28 0-00210 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/ .
Fate: RLAF T-28 50-210 was reportedly lost in Laos on 28 or 30 June 69 ("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).

N.A. T-28D  "0-91624"  c/n 159-136  26 Oct. 67  ex USAF 49-1624
(real serial as borne not documented!!)

Service history: T-28D 49-1624 of SMAAR, McClellan AFB, to TL for MAP on 67299 (= 26 October 67); for the RLAF.
Fate: RLAF T-28 49-1624 was reportedly lost in Laos on 17 January 69 ("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).

N.A. T-28D-5  "0-91648"  c/n 159-160  24 Oct. 67  ex USAF 49-1648
(real serial as borne not documented!!)

Service history: T-28D 49-1648 of SMAAR, McClellan AFB, to TL for MAP on 67297 (= 24 October 67); with MAP/Laos, probably flying as “0-91648”; officially serialled as “49-1648”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/ B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).
Fate: to the Philippine Air Force as ? in 1976 (?); active 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); dumped at Sangley Point in 2003 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D  "0-91723"  c/n 159-235  24 Oct. 67  ex 49-1723, N2883G
(real serial as borne not documented!!)

Previous history: T-28A 49-1723 was N2883G with John W. Hibbard, Corcoran,

**Service history:** T-28D 49-1723 of SMAAR, McClellan AFB, to TL for MAP on 67297 (= 24 October 67); for the RLAF.

**Fate:** RLAF T-28 49-1723 was reportedly lost in Laos on **18 July 68** ("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).
F) Documented T-28s which joined the RLAF in 1968:

According to Liebchen (MAP Aid to Laos 1959-1972, pp. 54+66), the RLAF had received a total of 131 T-28s by 31 December 67 and a total of 170 T-28s by 31 December 68, so that the RLAF received 39 T-28s in 1968. 36 MAP-deliveries are listed below.

N.A. T-28D-5  “0-00226”  c/n 171-32  27 March 68  ex 50-226, N9094Z
(real serial as borne not documented!!)

**Previous history:** owned by Kenneth McLaughlin of Nashua, NH as T-28A N9094Z at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); N9094Z given as cancelled prior to January 1993 (request submitted to the FAA on 17 March 2004 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)); converted to T-28D.

**Service history:** T-28D 50-226 of NAMCO, Columbus, to MAP on 68087 (= 27 March 68); with MAP/Laos, probably flying as “0-00226”; officially serialled as “50-226”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current with MAP/Laos 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).

**Fate:** RLAF T-28 50-226 was reportedly **lost in Laos on 9 October 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).

N.A. T-28D  “0-00246”  c/n 171-52  27 March 68  ex 50-246, N9092Z
(real serial as borne not documented!!)


**Service history:** T-28D 50-246 of NAMCO, Columbus, to MAP on 68087 (= 27 March 68); with MAP/Laos, probably flying as “0-00246”; officially serialled as “50-246”.

**Fate:** RLAF T-28 50-246 was reportedly **lost in Laos on 18 November 68** (“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).

N.A. T-28D  “0-00262”  c/n 171-68  21 March 68  ex 50-262, N3299G
(real serial as borne not documented!!)

**Previous history:** T-28A 50-262 was N3299G of Solomon Cohen, San Antonio, TX, in 1963 ([http://www.warbirdregistry.org/t28registry/t28-500262.html](http://www.warbirdregistry.org/t28registry/t28-500262.html)), was N3299G of Alfred Hunter Jr, Lynn, MA, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 50-262 of NAMCO, Columbus, to MAP on 68081 (= 21 March 68); for the RLAF; RLAF T-28 50-262 was reportedly lost in Laos on 16 August 68 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15,
Fate: RLAF T-28 50-262 was reportedly lost in Laos on 1 October 1971 ("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).
mail dated 19 October 2010, kindly sent to the author by Sid Nanson; not current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 January 72, in: UTD/Bisson/B5, reel 24).

N.A. T-28D “0-13500” c/n 174-38 11 March 1968 ex 51-3500, N9686C (real serial as borne not documented!!)

Previous history: T-28A 51-3500 was N9686C with Paul E. Davis of Pittsburgh, PA, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-513500.html) and N9686C with B.H.Glover of Madison, WI at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 51-3500 was delivered from NAMCO, Columbus, to TL MAP on 11 March 68; flown by Raven Larry Sanborn at Water Pump out of Udorn on 25 July 70 as “500” (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

Fate: RLAF T-28 51-3500 was reportedly lost in Laos on 28 November 70 (“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).

N.A. T-28D “0-13552” c/n 174-90 11 March 68 ex 51-3552, N5205V, N254J, N254JB (real serial as borne not documented!!)

Previous history: owned by W. H. Ostenberg, Morrison, CO, as T-28A N5205V in 1963 (http://www.warbirdregistry.org/t28registry/t28-513552.html); owned by Baugh & Mouchet of Charlotte, NC as N254J in 1966, and owned by Valley Aerial Services Inc. of Bakersfield, CA as N254JB, regd. on 14 March 67, in 1968 and 1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); N254JB: listed as “sale reported” at Bakersfield, CA, 1978-1992 (http://www.warbirdregistry.org/t28registry/t28-513552.html), and still in March 2003, but there was no Certificate of Registration, as the status was in question (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); registration expired on 31 March 2011 (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/); converted to T-28D.

Service history: T-28D 51-3552, NAMCO, Columbus, to MAP on 68071 (= 11 March 68); current with MAP/Laos 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).

Fate: RLAF T-28 51-3552 was reportedly lost in Laos on 2 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).

N.A. T-28D “0-13558” c/n 174-96 7 March 1968 ex 51-3558 (real serial as borne not documented!!)

Service history: T-28D 51-3558 of SMAAR, McClellan AFB, to MAP on 68067 (= 7 March 68); for the RLAF.

Fate: RLAF T-28 51-3558 was reportedly lost in Laos on 28 or 29 August 68 (“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.

N.A. T-28D-5  “0-17801”  c/n 174-654  7 March 68  ex 51-7801, N3201G
(real serial as borne not documented!!)

Previous history: owned by GHS Aircraft Group, Phoenix, AZ, as T-28A N3201G in 1963 (http://www.warbirdregistry.org/t28registry/t28-517801.html); owned by Richard S. Tobey of Newport Beach, CA as N3201G in 1966 (FAA US Civil Aircraft Register of 1 July 66); not current on the FAA US Civil Aircraft Registers of 1 January 68 and 1 July 69; converted to T-28D.

Service history: T-28D 51-7801 of SMAAR, McClellan AFB, to TL MAP on 68067 (= 7 March 68); with MAP/Laos, probably flying as “0-17801”; officially serialled as “51-7801”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).


N.A. T-28D-5  “0-00216”  c/n 171-22  4 April 68  ex 50-216, N9120Z
(real serial as borne not documented!!)

Previous history: owned by Hardwick Aire of El Monte, CA as T-28A N9120Z at least 1966-69 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); N9120Z given as sale reported, Oklahoma City, OK, since 1978 (http://www.warbirdregistry.org/t28registry/t28-500216.html) and still in March 2004 (request submitted to the FAA on 14 March 2004 at http://162.58.35.241/acdatabase/); still on 15 September 2011 (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/); converted to T-28D.

Service history: T-28D 50-216 of NAMCO, Columbus, to TL MAP on 68095 (= 4 April 68); with MAP/Laos, probably flying as “0-00216”; officially serialled as “50-216”; RLAF T-28 “0-00216” was reportedly lost in Laos on 7 November 68 (“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); apparently rebuilt; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).
**Fate:** RLAF T-28 50-216 was reportedly lost in Laos on 13 June 73 (“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).

N.A. T-28D “0-91753” c/n 159-265 4 April 68 ex 49-1753, N9616C
(=real serial as borne not documented!!)

**Previous history:** T-28A 49-1753 was N9616C with John H. Bell, Northbridge, CA, in 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49-1753 of NAMCO, Columbus, to MAP on 68095 (= 4 April 68); for the RLAF.

**Fate:** RLAF T-28 49-1753 was reportedly lost in Laos on 20 May 70 (“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).

N.A. T-28D “0-91740” c/n 159-252 28 May 68 ex 49-1740, N9096Z
(=real serial as borne not documented!!)

**Previous history:** T-28A 49-1740 was N9096Z with Francis R. Fulton, Sharon Spring, KS, in 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49-1740 of SMAAR, McClellan AFB, to MAP on 68149 (= 28 May 68); for the RLAF.

**Fate:** RLAF T-28 49-1740 was reportedly lost in Laos on 24 or 27 March 69 (“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).

N.A. T-28D “0-91699” c/n 159-211 4 June 68 ex 49-1699, N5253V
(=real serial as borne not documented!!)

**Previous history:** owned by Tom L. Johnson of El Monte, CA as T-28A 5253V in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491699.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); still owned by Tom L. Johnson in 1966; not current in 1968 and 1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49-1699 of SMAAR, McClellan AFB, to TL MAP on 68156 (= 4 June 68); with MAP/Laos, probably flying as “0-91699”; officially serialled as “49-1699”; used as a Raven aircraft since 1970; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 10 October 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

**Fate:** RLAF T-28 49-1699 was reportedly lost in Laos on 13 or 19 November 70 (“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); possibly a wreck; to the Philippine Air Force as “91699” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).
N.A. T-28D-5  “0-91704”  c/n 159-216  4 June 68  ex 49-1704, N7198C (real serial as borne not documented!!)

Previous history: owned by Donald D. Randall, Santa Ana, CA, as T-28A N7198C in 1963 [http://www.warbirdregistry.org/t28registry/t28-491704.html]; owned by Ken Guthrie, Santa Monica, CA, as N7198C in 1966, not current in 1968 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 49-1704 of SMAAR, McClellan AFB, to TL MAP on 68156 (= 4 June 68); with MAP/Laos, probably flying as “0-91704”; officially serialled as “49-1704”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: sold to the Philippine AF as “91704” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); dumped at Sangley Point in 2003 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D  “0-91717”  c/n 159-229  4 June 68  ex 49-1717, N9165Z (real serial as borne not documented!!)

Previous history: T-28A 49-1717 was N9165Z with Richard F. Lande, Livermore, CA, 1963 (see http://www.warbirdregistry.org/t28registry/t28-491717.html ); 49-1717 was N9165Z with H.L. Hutchings, Seal Beach, CA, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); given as “Sale reported”, Columbus, OH, (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/ ); converted to T-28D.

Service history: T-28D 49-1717 of SMAAR, McClellan AFB, to MAP on 68156 (= 4 June 68); for the RLAF; RLAF T-28 49-1717 was reportedly lost in Laos on 23 August 68 (“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); apparently rebuilt.

Fate: RLAF T-28 49-1717 was reportedly lost again in Laos on 18 March 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). This seems to have been the accident, when, at 0730 hrs on 18 March 71, two T-28’s on air strike for “Jackrabbit” had a mid-air collision; while one T-28 was cur in half and crashed killing the pilot, the other T-28 limped back to Long Tieng (Tom Matthews, Diary, p. 4, formerly in: UTD/Leary/Ser.I, B8F13). Reportedly, the aircraft was rebuilt and went to the Philippine AF as “91717” in 1974 (?) – or just the wreck for spares.

N.A. T-28D  “0-91608”  c/n 159-120  27 June 68  ex 49-1608 (real serial as borne not documented!!)

Service history: T-28D 49-1608 (c/n 159-120), SMAAR, McClellan AFB, to MAP on 68179 (= 27 June 68); for the RLAF.

Fate: RLAF T-28 49-1608 was reportedly lost in Laos on 6 or 7 August 68
N.A. T-28D-5   “0-91622” c/n 159-134  27 June 68  ex 49-1622, N3660G
(real serial as borne not documented!!)

Previous history: owned by Thomas Z. Winther, Nashua, NH, as T-28A N3660G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491622.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); not current 1966-69 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 49-1622 of SMAAR, McClellan AFB, to TL MAP on 68179 (= 27 June 68); with MAP/Laos, probably flying as “0-91622”; officially serialized as “49-1622”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still 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.

N.A. T-28D   “0-91612” c/n 159-124  11 July 68  ex 49-1612, N7285C

Previous history: T-28A 49-1612 was N7285C owned by George O. Turner, Bedford, NH, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491612.html ); 49-1612 was N7285C owned by the Nathanial Hawthorne College, Antrim, NH, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69).

Service history: T-28D 49-1612 of SMAAR, McClellan AFB, to MAP on 68193 (= 11 July 68); for the RLAF; a photo of T-28 0-91612 taken at Udorn in 1970/71 by Wayne Corner can be found at http://www.tlc-brotherhood.org/photos/Corner%20Pix/photos/Keepin%20Cool.html.

Fate: RLAF T-28 49-1612 was reportedly lost in Laos on 12 (or 18) March 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). This was probably the T-28 that, during take-off from Long Tieng at 1545hrs on 12 March 71, crashed into the first ridgeline to the south of the strip, after the pilot had bailed out (Tom Matthews, Diary, p. 3, formerly in: UTD/Leary/Ser.I, B8F13); 18 March 71 seems to be the reporting date.

N.A. T-28D   “0-91510” c/n 159-22  13 Aug. 68  ex 49-1510, N3670G

Previous history: owned by Joseph F. Fitzgerald, Glenham, NY as T-28A N3670G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491510.html); owned by Michael J. Madden, Waterford, NY, as N3670G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); Certificate of Registration revoked (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); converted to T-28D.
Service history: T-28D 49-1510 of SMAAR, McClellan AFB, to TL/MAP on 68226 (= 13 August 68); to the RLAF/MAP; to the Ravens in 1970; a photo of Raven aircraft “0-91510” can be found in: Moody, The great adventures, Prelude, p. 5, and at http://airwarvietnam.com/udornt28.jpg.

Fate: RLAF T-28 49-1510 was reportedly lost in Laos on 2 or 5 August 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).

N.A. T-28D “0-91514” c/n 159-26 13 Aug. 68 ex 49-1514, N9669C (real serial as borne not documented!!)


Service history: T-28D 49-1514 of SMAAR, McClellan AFB to MAP on 68226 (= 13 August 68); for the RLAF.

Fate: RLAF T-28 49-1514 was reportedly lost in Laos on 3 December 68 (“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). Reportedly rebuilt and registered as N9669C to the Institute Of Atmospheric Services, Rapid City, SD, 1970-1978, Hail suppression operations (http://www.warbirdregistry.org/t28registry/t28-491514.html).

N.A. T-28D “0-91529” c/n 159-41 13 Aug. 68 ex 49-1529, N2808G (real serial as borne not documented!!)

Previous history: T-28A 49-1529 was N2808G owned by Robert L. Hill, Naples, FL, 1963-1964 (see http://www.warbirdregistry.org/t28registry/t28-491529.html); T-28A N2808G was owned by Edward J. Worton, Miami, FL, at least in 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); reported at Opa Locka, FL in faded USAF scheme in May 1966 (see http://www.warbirdregistry.org/t28registry/t28-491529.html).

Service history: T-28D 49-1529 of SMAAR, McClellan AFB to MAP on 68226 (= 13 August 68); for the RLAF.

Fate: RLAF T-28 49-1529 was reportedly lost in Laos on 29 or 30 November 68 (“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).

N.A. T-28D “0-91543” c/n 159-55 23 Sept. 68 ex 49-1543 (real serial as borne not documented!!)

Previous history: T-28D 49-1543 of 1st Air Commando Wing, England AFB, Alexandria, LA, to SMAAR, McClellan on 67022 (= 22 January 67); to 606th Air Commando Squadron, Nakhon Phanom, on 67101 (= 11 April 67); to 56th Air Commando Wing, Nakhon Phanom, on 67151 (= 31 May 67); to TL on 68267 (= 23 September 68)

Service history: 56th Air Commando Wing, Nakhon Phanom, to TL on 68267 (= 23 September 68); was to be flown by the RLAF.

Fate: RLAF T-28 49-1543 was reportedly lost in Laos on 29 or 30 September 68 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10,
N.A. T-28D  “0-91551”  c/n 159-63  22 Aug. 68  ex 49-1551, N3669G  
(real serial as borne not documented!!)
Previous history: T-28A 49-1551 was N3669G of New Jersey Air, Teterboro, NJ, 1966-1970 (see http://www.warbirdregistry.org/t28registry/t28-491551.html; FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69).  
Service history: T-28D 49-1551 of McClellan to MAP on 68235 (= 22 August 68) for the RLAF.  
Fate: RLAF T-28 49-1551 was reportedly lost in Laos on 30 July 70 (“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).  

N.A. T-28D  “0-91553”  c/n 159-65  22 Aug. 68  ex 49-1553, N2867G  
(real serial as borne not documented!!)
Previous history: T-28A 49-1553 was N2867G of Executive Aircraft Sales Inc, Portland, OR, in 1963 (http://www.warbirdregistry.org/t28registry/t28-491553.html); T-28A 49-1553 was N2867G of Merle H. Maine, Ontario, OR, 1966-1970 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69).  
Service history: T-28D 49-1553 of McClellan to MAP on 68235 (= 22 August 68) for the RLAF.  
Fate: RLAF T-28 49-1553 was reportedly lost in Laos on 22 or 24 July 69 (“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).  

N.A. T-28D  “0-91599”  c/n 159-111  21 Sept. 68  ex USAF 49-1599 of the 56th Special Operations Wing, Nakhon Phanom  
Previous history: 49-1599 T-28D SMAAR, McClellan AFB, to 606 ACS, NKP, on 66220; became 56th Special Operations Wing, Nakhon Phanom  
Service history: 56th Special Operations Wing, Nakhon Phanom, to TL MAP on 21 September 68 (68265); with MAP/Laos as “0-91599”; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); transferred to the Ravens in 1970 (?); see the photo in http://www.wep11345.com/aircraft.html.  
Fate: RLAF T-28D 49-1599 was lost in Laos on 25 May 70 (“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).  
John H. Fuller wrote: “The T-28, “0-91599”, listed in the T-28 section, was the aircraft I flew on May 25, 1970 and was shot down in as I was returning to 20A from the PDJ. [...] T-28 “0-91599” was actually a T-28D configuration by the time it was flying out of 20A in May of 1970. It had a Yankees Seat extraction system installed, as did most of the Raven T-28s flying from Alternate at the time. My call sign was Raven 28. I landed at 20A midmorning on May 25, 1970, after a solo shuttle and visual recce mission from Vientiane. The aircraft was refueled and the intention was to pick up a backseater, Robin 06. I do not recall his actual name. We could not locate a Yankee Seat lap belt for the back seat. Since this
was a necessary part of the seat harness, which snapped into the extraction system, I elected not to take the backseater along. This second sortie of the day was fairly uneventful; it included a check in with Black Lion, north of the PDJ, some visual recce, and strafing on a trail west of the PDJ. Upon exiting the PDJ headed south to Alternate, I heard several muffled explosions, sounding like large backfires. I notified Cricket of my location and intentions to continue south. Shortly thereafter, I lost aileron control, and started getting smoke in the cockpit. Later, I found out Mark Diebolt had me in sight and the 50 caliber ammunition in the left wing was cooking off. I notified Cricket I was bailing out and initiated the ejection sequence, by pulling the fiber ring between my legs. […] After exiting, I had trouble finding the manual D-ring in the lap belt and seat webbing, but eventually found it, pulled the D-ring and the chute popped open. Floating under canopy, I very briefly came up beeper on the survival radio and saw the aircraft crash. Years later, Diebolt informed me that the wing had separated before hitting the ground. I landed awkwardly, causing a compression fracture in my back. However, I was able to collect my chute and move uphill and hide behind a few trees. Diebolt had contacted an Air America UH-1, which landed within 5-10 minutes and picked me up for a short completion of my trip to 20A. After a quick medical check on the ramp, Air America again provided me a ride, this time on a photo reconnaissance Volpar Beech. I was put on stretcher next to the cameras on the center line of the cabin area, and then flown to Udorn for x-rays and treatment for burns to my left arm. I returned to the States via the Philippines and did not to return to flying status in the Air Force until about six months later” (John H. Fuller, Raven 28, e-mail dated 31 March 2014, kindly sent to Paul Oelkrug who forwarded it to the author).

N.A. T-28D “0-91600” c/n 159-112 17 Sept. 68 ex 49-1600, N2890G
Previous history: owned by Robert Marts, Somers Point, NJ, as T-28A N2890G in 1963-1969 (see http://www.warbirdregistry.org/t28registry/t28-491600.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); current on the FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; converted to T-28D.
Service history: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; Hmong T-28; piloted by Ly Lu, photo in Hamilton-Merritt, Tragic mountains, p. 165, photo section; transferred to the Ravens in 70?; flown by the Ravens; no markings, photo in Robbins, Ravens, pp. 120-21, photo section, taken by Howard Mesaris probably in 1970; other photos can be found at http://media.airspacemag.com/images/vang.jpg.
Fate: RLAFF T-28 49-1600 was lost on 8 February 71, when the pilot, Raven Jim Hix, had to bail out south of the Plain of Jars; the pilot, Raven Jim Hix, was rescued by Ben Densley in Air America Bell 204B N1196W (For the story of this rescue, told by Ben Densley and Jim Hix, see: Air America Log, vol. XXVII, no. 4, December 2010, p. 6). (Reportedly, this T-28 was lost in Laos on 11 February 71 or 8 March 71, which were probably the dates of reporting this loss: See “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; Robbins, Ravens, p. 260/1, says, it was near Ban Na on 9 February 71).
N.A. T-28D  “0-91613” c/n 159-125 17 Sept. 68 ex 49-1613, N7641C

Previous history: owned by Kenneth Burmeister, Seattle, WA, as T-28A N7641C in 1963; owned by Joseph M. Natoli, Lorton, VA, 1966 (see http://www.warbirdregistry.org/t28registry/t28-491613.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Paul Webster, Greencastle, PA in 1966 (FAA’s US Civil Aircraft Register of 1 July 66); crashed, at Hagerstown, MD, on 7 April 1966; owned by Michael Hyrasy, Hillside, NJ, in 1968/9 (see the FAA’s US Civil Aircraft Registers of 1 January 68 and 1 July 69); Sale reported, U.S. Civil registry, 1978-1992; in 2008 still listed as “sale reported” from Oklahoma City, OK (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; probably Hmong T-28; used as a Raven aircraft since 1970; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 21 June 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

Fate: RLAF T-28 49-1613 was reportedly lost in Laos on 31 January 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).

N.A. T-28D-5  “0-91627” c/n 159-139 17 Sept. 68 ex 49-1627, N2837G

Previous history: owned by William Nielson, Edmonds, WA, as T-28A N2837G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491627.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Wayne A. Joslin of Redmond, WA as N2837G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); last owner still given as Wayne A. Joslin in October 2008, but adding that the Certificate of Registration was revoked (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; Hmong T-28; piloted by Lee Lue, photo in Robbins, Ravens, pp. 120-21, photo section.

Fate: RLAF T-28 49-1627 was reportedly lost in Laos on 11 or 17 July 69 (“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). This probably was the T-28D, in which Hmong Ace Lee Lue was shot down during the battle of Muong Suoi on 12 July 69 (Chaophakhao Red, “The day we lost Lee Lue”, in: http://www.geocities.ws/koratmahknut/warinlaos/hmonglao/theday.htm).

N.A. T-28D  “0-91631” c/n 159-143 17 Sept. 68 ex 49-1631, N3186G

Previous history: owned by Norman M. Hodgkin, Lafayette, LA, as T-28A N3186G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491631.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Melvin Lake, Mill Valley, CA as N3186G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); last owner still given as Melvin Lake in October 2008, but adding that the Certificate of Registration was revoked (request submitted to the FAA on 26 October 2008 at
Service history: T-28D transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; probably Hmong T-28.

Fate: RLAF T-28 49-1631 was reportedly **lost in Laos on 31 January 69** ("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).

N.A. T-28D “0-91637” c/n 159-149 24 Sept. 68 ex 49-1637, N98Z

Previous history: T-28A 49-1637 was N98Z owned by E. D. Weiner, Los Angeles, CA, 1963-1966 (see [http://www.warbirdregistry.org/t28registry/t28-491637.html](http://www.warbirdregistry.org/t28registry/t28-491637.html)); 49-1637 was N98Z owned by Larry Gulher, Oklahoma City, OK, 1968-69 (FAA’s US Civil Aircraft Registers of 1 January 68 and 1 July 69).

Service history: T-28D 49-1637 of SMAAR, McClellan AFB, to MAP on 68268 (= 24 September 68); for the RLAF.

Fate: RLAF T-28 49-1637 was reportedly **lost in Laos on 19 April 70** ("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).

N.A. T-28D “0-91638” c/n 159-150 24 Sept. 68 ex 49-1638, N2868G (real serial as borne not documented!)


Service history: T-28D 49-1638 of SMAAR, McClellan AFB, to MAP on 68268 (= 24 September 68); intended to be for the RLAF, but apparently destroyed before delivery.

Fate: RLAF T-28 49-1638 was reportedly **lost in Laos on 4 September 68 or 4 September 69** ("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); so the aircraft was probably destroyed before delivery.

N.A. T-28D “0-91716” c/n 159-228 24 Sept. 68 ex 49-1716, N5247V

Previous history: owned by Leslie H. Fleming, Ponce, PR, as T-28A N5247V in 1963 (see [http://www.warbirdregistry.org/t28registry/t28-491716.html](http://www.warbirdregistry.org/t28registry/t28-491716.html); see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Hifley Photos of Wichita, KS as N5247V at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service 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.

Fate: 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). This probably was the T-28 that crashed at 0700hrs on 15 April 71, while on a bombing run southeast of LS-15. The pilot, Lt.Col. Ly Ying, commanding officer of the T-28s, parachuted out, landed in a tree, and was captured (Tom Matthews, Diary, p. 9, formerly in: UTD/Leary/Ser.I, B8F13).

N.A. T-28D-5  “0-91561”  c/n 159-73  4 Oct. 68  ex USAF 49-1561 of 56
(real serial as borne not documented!!)  ACW, Nakhon Phanom

Previous history: 49-1561 T-28D SMAAR, McClellan AFB, to 606 ACS, Nakhon Phanom (NKP), on 66228 (15 August 66).

Service history: 56ACW, NKP, to TL MAP on 4 October 68 (68278); with MAP/Laos, probably as “0-91561”; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “49-1561”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); a photo taken at Udorn in 1970/1 can be found at http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/images/scan0103.jpg, where it is “91561”, i.e. with the “0-”, bearing the Erawan, possibly a Water Pump aircraft; current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: sold to the Philippine AF as “91561” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); bought on 14 March 89 as “carcass” by Business Air Charter Inc, Portland, OR, but not imported and sold to Mustang International Ltd, Grand Cayman, BWI (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); sold to Ken Hawkings/Fighter Imports, USA, 19??; owned by F.W. Pike, Sydney, NSW, 1990-1992; stored pending restoration, Cessnock, NSW (see http://www.warbirdregistry.org/t28registry/t28-491561.html); under restoration at Coolangatta, Australia, in November 2001 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D  “0-91571”  c/n 159-83  1 Oct. 68  ex 49-1571 of 56 SOP
(real serial as borne not documented!!)  Wing, Nakhon Phanom

Previous history: 49-1571 T-28D of SMAAR, McClellan AFB, to the 606th Air Commando Squadron, Nakhon Phanom, on 66226 (= 14 August 66); became part of the 56th Air Commando Wing, Nakhon Phanom, on 67151 (= 31 May 67) as “reconciliation”; became the 56th Special Operations Wing (SOP), Nakhon Phanom on 68215 (= 2 August 68).

Service history: 49-1571 T-28D of 56 SOP Wing to TL MAP on 68275 (= 1 October 68); for the RLAF.

Fate: RLAF T-28 49-1571 was reportedly lost in Laos on 8 or 12 November 70 (“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).
N.A. T-28D  “0-91583”  c/n 159-95  5 Oct. 68  ex USAF 49-1583

Previous history: 49-1583 T-28D SMAAR, McClellan AFB, to 606 ACS, NKP, on 66223; to 8TFW, Ubon, on 67181; to 56ACW, NKP, on 67303; NKP to 56ACW, NKP, on 68170; to 56 Special Operations Wing, Nakhon Phanom, on 68215 (XW SERVICE);

Service history: 56 SOW, NKP, to MAP TL on 5 October 68 (=68279), that is to RLAF/MAP; about 1970? it became a Raven aircraft (a photo taken by Gene Hamner can be found at: http://www.ravens.org/people/gene72-2.jpg); current 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).

Fate: lost on 12 October 71, when flying with the RLAF’s 3APRGP (e-mail dated 19 October 2010, kindly sent to the author by Sid Nanson); not current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/Bisson/B5, reel 24); the T-28 preserved at the Australian Aviation Museum, Bankstown Airport NSW, Australia, in 2007 (see http://www.warbirdregistry.org/t28registry/t28-491583.html) is ex 49-1543, not ex 49-1583.
G) Documented T-28s which joined the RLAF in 1969:

According to Liebchen (MAP Aid to Laos 1959-1972, pp. 66+82), the RLAF had received a total of 170 T-28s by 31 December 68 and a total of 173 T-28s by 31 December 69, so that the RLAF received 3 T-28s in 1969. Six are listed below, which probably means that 3 of them arrived only in early 1970.

N.A. T-28D-5 “0-91591” c/n 159-103 3 Jan. 69 ex 49-1591

(real serial as borne not documented!)

Previous history: T-28D-5 49001591 of SMAAR, McClellan AFB, to 606th Air Commando Squadron, Nakhon Phanom, on 66220; 56th Special Operations Wing, Nakhon Phanom.

Service history: 56th Special Operations Wing, Nakhon Phanom, to TL MAP on 69362 (= 28 December 69); with MAP/Laos, probably flying as “0-00273”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Aderholt fax dated 7 August 2000).

Fate: RLAF T-28 49-1591 was reportedly lost in Laos on 29 or 31 March 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).

N.A. T-28D-5 “0-00273” c/n 171-79 28 Dec. 69 ex 50-273, N7617C

(real serial as borne not documented!)

Previous history: owned by James A. Clark Jr. of New York, NY as T-28A N7617C in 1963 (see http://www.warbirdregistry.org/t28registry/t28-500275.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); still owned in 1966, but not current in 1968/9 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 50000273 of SMAAR, McClellan AFB, to TL MAP on 69362 (= 28 December 69); with MAP/Laos, probably flying as “0-00273”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still 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; given as VH-XVT with Action Aerobatics Pty. Limited, Bolwarra Heights, NSW, Australia, 2005-08 (http://www.warbirdregistry.org/t28registry/t28-500273.html), but this was former 50-283.

N.A. T-28D “0-00275” c/n 171-81 27 Dec. 69 ex 50-275, N9684C

(real serial as borne not documented!)

Previous history: T-28A 50-275 was N9684C of Jane G. Balsam, Miami, FL, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-500275.html); was N9684C of Rusk Aviation Inc, Kakakee, IL, in 1966 (FAA’s US Civil Aircraft Registers of 1 July 66); was N9684C of Jack B. Weidemier, Kansas City, MO, 1968-69 (FAA’s US
Civil Aircraft Registers of 1 January 68 and 1 July 69; converted to T-28D.

**Service history:** T-28D 50000275 of SMAAR, McClellan AFB, to TL MAP on 69361 (= 27 December 69); for the RLAF.

**Fate:** RLAF T-28 50-275 was reportedly **lost in Laos on 20 or 26 November 70** ("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).

N.A. T-28D-5 "0-00283" c/n 171-89 27 Dec. 69 ex 50-283, N7666C
(real serial as borne not documented!!)

**Previous history:** owned by William J. Furlick, Caldwell, NJ, as T-28A N7666C in 1963 (see http://www.warbirdregistry.org/t28registry/t28-500283.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Simsbury Flying Service Inc of Simsbury, CT, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 50000283 of SMAAR, McClellan AFB, to TL MAP on 69361 (= 27 December 69); with MAP/Laos, probably flying as “0-00283”; officially serialled as “50-283”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** transferred to the Air Force of the Laos People’s Army as “34??” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney, where it arrived in January 1991; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, Trojans from Laos, pp. 182-84); sold to Randal W. McFarlane, Archerfield, QLD, in 1988 and regd. as VH-XVT on 7 December 90, painted as “38372” (photo in: Ian P. Burnett, Australia, New Zealand ..., back cover, and Air-Britain Digest, Winter 2002, p. 182); restored to airworthy, first flight, at Bankstown, on 31 Nov. 1990, flown as SVNAF/38372; sold to John Weymouth, Warnervale, NSW, in ? current and airworthy with J. Weymouth in 2002 (Wilkinson, Trojans from Laos, p. 184); sold to Action Aerobatics Pty. Limited, Bolwarra Heights, NSW, Australia, July as VH-XVT in 2005; current in 2008 (see http://www.warbirdregistry.org/t28registry/t28-500273.html, who give it as former 50-273); registration cancelled on 7 April 2011; sold as ZS- (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D-5 "0-13521" c/n 174-59 27 Dec. 69 ex USAF 51-3521
(real serial as borne not documented!!)

**Service history:** T-28D 51003521 of SMAAR, McClellan AFB, to TL MAP on 69361 (= 27 December 69); for the RLAF.
Fate: RLAF T-28 51-3521 was reportedly lost in Laos on 9 or 11 June 70 (“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).

N.A. T-28D-5 “0-17552” c/n 174-405 27 Dec. 69 ex USAF 51-7552 (real serial as borne not documented!!)

Service history: T-28D 51007552 of SMAAR, McClellan AFB, to TL MAP on 69361 (= 27 December 69); with MAP/Laos, probably flying as “0-17552”; officially serialled as “51-7552”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 September 72, but not on 1 October 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Sept. 72 to 1 Oct.72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 51-7552 was reportedly lost in Laos on 14 September 72 (“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).
H) Documented T-28s which joined the RLAF in 1970:

According to Liebchen (MAP Aid to Laos 1959-1972, pp. 82+99), the RLAF had received a total of 173 T-28s by 31 December 69 and a total of 196 T-28s by 31 December 70, so that the RLAF received 23 T-28s in 1970. A total of 15 T-28s came from the USAF, plus the 3 listed here for 1969, so that 5 T-28s must have come from other sources.

N.A. T-28D-5 “0-00240” c/n 171-46 15 Jan. 70 ex 50-240, N3297G

Previous history: owned by E. D. Weiner of Los Angeles, CA as T-28A N3297G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-500240.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); still owned in 1968; 1969 given as “registration pending” (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: T-28D 5000240 of SMAAR, McClellan AFB, to TL MAP on 70015; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 still on 1 September 72, but not on 1 October 72 (Lists of Assigned and maintained aircraft at Udorn of 1 September and 1 October 72, in: UTD/CIA/B49F2), and photos at http://www.flickr.com/photos/60121715@N00/2041787536/in/photostream/ and http://www.flickr.com/photos/60121715@N00/4048201794/in/photostream/ were taken at Pakse.

Fate: RLAF T-28 50-240 was reportedly lost in Laos on 16 or 21 September 72 (“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).

N.A. T-28D-5 “0-00304” c/n 171-110 20 Jan. 70 ex 50-304, N7667C, (real serial as borne not documented!!) N151P

Previous history: owned by Charles A. Othanlon, San Jose, CA, as T-28A N7667C in 1963 (see http://www.warbirdregistry.org/t28registry/t28-500304.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by W. E. Howell Associates Inc. of Lexington, MA as N7667C in 1966; rereg’d to Stephen Jon Roberts of Newark, DE as N151P on 28 April 67 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/), still owned by him in 1968 and 1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); in 2008 still listed as last owned by S. J. Roberts, now with “Certificate of Registration revoked” (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D 5000304 of SMAAR, McClellan AFB, to TL MAP on 70020; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current with MAP/Laos 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).

Fate: combat loss at 1940N10335E on 25 August 71 (e-mail dated 19 October 2010, kindly sent to the author by Sid Nanson); not current on 1 April 72 (List of Assigned
and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2). This was probably the T-28 that was shot down over the PDJ on 25 August 71, killing the Lao pilot (Tom Matthews, Diary, p. 16, formerly in: UTD/Leary/Ser.I, B8F13).

N.A. T-28D

“0-13485” c/n 174-23 25 Jan. 70 ex 51-3485, N7640C

(Real serial as borne not documented!!)

Previous history: had been T-28A N7640C with Adolph Witkin, Hollywood, CA, from 1963 to 1969 (see http://www.warbirdregistry.org/t28registry/t28-513485.html); Certificate of Registration revoked (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/); converted to T-28D.

Service history: T-28D 51003485 of SMAAR, McClellan AFB, to TL MAP on 70025 (= 25 January 70); for the RLAF.

Fate: RLAF T-28 51-3485 was reportedly lost in Laos on 2 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).

N.A. T-28 D

“0-13588” c/n 174-126 28 Jan. 70 ex USAF 51-3588

Previous history: transferred from NAMCO, Columbus, to an unknown MAP on 9 June 65; not mentioned in the USAF Assignment Records for 1967 and 1968 (reels AVH-6 and AVH-9); returned to the USAF / gained from MAP (GI) on 22 December 1968 (68357), assigned to SMAAR, McClellan AFB, for training (PJ); to flyable storage (PR) on 69115; to 3380 M & S Group, Keesler AFB, on 69228 for combat crew training (TF); back to SMAAR, McClellan AFB, on 70002.

Service history: T-28D 51003588 SMAAR, McClellan AFB, to TL MAP on 28 January 1970 (70028); current 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); still current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 January 72, in: UTD/Bisson/B5, microfilm reel 24); not current between 1 March 72 and 1 August 72 (List of Assigned and maintained aircraft at Udorn of 1 March 72 and 1 August 72, in: UTD/Bisson/B5, microfilm reel 24); RLAF T-28 51-3588 was reportedly lost in Laos on 17 January 72 (“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); apparently rebuilt, as it was again current on 1 September 72 and still current on 1 June 73 ( Lists of Assigned and maintained aircraft at Udorn of 1 September 72 and 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: to the Lao Air Force (Air Force of the Laos People’s Army) as “3405” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney; dispatched to its future owner (Wilkinson, Trojans from Laos, pp. 182-84); registered as VH-WPA in 1992 (http://www.warbirdregistry.org/t28registry/t28-513588.html); regd. to F. W. Pike, Bankstown, NSW, as VH-PFM in September 93; regd. on 30 September 93; sold to W. Hamilton, Gordon, NSW, prior to 1996; current and airworthy with W. Hamilton in 2002 (Wilkinson, Trojans from Laos, p. 184);
current with Anthony Mitchell in September 2011 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D “0-13787” c/n 174-325 28 Jan. 70 ex USAF 51-3787

**Service history:** T-28D 51003787 (c/n 174-325), SMAAR, McClellan AFB, to TL MAP on 70028; with the RLAF; transferred to the Raven program in 1970; a photo of “0-13787” in Raven service can be found at [http://www.wep11345.com/long-tieng.html](http://www.wep11345.com/long-tieng.html).

**Fate:** RLAF/Raven T-28 51-3787 was reportedly lost in Laos on 31 January 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).

N.A. T-28D-5 “0-17493” c/n 174-346 28 Jan. 70 ex USAF 51-7493

(real serial as borne not documented!!)

**Service history:** T-28D 51007493 of SMAAR, McClellan AFB, to TL MAP on 70028; known to have been delivered in the seventies (Carroll, *World Air Forces Directory 1998-99*, p. 275); USAF aircraft officially serialled “51-7493”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 January 73, but not after 1 February 73 (List of Assigned and maintained aircraft at Udorn of 1 January 73 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 51-7493 was reportedly lost in Laos on 10 January 73 (“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), and apparently later rebuilt; transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3409” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, *Tragic mountains*, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Albury, NSW, Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney in December 1988; used as parts airframe; dispatched to its future owner Don Brown, Kongwack, Victoria in 1991 (Wilkinson, *Trojans from Laos*, pp. 182-84); current and stored without registration by Don Brown, Victoria, in 2002 (Wilkinson, *Trojans from Laos*, Winter 2002, p. 184; see [http://www.warbirdregistry.org/t28registry/t28-517493.html](http://www.warbirdregistry.org/t28registry/t28-517493.html)).

N.A. T-28D-5 “0-17696” c/n 174-549 25 Jan. 70 ex 51-7696, N8079H

**Previous history:** owned by Bob Robinson, Laguna Beach, CA, as T-28A N8079H in 1963 (see [http://www.warbirdregistry.org/t28registry/t28-517696.html](http://www.warbirdregistry.org/t28registry/t28-517696.html)); still owned by him at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); in 2008 still listed as last owned by Bob Robinson, now with “Certificate of Registration revoked” (request submitted to the FAA on 26 October 2008 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)); still on 15 September 2011 (request
submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/);
converted to T-28D.

**Service history:** T-28D 51007696 of SMAAR, McClellan AFB, to TL MAP on 70025; USAF aircraft, officially listed as “51-7696”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); a photo of 0-17696 can be seen at http://www.afhso.af.mil/shared/media/document/AFD-100526-034.pdf, p.65.

**Fate:** RLAF T-28 51-7696 was reportedly lost in Laos on 29 May 74 (“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).

N.A. T-28D “0-91503” c/n 159-15 21 Jan. 70 ex 49-1503, N7668C (real serial as borne not documented!!)

**Previous history:** T-28A 49-1503 was N7668C with Larry S. Martin, San Fernando, CA, in 1963-1964 (see http://www.warbirdregistry.org/t28registry/t28-491503.html), and N7668C with Lyon Laboratories, Royal Oak, MI, in 1966-1970 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49001503 of SMAAR, McClellan AFB, to TL MAP on 70021 (= 21 January 70).

**Fate:** RLAF T-28 49-1503 was reportedly lost in Laos on 8 February 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). Probably one of 2 T-28s burnt at Vientiane on 8 February 71 (Log book of A. Rich, in: UTD/Rich/B1).

N.A. T-28D-5 “0-91506” c/n 159-18 15 Jan. 70 ex 49-1506, N9612C (real serial as borne not documented!!)

**Previous history:** owned by John H. Helms, San Rafael, CA, as T-28A N9612C at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also http://www.warbirdregistry.org/t28registry/t28-491506.html and American Civil Air Registers Quarterly, no.34, June 1987, p.49); in 2008 still listed as last owned by John H. Helms, San Rafael, CA, now with “Certificate of Registration revoked” (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); still on 15 September 2011 (request submitted to the FAA on 15 September 2011 at http://registry.faa.gov/aircraftinquiry/); converted to T-28D.

**Service history:** T-28D 49001506 (c/n 159-18), SMAAR, McClellan AFB, to TL MAP on 70015; USAF aircraft, officially listed as “49-1506”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** reportedly delivered to the Philippine Air Force in 1974/5 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); shipped to the DPDO (US Defense Property Disposal Office) on 19 June 1978 (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); then unknown.

N.A. T-28D-5 “0-91519” c/n 159-31 16 Jan. 70 ex 49-1519, N8098H
(real serial as borne not documented!!)

**Previous history:** owned by Max L. Biegert, Phoenix, AZ, as T-28A N8098H in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491519.html); then owned by Lou Kaufman, Mesa, AZ, in 1966, by Da Pro Rubber Inc of Van Nuys, CA in 1968, and by Sylvia J. Guthrie, Los Angeles, CA, in 1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); officially, the registration was cancelled only on 20 January 76, but as late as 2008 the FAA still lists T-28 N8098H as “sale reported” from Oklahoma City, OK (request submitted on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

**Service history:** T-28D 49001519 (c/n 159-31), SMAAR, McClellan AFB, to TL MAP on 70016; USAF aircraft officially serialled “49-1519”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3408” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); owned by John Weymouth, Darwin, NT, 1989-1992 (see http://www.warbirdregistry.org/t28registry/t28-491519.html); when it was restored to airworthiness, it was sold to Heli-Muster, V.R.D. Station, as VH-AVC in May 91; regd. on 22 May 91; current and airworthy in 2002 with Targ Pty Ltd., NSW (Wilkinson, Trojans from Laos, p. 184); current with Flying Fighters Pty in September 2011 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D “0-91633” c/n 159-145 16 Jan. 70 ex 49-1633, N9617C
(real serial as borne not documented!!)

**Previous history:** T-28A 49-1633 was N9617C owned by Swift Construction Inc, Sherman Oaks, CA, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491633.html); 49-1633 was N9617C owned by James F. Johnson, Palo Alto, CA, 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July
Service history: T-28D 49001633 of SMAAR, McClellan AFB, to TL MAP on 70016 (= 16 January 70); for the RLAF.

Fate: RLAF T-28 49-1633 was reportedly lost in Laos on 12 March 70 (“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).

RLAF T-28D-5 “0-91677” at Udorn in 1974, taken by Tom Lum (photo no.VA024803, No Date, Allen Cates Collection. The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

N.A. T-28D-5 “0-91677” c/n 159-189 28 Jan. 70 ex 49-1677, N7450C

Previous history: owned by Donald R. Pittman, Kenosha, WI, as T-28A N7450C in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491677.html); owned by Jack M. Kruzelock of Des Plaines, IL as N7450C at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); since 2003, registration N7450C is reserved for other aircraft (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D-5 49001677 of SMAAR, McClellan AFB, to TL MAP on 70028, that is to the RLAF/MAP as “0-91677”; bore the Erawan, but no red line; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); a photo taken by Tom Lum at Udorn in 1974 can be found at: http://www.air-america.org/ImageLibrary/Large4a.htm ; see also photo no. VA024803 of the A. Cates collection at TTU

Fate: Sold to the Philippine AF as “91677” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p. 68).
Previous history: registered as T-28A N7480C by ???, 1958; owned by Thomas Z. Winther, Nashua, NH, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491698.html); owned by Aerial Mapping Inc, Hartford, CT, as N101TZ at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); registration N7480C reserved for other aircraft since 2003 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D 49001698 of SMAAR, McClellan AFB, to TL MAP on 70020; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275).

Fate: RLAF T-28 49-1698 was reportedly lost in Laos on 7 or 11 February 71 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnet Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent from the author by Sid Nanson on 2 June 2011). This may have been the second T-28 that burnt at Vientiane on 8 February 71 (see the Log book of Allen Rich, in: UTD/Rich/B1). – This aircraft has sometimes been reported as sold as N28JS and then as N28AM; but this subsequent history belongs to former 51-1700 (see http://www.warbirdregistry.org/t28registry/t28-491700.html), which was current in 2008 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/).

Previous history: owned by Munsey E. Crost, Allenhurst, NJ, as T-28A N2884G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491724.html and American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Malcolm Jacobs Co, St.Louis, MO in 1966; owned by G.C. Dewey Corp, New York, NY, 1968-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

Service history: converted from T-28A to T-28D by NAMCO, Columbus; to SMAAR, McClellan AFB, Sacramento, on 9 September 68; delivered from McClellan to MAP/Laos, Udorn, on 8 October 68, but GI, that is returned from MAP to McClellan on 8 October 68, so not delivered at that date; redelivered as 49001724 by SMAAR, McClellan AFB, to TL MAP on 70021; USAF aircraft officially serialled “49-1724”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24), bore the Erawan; based at Luang Prabang; photo in http://members.bellatlantic.net/~ltcol/laos.html .

Fate: evidently definitively transferred to the RLAF in 1973 (?); transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “34???” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Albury, NSW Australia in 1988; the aircraft was
dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney in December 1988 (Wilkinson, *Trojans from Laos*, pp. 182-84); sold in to Hazair Agricultural Services, Albury, NSW, as VH-MEO in May 92; regd. on 29 May 92; visited the Australian International Air show 99 at Avalon, Victoria, from 16 to 21 February 99, painted in a grey Royal Lao Air Force color scheme (*Air-Britain News*, June 99, p. 699; a photo taken at Point Cook in October 92 can be found in: *Air-Britain Digest*, Winter 2002, p. 184, displaying full RLAF colors and the serial “0-91724”); current and airworthy with Hazair in 2002 (Wilkinson, *Trojans from Laos*, p. 184); current with Keith death in September 2011 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D-5 “0-91731” c/n 159-243 25 Jan. 70 ex 49-1731, N9858C (real serial as borne not documented!!)

**Previous history:** owned by Vernon D. Jarvis, Decatur, IL, as T-28A N9858C in 1963 (see [http://www.warbirdregistry.org/t28registry/t28-491731.html](http://www.warbirdregistry.org/t28registry/t28-491731.html)); owned by Crescent Airways Inc, West Hollywood, CA, at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49-1731 of SMAAR, McClellan AFB, to TL MAP on 68282 (= 8 October 68); T-28D 49001731 GI = returned from MAP to SMAAR, McClellan AFB on 68282; so not delivered at that date; but delivered as 49001731 by SMAAR, McClellan AFB, to TL MAP on 70025; with MAP/Laos, probably flying as “0-91731”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still 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.
J) Documented T-28s which joined the RLAF in 1971:

According to Liebchen (MAP Aid to Laos 1959-1972, pp. 99+115), the RLAF had received a total of 196 T-28s by 31 December 70 and a total of 242 T-28s by 3 February 72, so that the RLAF received 46 T-28s in 1971 and January 72.

N.A. T-28D-10 “0-37639” c/n 200-2 14 Sept. 71 ex US Navy BuA137639
Service history: T-28D 00137639 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably flying as “0-37639”; USAF aircraft, officially serialled as “55-137639”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); a photo of “0-37639” at http://www.flickr.com/photos/60121715@N00/2054536028/in/photostream/ was taken in October 72, showing the aircraft in RLAF colors.
Fate: unknown.

N.A. T-28D-10 “0-37738” c/n 200-101 14 Sept. 71 ex US Navy BuA137738
(real serial as borne not documented!!)
Service history: T-28D 00137738 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably flying as “0-37738”; USAF aircraft, officially serialled as “55-137738”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 December 72, but not on 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 January 73, in: UTD/Bisson/B5, microfilm reel 24).
Fate: RLAF T-28 “55-137738” was reportedly lost in Laos on 15 December 72 (“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).

N.A. T-28D-10 “0-37757” c/n 200-120 13 Sept. 71 ex US Navy BuA137757
(real serial as borne not documented!!)
Service history: T-28D 00137757 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL MAP on 13 September 71 (71256); with MAP/Laos, probably flown as “0-37757”; USAF aircraft, officially serialled as “54-137757”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); 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: RLAF T-28 “54-137757” was reportedly lost in Laos on 19 November 73 (“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).
N.A. T-28D  “0-37773”  c/n 200-136  14 Sept. 71  ex US Navy BuA137773  
(real serial as borne not documented!!)  
Service history:  T-28D 00137773 of NASJA (Cecil Field Naval Air Station,  
Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably  
as “0-37773”; USAF aircraft officially serialled “55-137773”, maintained by  
Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché,  
Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current  
on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in:  
UTD/CIA/B49F2); 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: transferred to the Lao Air Force (Air Force of the Laos People’s Army) as  
“3411” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force  
of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7  
(Hamilton-Merritt, Tragic mountains, pp. 387-96); a drawing of “3411” in Air Force  
of the Laos People’s Army colors can be found at  
http://www.acig.org/artman/publish/article_349.shtml  
; stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft  
was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to  
Sydney (Wilkinson, Trojans from Laos, pp. 182-84); sold in to the Central Michigan  
Crematory, Battle Creek, Mi, as N128TB in October 93; rereg. as N5291Y in March  
94; reportedly current and airworthy with J. Morgan, Illinois, in 2002 (Air-Britain  
Digest, Winter 2002, p. 184), but apparently not taken up; instead regd. to John P.  
Morgan, Glennview, IL, on 6 June 1994 as N128TB and still current with him on 11  
September 2011 (request submitted to the FAA on 11 September 2011 at  

N.A. T-28D-10  “0-38208”  c/n 200-279  14 Sept. 71  ex US Navy BuA138208  
(real serial as borne not documented!!)  
Service history:  T-28D 00138208 of NASJA (Cecil Field Naval Air Station,  
Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably  
flaying as “0-38208”; USAF aircraft, officially serialled as “55-138208”, maintained  
by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current  
on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in:  
UTD/CIA/B49F2); still current on 1 June 72, but not on 1 July 72 (Lists of  
Assigned and maintained aircraft at Udorn of 1 June and July 72, in: UTD/Bisson/B5,  
microfilm reel 24).  
Fate: RLAF T-28 “55-138208” was reportedly lost in Laos on 24 or 29 June 72  
(“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).  

N.A. T-28D  “0-38232”  c/n 200-303  14 Sept. 71  ex US Navy BuA138232  
(real serial as borne not documented!!)  
Service history:  T-28D 00138232 of NASJA (Cecil Field Naval Air Station,  
Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably  
as “0-38232”; USAF aircraft officially serialled “55-138232”, maintained by Air  
America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current
on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); 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: transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “38232” (a drawing can be found at http://www.acig.org/artman/publish/article_349.shtml) and then as “3416” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, Trojans from Laos, pp. 182-84); sold to Arthur Schmidt, Darwin, NT, in 1991; to Ian Sylvester, Darwin, NT, in 1992 (see http://www.warbirdregistry.org/t28registry/t28-138232.html); sold in to Trojan AirTech, Darwin, NT, as VH-DPT in January 93; regd. on14 January 93; preserved at Tyabb Airport Collection, Tyabb, Vic, as VH-DPT (Ogden, Aircraft museums and collections of the world, 11, p. 85); visited the Australian International Air Show 99 at Avalon, Victoria, from 16 to 21 February 99, painted in a white and grey US Navy color scheme (Air-Britain News, June 99, p. 699); current and airworthy with Trojan-Air in 2002 (Wilkinson, Trojans from Laos, p. 184).

N.A. T-28B “0-38249” c/n 200-320 14 Sept. 71 ex USN BuA 138249, with NASJA (Cecil Field Naval Air Station, Jacksonville, FL)

Service history: in USAF papers given as transferred to status “TL” to MAP/Laos, on 71257, that is on 14 September 71; bore the Erawan, but a normal USAF serial; USAF aircraft officially serialled “55-138249”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); a photo taken at Long Tieng (LS-20A) in September 72 can be found in: Conboy, War in Laos, p. 36.

Fate: T-28B “0-38249” rolled into Air America C-123K “374” at Long Tieng (LS-20A) on 16 November 72; photo in Yearbook 1984; Accident report, in: UTD/Wharton/B1F3; Accident report and photos can be found in: UTD/CIA/B61F13; no longer listed after that date (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

N.A. T-28D-10 “0-38258” c/n 200-329 14 Sept. 71 ex US Navy BuA138258 (real serial as borne not documented!!)

Service history: T-28D 00138258 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL MAP on 14 September 71 (71257); with MAP/Laos, probably flying as “0-38258”; USAF aircraft, officially serialled as “55-138258”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); 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.**
K) Documented T-28s which joined the RLAF in 1972:

According to Liebchen (MAP Aid to Laos 1959-1972, pp. 115+179), the RLAF had received a total of 242 T-28s by 3 February 72 and a total of 258 T-28s by 30 June 72, so that the RLAF received 16 T-28s in the February to June 72 period.

Water Pump T-28 “38116” taking off from Udorn in 1973
(with kind permission from Ward S. Reimer)

N.A. T-28D “38116” c/n 200-187 22 Feb. 72 ex BuA 138116

Previous history: T-28B 00138116 USN to 3380 M & S Group, Keesler AFB, Miss., in 1970

Service history: 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.

Fate: to 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); to the Philippine AF as “138116” in 1975/6 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-10 “0-38259” c/n 200-330 April 72 ex US Navy BuA 138259

(real serial as borne not documented)

Service history: apparently loaned from the US Navy; according to the US Navy cards still with them at Whiting Field on 26 September 71 (e-mail dated 4 May 2009, kindly sent to the author by Sid Nanson); then transferred to Laos as a USAF aircraft, probably flown as “0-38259”; officially serialled as “55-138259”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still 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; apparently returned to the US Navy, as according to the US Navy cards, T-28 BuA 138259 was listed again on 7 February 73; struck off charge by the Navy on 28 October 83 (e-mail dated 4 May 2009, kindly sent to the author by Sid Nanson) sold to Apex Associates Inc., Canby, OR, as N86AW on 24 January 86 (AMCAR 30, p. 39); with K.D. Kuhlman, Huntington Beach, CA, 1987-1988 (see http://www.warbirdregistry.org/t28registry/t28-138259.html); sold to Kim Rolph-

N.A. T-28D-10  “0-53654”  c/n ?  1 June 72  ex BuA 00153654
(real serial as borne not documented!!)

Service history: NASPF, Pensacola, to TL MAP on 22 February 72 (72053); to the RLAF as “0-53654” 1 June 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 June 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: to the Philippine AF as “153654” (Anido/Austria-Tomkins, Pictorial History of the Philippine Air Force, pp.68/9); shipped to the DPDO (US Defense Property Disposal Office) on 17 February 1977 (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); then unknown.

N.A. T-28D-10  “0-53658”  c/n ?  1 June 72  ex BuA 00153658
(real serial as borne not documented!!)

Service history: NASPF, Pensacola, to TL MAP on 22 February 72 (72053); to the RLAF as “0-53658” 1 June 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 June 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “51-153658” was reportedly lost in Laos on 18 September 74 (“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); apparently rebuilt and to the Philippine AF as “153658” (Anido/Austria-Tomkins, Pictorial History of the Philippine Air Force, pp.68/9).

The CHECO report by Capt. Liebchen ends on 30 June 72, so this report does not mention any T-28s that the RLAF received after that date.

N.A. T-28D-10  “0-53643”  c/n ?  1 July 72  ex BuA 00153643
(real serial as borne not documented!!)

Service history: NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the RLAF as “0-53643” 1 July 72 to 1 September 72 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 September 72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “51-153643” was reportedly lost in Laos on 10 or 14 September 72 (“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); apparently rebuilt and to the Philippine AF as “153643” (Anido/Austria-Tomkins, Pictorial History of the Philippine Air Force, pp.68/9).

N.A. T-28D-10  “0-53646”  c/n ?  1 July 72  ex BuA 00153646
(real serial as borne not documented!!)

Service history: NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the
RLAF as “0-53646” 1 July 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** to the Philippine AF as “153646” (Anido/Austria-Tomkins, *Pictorial History of the Philippine Air Force*, pp.68/9).

N.A. T-28D-10 “0-53648” c/n ? 1 July 72 ex BuA 00153648

(Real serial as borne not documented!!)

**Service history:** NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the RLAF as “0-53648” 1 July 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “51-153648” was reportedly lost in Laos on 6 August 73 (“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); apparently rebuilt and to the Philippine AF as “153648” (Anido/Austria-Tomkins, *Pictorial History of the Philippine Air Force*, pp.68/9).

N.A. T-28D-10 “0-53650” c/n ? 1 July 72 ex BuA 00153650

(Real serial as borne not documented!!)

**Service history:** NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the RLAF as “0-53650” 1 July 72 to 1 December 72 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 December 72, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “51-153650” was reportedly lost in Laos on 7 December 72 (“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); apparently rebuilt and to the Philippine AF as “153650” (Anido/Austria-Tomkins, *Pictorial History of the Philippine Air Force*, pp.68/9).

N.A. T-28D-10 “0-53655” c/n ? 1 July 72 ex BuA 00153655

(Real serial as borne not documented!!)

**Service history:** NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the RLAF as “0-53655” 1 July 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** to the Philippine AF as “153655” (Anido/Austria-Tomkins, *Pictorial History of the Philippine Air Force*, pp.68/9); to AIP on 23 June 83 (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).

N.A. T-28D-10 “0-53659” c/n ? 1 July 72 ex BuA 00153659

(Real serial as borne not documented!!)

**Service history:** NASPF, Pensacola, to TL MAP on 15 March 72 (72075); to the RLAF as “0-53659” 1 July 72 to at least 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 July 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** to the Philippine AF as “153659” (Anido/Austria-Tomkins, *Pictorial History of the Philippine Air Force*, pp.68/9); active at Sangley Point in 1985 (List “MAP Aircraft – T-28A/B/C/D”, probably dated November 1985, thanks to Phil Yeadon,
N.A. T-28B “0-38135” c/n 200-206 13 Nov. 72 ex BuA 138135 (real serial as borne not documented!!)

Service history: BuA 138135, 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); with the RLAF on 1 December 72 as a T-28B, probably used for training at Udorn; officially listed as “51-38135”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); to the Philippine AF as “138135” in 74 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p. 68); sold to Business Air Charter, Portland, OR, in 1989, regd. on 3 August 89; sold to Conrad H. Hagle, Portland, OR, in 1992 (see http://www.warbirdregistry.org/t28registry/t28-138135.html); N2061W was sold to Rodney J. Drew, Costa Mesa, CA on 2 August 2000; current in 2008 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); current on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28B “0-38181” c/n 200-252 13 Nov. 72 ex BuA 138181 (real serial as borne not documented!!)

Service history: BuA 138181, 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); with the RLAF on 1 December 72 as a T-28B, probably used for training at Udorn; officially listed as “51-38181”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); to the Philippine AF as “138181” in 74 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, p. 68); a carcass on 4 October 78 (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, in 1989; regd. as N2063T on 3 August 1989; last heard of in 1992 (http://www.warbirdregistry.org/t28registry/t28-138181.html); in 2008 listed as “status in question” and “sale reported” from West Bend, WA (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); still on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28B “0-38192” c/n 200-263 13 Nov. 72 ex BuA 138192 (real serial as borne not documented!!)

Service history: BuA 138192, 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); with the RLAF on 1 December 72 as a T-28B, probably used for training at Udorn; officially listed as “51-38192”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); to the Philippine AF as “138192” in 74 (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, in 1989; regd. as N2065F on 3 August 1989; last heard of in 1992 (http://www.warbirdregistry.org/t28registry/t28-138192.html); in 2008 listed as “status in question” and “sale reported” from Wilmington, NC (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase); still on 13 September 2011 (request submitted to the FAA on 13 September 2011 at http://registry.faa.gov/aircraftinquiry/); sold to George & Constance Lancaster, Wilmington, NC, in November 201 as N2065F; rebuilt by December 2014 and transported to the Aviation Heritage Center of Wisconsin, Sheboygan on 19 January 2014; dedicated there as a permanent exhibit on 20 September 2014 (http://www.t28trojanfoundation.com/buno-138192.html).

Water Pump T-28B “38325” in RLAF colors at Udorn in September / October 1973
(with kind permission from Ward S. Reimer)

N.A. T-28B “38325” c/n 200-396 13 Nov. 72 ex US Navy BuA138325
Service history: BuA 138325, 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); with the RLAF on 1 December 72 as a T-28B, probably used for training at Udorn; officially listed as “51-38325”; current at least 1 December 72 to 1 June 73 (Lists of
Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24; apparently a Water Pump aircraft; a photo taken at Udorn in September / October 73 by Ward S. Reimer shows the aircraft as “38325” in RLAF colors.


**N.A. T-28D**
“0-13632” c/n 174-170 1 Dec. 72 ex USAF 51-3632; RThAF JF13-??/08

*Previous history:* T-28D 51-3632 of SMAAR, McClellan AFB, to MAP on 25 May 65, probably flown by the Royal Thai Air Force (see [http://www.thai-aviation.net/files/Air_Force_Detail.pdf](http://www.thai-aviation.net/files/Air_Force_Detail.pdf)), probably as JF13-??/08.

*Service history:* with the RLAF on 1 December 72 as a T-28D; officially listed as “51-3632”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24)

**Fate: declared excess** to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: [http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345](http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345)); sold to the Philippine AF as “13632” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); 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).

**N.A. T-28D**
“0-13656” c/n 174-194 1 Dec. 72 ex RThAF JF13-41/07; USAF 51-3656

*Previous history:* transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP on 64155 (3 June 64); to the Royal Thai Air Force JF13-41/07 on 8 July 64; transferred to MAP/Laos, Udorn, in January 65; flown by Richard Crafts out of Vientiane on 21 April 65 and out of Udorn on 30 April 65, given as 51-3656 (log book of Richard Crafts, in: UTD/Leary/B44F6); flown by Allen Rich on 21 May 65; identity given as “656”; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); that day, a Bird and Sons PC-6 made a landing at Boum Lao (LS-174), Laos, when the pilot, Ernest Brace, was captured by Pathet Lao forces (Davis, *Across the Mekong*, pp. 76-78, says 24 May 65): Air America-piloted T-28s, lead by Jim Rhyne, and including T-28 “656” flown by Allen Rich (Log book of A. Rich), arrived and strafed the jungle along the landing strip so that an Air America helicopter
could land and Terry Burke could check the Porter to see if Brace was alive. Burke searched the area by air over the next two days, guiding T-28 strikes on suspected positions around the airstrips and dropping leaflets; noted as “0-13656” at Sakannakhet on 16 September 65 by Jon Pote (e-mail dated 8 August 2008) kindly sent to the author by Jon Pote); RLAFT-28 “51-3456” [which did not exist] was reportedly lost in Laos in September 66 (“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); apparently rebuilt; RLAFT-28 “000556” [which did not exist] was reportedly lost in Laos in September 66 (“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); apparently once more rebuilt.

Service history: with the RLAFT on 1 December 72 as a T-28D; officially listed as “51-3656”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAFT requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345).

N.A. T-28D “0-13700” c/n 174-238 1 Dec. 72 ex USAF 51-3700; (real serial as borne not documented!!) RThAF JF13-??/08

Previous history: T-28D 51-3700 of SMAAR, McClellan AFB, to MAP on 19 August 65; probably delivered to the Royal Thai Air Force as JF13-??/08;

Service history: with the RLAFT on 1 December 72 as a T-28D; officially listed as “51-3700”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3406” in 1975 (?); possibly one of the 29 former RLAFT T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); owned by Noel Vinson, Bankstown Airport, Sydney, NSW, in 1990-1992, stored at Bankstown, awaiting rebuild (http://www.warbirdregistry.org/t28registry/t28-513700.html); current and stored without registration by I. Cuff, Victoria, in 2002 (Wilkinson, Trojans from Laos, Winter 2002, p. 184); regd as VH-EFU on 10 October 2002; current with Anthony Roberts in September 2011 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28D “0-13722” c/n 174-260 1 Dec. 72 ex USAF 51-3722; (real serial as borne not documented!!) RThAF JF13-??/08

Previous history: T-28D 51-3722 of SMAAR, McClellan AFB, to MAP on 25 May 65; delivered to the Royal Thai Air Force as 0-13722 / JF13-??/08, current 1965-72;

Service history: with the RLAFT on 1 December 72 as a T-28D; officially listed as
“51-3722”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate: to the Philippine AF** as “13722” in 1974 (?); rebuilt, using parts of 51-3782 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); sold to Jose Mari Roa as RP-R280 in 1989, regd. 2 May 89, canx March 97 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); sold to Ian Kenny, Brisbane, 1990-1992, stored at Brisbane, pending restoration (http://www.warbirdregistry.org/t28registry/t28-513722.html); regd. as VH-TRO on 15 June 2001; current with Malcolm Roph-Smith in September 2011, flying as “38364” (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

---

N.A. T-28D-5 “0-91584” c/n 159-96 1 Dec. 72 ex RThAF JF13-84/11.

(real serial as borne not documented!!) 49-1584, N8391H

**Previous history:** T-28A 49-1584 of USAF, Norton AFB, to Aviation Rental Service, South St.Paul, MN, as N8391H on 9 October 58; sold to Jack P. Lysdale, South St.Paul, MN, on 11 December 59; sold to Best Aerials by Pharr, Naples, FL, on 28 December 60; sold to R. L. Hill & R. L. Hunt dba H and H Aerial Photographers, Naples, FL, on 12 October 61; sold to Grimes Manufacturing, Urbana, OH, on 20 October 61; sold to Lewis C. Buell, Springfield, OH, on 9 October 64; sold to Dennis M. Sherman dba Sherman Aircraft Sales, Fort Wayne, IN, on 8 May 65; sold to Ronald L. Bryant, Des Plaines, IL, on 21 June 65; sold to John M. Mount and Anthony Tyenda, McLean, VA, on 1 December 65 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke); owned by John M. Mount, McLean, VA, at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); gained back by USAF as 49-1584 on 5 December 67 with North American Aircraft Industries, Columbus, OH; converted to T-28D; T-28D 49-1584 to SMAAR, McClellan, in 68; transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP on 11 July 68; to the Royal Thai Air Force as JF13-84/11, serial assigned on 4 September 68 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

**Service history:** with the RLAF on 1 December 72 as a T-28D-5; officially listed as “49-1584”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate: transferred to the Lao Air Force (Air Force of the Laos People’s Army)** as “3410” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, *Tragic mountains*, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannahket and finally to Bangkok, and then shipped to Sydney (Wilkinson, *Trojans from Laos*, pp. 182-84); owned by Jack McDonald, Melbourne/Caboolture, QLD, 1988-1991; owned by Bruce Andrews, Melbourne, Victoria, 1991-1992; arrived dismantled at Caboolture, QLD for rebuild, on 9 February 1991 (see http://www.warbirdregistry.org/t28registry/t28-491584.html); sold in to D. Kendell, Wagga Wagga, NSW, as VH-CIA in September 93; regd. on 22 September 93; visited the Australian International Air Show 99 at Avalon, Victoria, from 16 to 21 February 99, painted in a grey Royal Lao Air Force color scheme (Air-

N.A. T-28D-5 “0-91702” c/n 159-214 1 Dec. 72 ex RThAF JF13-81/11, (real serial as borne not documented!!) 49-1702, N5295V

Previous history: owned by John J. McMahon, Binghamton, NY, as T-28A N5295V in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491702.html); sold to 6600 Inc., Buffalo, NY on 22 March 66; owned by 6600 Inc. Buffalo, NY as N5295V at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); in 2008, 6600 Inc. is still given as the last known owner of N5295V, but its Certificate of Registration is listed as “revoked” (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D; T-28D 49-1702 (c/n 159-214), SMAAR, McClellan AFB to MAP on 68179 (= 28 June 68); delivered to the Royal Thai Air Force as JF13-81/11 on 26 August 68 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke), possibly also operated by the RLAF for some time.

Service history: with the RLAF on 1 December 72 as a T-28D-5; officially listed as “49-1702”; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).


N.A. T-28D-5 “0-00250” c/n 171-56 1 Dec. 72 ex USAF 50-250, (real serial as borne not documented!!) RThAF JF13-60/09

Previous history: T-28D 50-250 of SMAAR, McClellan AFB, to TL MAP on 66041 (10 February 66); delivered to the Royal Thai Air Force (see http://www.thai-aviation.net/files/Air_Force_Detail.pdf) as JF13-60/09 on 18 April 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

Service history: with the RLAF on 1 December 72 as a T-28D-5; officially listed as “50-250”; current only 1 December 72, but no longer on 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 January 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 50-250 was reportedly lost in Laos on 29 November 72 (“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); reportedly sold to the Philippine AF as “00250” (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9), so possibly sold as a wreck.

N.A. T-28D “0-37679” c/n 200-42 1 Dec. 72 ex US Navy BuA 137679

Previous history: not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); BuA 137679, 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);  

**Service history:** BuA 137679, 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); to the RLAF on 1 December 72 as a T-28B, probably used for training at Udorn; officially listed as “51-37679“; current at least 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); bore the Erawan, as can be seen on a photo in: Don Moody, *The great adventures of Bob and Don*, Prelude, p. 4 (“Getting ready to go”), in: [http://ravenfac.com/ravens/Adventures/Episode0000.htm](http://ravenfac.com/ravens/Adventures/Episode0000.htm); used for training at Udorn, assigned to JUSMAGTHAI, so was a Water Pump aircraft; a photo of T-28 “0-37679” with the Erawan taken at Udorn in 1972/3 (?) can be found at [http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10141.jpg](http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10141.jpg).

**Fate:** declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: [http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345](http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345)); to the Philippine AF as “137679” in 74 (?); a photo taken at Villamor Air Base in July 77 is in Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p. 34.
L) Documented T-28s which joined the RLAF in 1973:

N.A. T-28D-5  “0-00276”  c/n 171-82  February 73  ex Raven, 50-276

Previous history: T-28D 50-276 of SMAAR, McClellan AFB, to TL MAP on 67038 (= 7 February 67); with MAP/Laos, flying as “0-00276”; RLAF T-28 “0-00276” was reportedly lost in Laos on 13 July 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); apparently rebuilt.

Previous history as a Raven aircraft: transferred to the Raven program in 1969/70; a photo of “0-00276” after it had crashed at Na Khang (LS-36) can be found in: http://www.tlc-brotherhood.org/lima36down.jpg; officially serialled as “50-276”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: turned over to the RLAF in February 73 and 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.

N.A. T-28D  “0-13463”  c/n 174-1  February 73  ex Raven, 51-3463

(real serial as borne not documented!!)

Previous history: NAMCO, Columbus, to MAP on 17 February 65 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); probably RLAF or Water Pump aircraft; RLAF T-28 51-3463 was reportedly lost in Laos on 3 September 65 (“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); apparently repaired.

Previous history as a Raven aircraft: used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 13 November 70 and 31 January 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “51-3463”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: 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: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); reportedly to the Philippine Air Force (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); shipped to the DPDO (US
Defense Property Disposal Office) on 27 May 1976 (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); then unknown.

N.A. T-28D-5 “0-17793” c/n 174-646 February 73 ex Raven, 51-7793, (real serial as borne not documented!!) N9635C

Previous history as a civil aircraft: owned by Robert Marts, Somers Point, NJ as T-28A N9635C at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also http://www.warbirdregistry.org/t28registry/t28-517793.html); converted to T-28D.

Previous history as a Raven aircraft: T-28D 51007793 of SMAAR, McClellan AFB, to TL MAP on 70024; USAF aircraft, officially listed as “51-7793”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); Raven aircraft; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 29 August 70 and 10 October 70, and again between 9 January 71 and 12 January 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: turned over to the RLAF in February 73 and still current on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, reel 24).

Fate: RLAF T-28 51-7793 was reportedly lost in Laos on 17 March 74 (“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).

N.A. T-28D-10 “0-37673” c/n 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, probably flying as “0-37673”; officially serialled as “54-137673”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: if 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; a T-28D “53-7673” is listed to an unknown owner of Green Bay, WI as N80401 with registration pending in September 2011 (request submitted to the FAA on 11 September 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28D-10 “0-37674" c/n 200-37 February 73 ex Raven?, BuA137674 (real serial as borne not documented!!)

Previous history: T-28D 00137674 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, probably flying as “0-37674”; USAF aircraft, officially serialled as “54-137674”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current between 1 January 72 and 1 March 73 (Lists of Assigned and maintained aircraft at Udorn, in: UTD/Bisson/B5, microfilm reel 24);

Service with the RLAF: if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 March 73, but not on 1 April 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March and 1 April 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137674” was reportedly lost in Laos on 9 March 73 (“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).

N.A. T-28D-10 “0-37684” c/n 200-47 February 73 ex Raven?, BuA137684 (real serial as borne not documented!!)

Previous history: T-28B 00137684 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to T-28D; to NASPF, Pensacola; to TL on 11 December 71 (71345) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flying as “0-37684”; USAF aircraft, officially serialled as “54-137684”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 May 73, but not on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 May and 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137684” was reportedly lost in Laos on 25 May 73 (“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); reportedly to the Royal Thai Air Force.

N.A. T-28D-10 “0-37697” c/n 200-60 February 73 ex Raven?, BuA137697, (real serial as borne not documented)

Previous history: T-28D 00137697 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL (NOT MAP) on 71283 (= 10 October 71), probably a Raven aircraft flown as “0-37697”; USAF aircraft officially serialled “54-137697”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: if 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: transferred to the Lao Air Force (Air Force of the Laotian People’s Army) as “3406” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laotian People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield.
before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); sold to the Royal Australian Navy Museum at Nowra in ?; preserved there; noted in June 89 (Air-Britain News, October 97, p. 1229); sold to H. Baker, Milwaukee, who was restoring it without registration in 2002 (Wilkinson, Trojans from Laos, p. 184); see also http://www.warbirdregistry.org/t28registry/t28-137697.html.

N.A. T-28D-10 “0-37701” c/n 200-64 February 73 ex Raven?, BuA137701 (real serial as borne not documented!!)

Previous history: T-28D 00137701 of NASPF, Pensacola, to TL on 11 December 71 (71345); probably Raven aircraft flown as “0-37701”; USAF aircraft, officially serialled as “54-137701”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: if 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: reportedly to the Royal Thai Air Force; sold to the Philippine AF as “137701” in 1974 (?); 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); damaged beyond repair at Sangley Point Air Base on 1 December 89 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-10 “0-37709” c/n 200-72 February 73 ex Raven?, BuA137709 (real serial as borne not documented!!)

Previous history as a Raven aircraft: listed as T-28B “51-37762” training aircraft from 1 December 72 to February 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 February 73, in: UTD/Bisson/B5, microfilm reel 24).

Service with the RLAF: turned over to the RLAF in February 73 (Lists of Assigned
and maintained aircraft at Udorn of 1 March 73 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “51-37762” was reportedly lost in Laos on 16 July 73 ("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); a photo of the wreck taken in 1973 can be seen in http://members.bellatlantic.net/~ltcol/laos.html.

N.A. T-28D-10 “0-37769” c/n 200-132 February 73 ex Raven?, BuA137769
(real serial as borne not documented!!)

Previous history: T-28D 00137769 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 30 June 71 (71181) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37769”; USAF aircraft, officially serialled as “54-137769”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; Service with the RLAF: if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 April 73, but not on 1 May 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137769” was reportedly lost in Laos on 6 February 73 ("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).

N.A. T-28D-10 “0-37785” c/n 200-148 February 73 ex Raven?, BuA137785
(real serial as borne not documented!!)

Previous history: T-28D 00137785 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 20 July 71 (71201) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37785”; USAF aircraft, officially serialled as “54-137785”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: if 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: sold to the Philippine AF as “37785” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); 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).

N.A. T-28B “0-37799” c/n 200-162 February 73 ex Raven, BuA137799

Previous history as a Raven aircraft: T-28B 00137799 USN to SMAAR, McClellan AFB, on 70271; to NASJA (Cecil Field Naval Air Station, Jacksonville, FL); NASJA to status “TL” on 71283, that is on 10 October 71; Raven aircraft, no
markings; but Ravens badge on the fin; a photo could formerly be found at http://www.ravens.org/t28craig.jpg; USAF aircraft officially serialled “54-137799”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

**Service with the RLAF:** 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:** transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3412” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, *Tragic mountains*, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney, where it arrived in January 1991; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, *Trojans from Laos*, pp. 182-84); sold to Ron J. Kitchen, Carson City, NV, as N28YF in March 92; regd. on 3 March 92; repainted as “0-37799” in LAF colors and bearing the Long Tieng badge, advertised as a Hmong aircraft, allegedly flown by Hmong ace Lee Lu; photos in: http://pages.prodigy.net/jollyrogercain/_uimages/pages; reregd. to Lynn S. Oswald, Park City, UT, on 27 July 1999; current in September 2011 (request submitted to the FAA on 11 September 2011 at http://registry.faa.gov/aircraftinquiry/; see also: *Air-Britain Digest*, Winter 2002, p. 184).

N.A. T-28D-10 “0-38201” c/n 200-272 February 73 ex Raven?, BuA138201 (real serial as borne not documented!!)

**Previous history:** T-28D 00138201 of NASPF, Pensacola, to TL on 11 December 71 (71345) (NOT MAP, so Raven); probably Raven aircraft flown as “0-38201”; USAF aircraft, officially serialled as “55-138201”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service with the RLAF:** if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “55-138201” was reportedly lost in Laos on 12 September 73 (“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).

N.A. T-28B “0-38305” c/n 200-376 February 73 ex Raven?, BuA138305

**Previous history:** T-28B 00138305 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to NASPF, Pensacola; to TL on 21 December 71 (71355); a photo showing the aircraft at Korat as “0-38305” can be found at http://www.afa.org/magazine/Aug2006/0806roll.asp; believed to be a Raven aircraft later, flown as “0-38305”; known to have been delivered in the seventies (Carroll, *World Air Forces Directory 1998-99*, p. 275); USAF aircraft officially serialled “55-
038305”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service with the RLAF:** if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** unknown; reportedly to the Royal Thai Air Force

N.A. T-28D “0-38320” c/n 200-391 February 73 ex Raven?, BuA138320 (real serial as borne not documented!)

**Previous history:** T-28D 00138320 of NASPF, Pensacola, to TL on 21 December 71 (71355); believed to be a Raven aircraft, probably flown as “0-38320”; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “55-038320”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service with the RLAF:** if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); grounded in December 73 because of a cracked lug on the forward right wing; repaired by Thai-Am at Udorn (Wilkinson, Trojans from Laos, p. 182).

**Fate:** transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “34??” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney; owned by Ray Delaney & Geoff Milne, Melbourne, Victoria, 1989-1990; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, Trojans from Laos, pp. 182-84); owned by John Raynor & Jack McDonald, Essendon, Victoria, 1991-1992 (see http://www.warbirdregistry.org/t28registry/t28-138320.html); when it was restored to airworthiness, it was registered to John Rayner, Moorabbin, as VH-LAO on 12 March 92; a photo taken at Point Cook on 28 March 92 can be found in Air-Britain Digest, Winter 2002, p. 184; first flight on 16 April 1992 as 0-38320; crashed during forced landing, Wangaratta, Victoria, June 13, 1992 (http://www.warbirdregistry.org/t28registry/t28-138320.html); canx. after damage at Wangaratta, Victoria, on 13 June 92; crashed and destroyed after take-off from Launceston airport, Tasmania, on 20 February 95 (Wilkinson, Trojans from Laos, p. 184).

N.A. T-28B “0-38352” c/n 200-423 February 73 ex Raven, BuA 138352

**Previous history:** BuA 138352 struck off charge at BWR FR Columbus on 11 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); then probably to the Royal Thai Air Force; then to the
Royal Lao Air Force; flown by Richard Crafts out of Savannakhet on 5 April 65, given as “53-8352” (log book of Richard Crafts, in: UTD/Leary/B44F6); probably “0-38352” was also the “357” flown by Allen Rich on 19 April 65, probably for training (Log book of A. Rich, in: UTD/Rich/B1), as T-28 BuA 138357 was struck off charge by the US Navy only on 29 May 78 (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); “0-38352” flown by Allen Rich also on 18 May 65 and on 6 February 66 (where the identity was given as “0-34352” - probably an error for “0-38352”); on all three dates, the type is only given as “special” (Log book of A. Rich, in: UTD/Rich/B1); a Water Pump aircraft as “38352” – see the photo at http://www.mtorres.net/EPSON082.JPG; a Water Pump aircraft – see the photo of “38352” with the Erawan at http://www.mtorres.net/EPSON082.JPG.

Previous history as a Raven aircraft: flown by Raven Ed Gunter out of Udorn in November 69 to get his formal T-28 check-out; transferred to the Raven program in November 1969; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); USAF aircraft officially serialled “53-138352”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 still on 1 February 73 (List of Assigned and maintained aircraft at Udorn of 1 February 73, in: UTD/Bisson/B5, microfilm reel 24).

Service history with the RLAF: turned over to the RLAF in February 73 and 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: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); to the Philippine AF as “53138352” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9) and was sold to Business Air Charter, Portland, OR, as N20523 in August 89; regd. on 3 August 89; cancelled prior to May 1998 as exported to Canada (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); reported with Serge Lacombe, Mascouche, Quebec, 1984-2002, as C-GSLA (see http://www.warbirdregistry.org/t28registry/t28-138352.html).

N.A. T-28D-10 “0-40019” c/n 219-18 February 73 ex Raven ?, BuA140019 (real serial as borne not documented!!)

Previous history: T-28D 00140019 of NASPF, Pensacola, to TL on 21 December 71 (71355) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flown as “0-40019”; USAF aircraft, officially serialled as “54-140019”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Service with the RLAF: if a Raven aircraft, turned over to the RLAF in February 73; still current on 1 May 73, not current on 1 June 73 (Lists of Assigned and maintained
aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLA F T-28 “54-140019” was reportedly lost in Laos on 30 March 73 (“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).

N.A. T-28C “0-40044” c/n 219-43 February 73 ex Raven, BuA 140044

**Previous history:** BuA 140044 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Royal Thai Air Force; then to the RLA F; probably flown by Joe Hazen on 22, 23, and 24 May 64 whose log book notes just “044” (e-mail dated 13 September 2003 sent by Joe Hazen to the author); “044” was also flown by Ed Eckholdt out of Udorn on training flights on 22 and 23 May 1964, when he was checked out by USAF Captains Joe Potter and W. McShane (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); then flown by Allen Rich on 5 May 65 and 6 May 65; serial given as “044”, type given as “special” (Log book of A. Rich, in: UTD/Rich/B1);

**Previous history as a Raven aircraft:** USAF aircraft officially serialled “53-140044”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); used as a Raven aircraft since 1969/70 (?) (photo by Dan Gamelin, taken in the early seventies).

**Service with the RLA F:** turned over to the RLA F 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:** declared excess to RLA F requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad createpdf?rid=91898&dt=2474&dl=1345 ); sold to the Philippine AF as “54140044” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9) and sold to Business Air Charter, Portland, OR, as N2052D in 1989; regd. on 3 August 89; sale reported to William Lohse, Carter, MT, in March 2004; status “sale reported” and Certificate of Registration “in question” (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/).

N.A. T-28C “0-40456” c/n 226-33 February 73 ex Raven, BuA 140456

**Previous history:** flown by Joe Hazen on 26 May 64 and on 6 March 66 (e-mail by John Wiren, sent to the author on 11 October 01; e-mail dated 13 September 2003 sent by Joe Hazen to the author); Water Pump aircraft, used in 1965 at Udorn for training (a photo could formerly be found in: http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg );

**Previous history as a Raven aircraft:** a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 19 June 70 and 25 October 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “54-140456”,
maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); a photo, probably taken at Udorn in 1972/3 (no. VA024828 of the A. Cates collection at TTU) shows this T-28 as a Raven aircraft.

Service with the RLAF: 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: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345 ); sold to the Philippine AF as “140536” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); sold to Business Air Charter, Portland, OR, as N2065J in 1989; regd. on 3 August 89; sale reported to Keith E. Shell, Hickory, NC, in March 2004; status “registration pending”, Hickory, NC in 2008 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/).

N.A. T-28C “0-40533” c/n 226-110 February 73 ex Raven, BuA 140533

Previous history: struck off charge at O&R BUWEPS FR Alameda on 1 May 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to SVAF, then to Laos as a USAF ex MACV aircraft; in “Operation Nong Keun” (when?), T-28 “0-40533” bore the Erawan, but no red line; a photo could formerly be found at http://www.ravens.org/Kham/KhamOperNongKeunMR5.jpg .

Previous history as a Raven aircraft: probably used as a Raven aircraft since about 1969/70; a photo contained in UTD/Rich/B2F6 and in Davis, Across the Mekong, p. 73, probably taken at Long Tieng in the early seventies, shows this aircraft without any markings; USAF aircraft officially serialled “54-140533”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); photo in http://www.namphong.com/album5/album5.htm , taken at Nam Phong, Thailand; more photos of Raven T-28 0-40533 can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/ .

Service with the RLAF: 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: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345 ); sold in 1974 to the Philippine Air Force as “140533”; preserved at Villamor Air Base, Manila (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-5 “0-91531” c/n 159-43 February 73 ex Raven, 49-1531

Previous history: T-28D 49-1531 of SMAAR, McClellan AFB, to TL MAP on
66195 (14 July 66); used by the RLAF, Wattay, in 1967; a photo is in: http://i47.photobucket.com/albums/f178/HappyAsian/LaoT-28.jpg;

Previous history as a Raven aircraft: transferred to the Raven program, not bearing the Erawan, but a badge on the fin, about 1969/70; a photo can be seen in: http://www.ravens.org/people/gene72-2.jpg; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: turned over to the RLAF in February 73 and 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.

N.A. T-28D “0-91744” c/n 159-256 February 73 ex USAF 49-1744; (real serial as borne not documented!!) RThAF JF13-70/09

Previous history: T-28D 49-1744 of SMAAR, McClellan AFB, to TL MAP on 66074 (= 15 March 66); to the Royal Thai Air Force as JF13-70/09 on 17 May 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke); not current with the RLAF between 1 January 72 and 1 March 73 (List of Assigned and maintained aircraft at Udorn of 1 January 72 to 1 March 73, in: UTD/Bisson/B5, microfilm reel 24);

Service history: apparently leased from the RThAF in February 73.

Fate: RLAF T-28 49-1744 was reportedly lost in Laos on 20 February 73 (“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).
The RLAF T-28s maintained by Air America at Udorn on 1 June 73
(List no. PLNG-UTH-73-154 of 1 June 73, in: UTD/Bisson/B5, microfilm reel no.24)

N.A. T-28D  “17547”  c/n 174-400  17 August 73  ex 51-7547

**Previous history:** T-28A 51007547 of SMAAR, to 3380 M & S Group, Keesler AFB on 70106; to T-28D; to NASPF;

**Service history:** NASPF, Pensacola, to TL MAP on 73229. i.e. on 17 August 73; to *Water Pump* / RLAF as “17547”; as the “0-” is missing in the serial, it seems to be a training aircraft; but on a photo taken at Udorn in the 1973-75 period, T-28 “17547” bears the Erawan and carries weapons under the wings (see the photo at [http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10083.jpg](http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10083.jpg)); said to be a Raven aircraft, but probably it wasn’t.

**Fate:** to the *Philippine AF* as “17547”; 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); then **unknown** broken up at Sangley Point Air Base:

N.A. T-28D  “17509”  c/n 174-362  4 Sept. 73  ex USAF 51-7509

**Service history:** T-28A 51007509 of SMAAR, to 3380 M & S Group, Keesler AFB, on 70107; to NASPF in 1973; NASPF, Pensacola, to MAP on 4 September 73; apparently transferred to *Water Pump* as a training aircraft, as a photo at [http://i47.photobucket.com/albums/f178/HappyAsian/LaosT-28.jpg](http://i47.photobucket.com/albums/f178/HappyAsian/LaosT-28.jpg) shows it as “17509”, without the “0-“, but wearing the Erawan.

**Fate:** evidently definitively transferred to the RLAF in 1973/4 (?), probably as “0-“.
transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3402” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney, where it arrived in January 1991; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, Trojans from Laos, pp. 182-84); preserved at the Royal Australian Navy Museum at Nowra; noted in June 89 (Air-Britain News, October 97, p. 1229); current and stored without registration by G. Glynn, NSW, in 2002 (Wilkinson, Trojans from Laos, p. 184: see also http://www.warbirdregistry.org/t28registry/t28-517509.html).

N.A. T-28A-NA “0-17521” c/n 174-374 10 Sept. 73 ex USAF 51-7521
(real serial as borne not documented!!)

Service history: T-28A 51007521 SMAAR, to 3380 M & S Group, Keesler AFB on 70117; to T-28D 51007521; to NASPF; NASPF, Pensacola, to TL MAP on 73253 (10 Sept. 73), that is to the Royal Lao Air Force, probably as “0-17521”.

Fate: evidently definitively transferred to the RLAF in 1973 (?); transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3403” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); owned by Guido Zucchini, Darwin, NT, 1989-1992 (http://www.warbirdregistry.org/t28registry/t28-517521.html); sold to Arthur Schmidt, Alice Springs, NT, as VH-DUK in August 93; regd. on 5 August 93; current and airworthy with A. Schmidt in 2002 (Wilkinson, Trojans from Laos, p. 184); rereg'd as VH-ZUK on 20 April 2007; current with Aerotech Queensland Pty in September 2011 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011).

N.A. T-28A-NA “0-17576” c/n 174-429 10 Sept. 73 ex USAF 51-7576
(real serial as borne not documented!!)

Service history: T-28A 51007576 of SMAAR, to 3380 M & S Group, Keesler AFB on 70119; to T-28D 51007576; to NASPF; NASPF, Pensacola; to TL MAP on 73253 (10 Sept. 73), that is to the Royal Lao Air Force, probably as “0-17576”.

Fate: evidently definitively transferred to the RLAF in 1973 (?); transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3403” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney in December 1988 (Wilkinson, Trojans from Laos, pp. 182-84); sold to Guido Zucchini, Toowoomba, Qld, in 1989; restored to airworthy 1991-1994, registered as VH-ZUC on 6 November 1994 (http://www.warbirdregistry.org/t28registry/t28-517576.html); preserved at Zucchini’s
T-28D  “13695”  174-233  Feb.-April 74  ex 51-3695

**Previous history:** T-28A 51003695 of SMAAR, McClellan AFB, to 3380 M & S Group, Keesler AFB on 15 May 70 (70135); converted to T-28D

**Service history:** T-28D 51003695 of NASPF, Pensacola, to TL MAP on 73357 (23 December 73); intended for RLAF, then intended for 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). Offered to MEDTC for the Khmer Air Force on 27 February 74, but not among the T-28s delivered to the Khmer Air Force in the February to April 74 period (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 November 2014). Instead flown out of Udorn as “13695”; said to be a Raven aircraft, but probably this was a *Water Pump* training aircraft, as the “0-” is missing; photos taken at Udorn in the 1973-75 period showing the T-28 without any markings, but with devices enabling T-28 “13695” to carry weapons under the wings can be found at [http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10007.jpg](http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10007.jpg) + [http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10013.jpg](http://www.sgtmacsbar.com/CCTPhotos/Gallery03/Stu/Stu/images/scan10013.jpg).

**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](http://www.warbirdregistry.org/t28registry/t28-517576.html) as “13695” in 1976 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, p.68); 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).
5) Hmong T-28s based at Long Tieng:

N.A. T-28D-5 “0-91600” c/n 159-112 1970? ex 49-1600, N2890G
Previous history: owned by Robert Marts, Somers Point, NJ, as T-28A N2890G in 1963-1969 (see http://www.warbirdregistry.org/t28registry/t28-491600.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); current on the FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; converted to T-28D.

Service history: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; Hmong T-28; piloted by Ly Lu, photo in Hamilton-Merritt, p. 165 photo section.

Service history with the Ravens: transferred to the Ravens in 1970?; photo by H. Mesaris, probably taken in 1970, in Robbins, Ravens, pp. 120/1, photo section; another photo could formerly be found at http://www.ravens.org/

Fate: RLAF T-28 49-1600 was lost on 8 February 71, when the pilot, Raven Jim Hix, had to bail out south of the Plain of Jars; the pilot, Raven Jim Hix, was rescued by Ben Densley in Air America Bell 204B N1196W (For the story of this rescue, told by Ben Densley and Jim Hix, see: Air America Log, vol. XXVII, no. 4, December 2010, p. 6). (Reportedly, this T-28 was lost in Laos on 11 February 71 or 8 March 71, which were probably the dates of reporting this loss: See “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; Robbins, Ravens, p. 260/1, says, it was near Ban Na on 9 February 71).

N.A. T-28D-5 “0-91627” c/n 159-139 17 Sept. 68 ex 49-1627, N2837G
Previous history: owned by William Nielson, Edmonds, WA, as T-28A N2837G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491627.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Wayne A. Joslin of Redmond, WA as N2837G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); last owner still given as Wayne A. Joslin in October 2008, but adding that the Certificate of Registration was revoked (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; Hmong T-28; piloted by Lee Lu, photo in Robbins, Ravens, pp. 120-21, photo section.

Fate: RLAF T-28 49-1627 was reportedly lost in Laos on 11 or 17 July 69 (“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). This probably was the T-28D, in which Hmong Ace Lee Lue was shot down during the battle of Muong Suoi on 12 July 69 (Chaophakhao Red, “The day we lost Lee Lue”, in: http://www.geocities.ws/koratmahknut/warinlaos/hmonglao/theday.htm).

The following T-28s are believed to have been Hmong T-28s as well, because they were transferred from SMAAR, McClellan the very same day (68261) as the other two:
N.A. T-28D  “0-91613”  c/n 159-125  17 Sept. 68  ex 49-1613, N7641C

**Previous history:** owned by Kenneth Burmeister, Seattle, WA, as T-28A N7641C in 1963; owned by Joseph M. Natoli, Lorton, VA, 1966 (see [http://www.warbirdregistry.org/t28registry/t28-491613.html](http://www.warbirdregistry.org/t28registry/t28-491613.html); see also *American Civil Air Registers Quarterly*, no.34, June 1987, p.49); owned by Paul Webster, Greencastle, PA in 1966 (FAA’s US Civil Aircraft Register of 1 July 66); crashed, at Hagerstown, MD, on 7 April 1966; owned by Michael Hyrasyn, Hillside, NJ, in 1968/9 (see the FAA’s US Civil Aircraft Registers of 1 January 68 and 1 July 69); *Sale reported, U.S. Civil registry, 1978-1992*; in 2008 still listed as “sale reported” from Oklahoma City, OK (request submitted to the FAA on 26 October 2008 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)); converted to T-28D.

**Service history:** transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; probably Hmong T-28; used as a Raven aircraft since 1970; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 21 June 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

**Fate:** RLAF T-28 49-1613 was reportedly lost in Laos on 31 January 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).

---

N.A. T-28D  “0-91631”  c/n 159-143  17 Sept. 68  ex 49-1631, N3186G

**Previous history:** owned by Norman M. Hodgkin, Lafayette, LA, as T-28A N3186G in 1963 (see [http://www.warbirdregistry.org/t28registry/t28-491631.html](http://www.warbirdregistry.org/t28registry/t28-491631.html); see also *American Civil Air Registers Quarterly*, no.34, June 1987, p.49); owned by Melvin Lake, Mill Valley, CA as N3186G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); last owner still given as Melvin Lake in October 2008, but adding that the Certificate of Registration was revoked (request submitted to the FAA on 26 October 2008 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)); converted to T-28D.

**Service history:** transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; probably Hmong T-28.

**Fate:** RLAF T-28 49-1631 was reportedly lost in Laos on 31 January 69 (“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).
6) Unidentified losses:

Known dates, when Royal Lao Air Force T-28s were shot down or destroyed:

3. RT-28 crashed at UG 025528 on western end of the Plain of Jars on 14 August 64; the Thai pilot Prasap was shot down and killed (UTD/Leary/B1 for 14 August 64)
6. Thai-piloted T-28 was lost on 18 August 64, when it crash-landed inside North Vietnam; the pilot became a prisoner at Hanoi until 1974, when he was repatriated (Conboy / Morrison, Shadow war, p.114, note 40).
8. Air America T-28 based at Udorn was shot down near Sam Neua (L-04), Laos, on 23 July 65, while on a rescue mission; the pilot was rescued (report by Tom Hoppe, in: Davis, Across the Mekong, pp. 100-102)

Several T-28s have been shot down at LS-36, possibly in 1965: There are photos of two wrecks on the video tape made by John Tarn at 0.18.15 and 0.53.42 minutes

1. downed T-28 was to be lifted up by Air America UH-34D H-12, but the aircraft was too heavy, so that an US Army Chinook carried the wreck back to Udorn - date unknown (video made by John Tarn at 0.37.40 minutes)
2. RLAF T-28 “53-1381?” was lost in Laos on 26 August 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)
3. RLAF T-28 was lost on 9 November 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)
4. RLAF T-28 was lost in Laos on 18 January 68 (“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)
6. RLAF T-28 was lost on 23 January 69 (“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)
This photo, which was kindly submitted by MacAlan Thompson, is believed to show the 2 December 69 accident mentioned below

1 T-28 lost brakes and crashed into a warehouse at Long Tieng (LS-20A) on 2 December 69 (Log book of A. Rich, in: UTD/Rich/B1)
2 T-28 was shot down at “O” pad on 3 December 69, killing the pilot (Log book of A. Rich, in: UTD/Rich/B1)
3 T-28 was shot down in the Luang Prabang (L-54) area on 25 February 70 (Log book of A. Rich, in: UTD/Rich/B1)
4 RLAF T-28 was lost on 23 April 70 (“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)
5 T-28 crashed on 20 May 1970, killing instructor pilot Don Morris. Apparently, his wing had come off (John H. Fuller, Raven 28, e-mail dated 31 March 2014, kindly sent to Paul Oelkrug who forwarded it to the author).
7 T-28s were destroyed at Ban Dong Hene (LS-54) on 9 March 71, when the location was under a rocket attack (Log book of A. Rich, in: UTD/Rich/B1)
8 T-28 “674” was reportedly lost on 7 September 72 (“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); this was not “0-37674”, as this T-28 was current between 1 January 72 and 1 March 73.
9 T-28 “769” was reportedly lost on 7 September 72 (“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); this was not “0-37769”, as this T-28 was current between 1 January 72 and 1 March 73
10 T-28 was deliberately crashed over the Plain of Jars in July 73 (?), when a Hmong pilot refused to transfer his T-28 from Long Tieng to the Pathet Lao headquarters at Phong Savan; while in the air, the pilot ejected over Hmong territory, leaving the young Pathet Lao guard seated behind him in the T-28 without any chance to land the aircraft (Parker, Covert ops, pp. 217/8).
7) RAVEN AIRCRAFT:

A) Documented Raven T-28s:

N.A. T-28D “0-00199” c/n 171-4 69? ex USAF 50-199 and RLAF?

*Previous history:* T-28D 50-199 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); probably for the RLAF; RLAF T-28 “50-199” was reportedly lost in Laos on 6 November 68 (“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), but apparently rebuilt later.

*Service history as a Raven aircraft:* transferred to the Ravens in 1969; photos at [http://www.flickr.com/photos/60121715@N00/2040987127/in/photostream/](http://www.flickr.com/photos/60121715@N00/2040987127/in/photostream/) and [http://www.flickr.com/photos/60121715@N00/3763038206/in/photostream/](http://www.flickr.com/photos/60121715@N00/3763038206/in/photostream/) were taken at Pakse in 1969 and 1970.

*Fate:* unknown; not current with MAP/Laos 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).

---

Raven T-28 “0-00242”, taken at Muong Soui in 1969 by Craig Morrison (former photo no. 1-WL1-28-26-PB402, now at UTD/Leary/B77F2)


*Previous history:* 50-242 delivered from NAMCO, Columbus, to TL for US Navy on 3 March 67; not mentioned in the USAF Assignment Records for 1968 (reel AVH-9) or 1969 (reel AVH-11);

*Service history as a Raven aircraft:* worked at Muong Soui, Laos, in 1969; no markings; a photo taken by Craig Morrison can be seen in *Airliners*, summer 93, p. 17; this photo is now preserved at UTD/Leary/B77F2 (was no. 1-WL1-28-26-PB402); believed to be a Raven aircraft.

*Fate:* RLAF T-28 “50-242” was reportedly *lost in Laos on 1 or 14 January 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).

N.A. T-28B  "0-38352"  c/n 200-423  Nov. 69  ex US Navy BuA 138352

**Previous history:** BuA 138352 struck off charge at BWR FR Columbus on 11 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); then probably to the Royal Thai AF, then to the RLAF; flown by Richard Crafts out of Savannakhet on 5 April 65, given as “53-8352” (log book of Richard Crafts, in: UTD/Leary/B44F6); probably “0-38352” was also the “357” flown by Allen Rich on 19 April 65, probably for training (Log book of A. Rich, in: UTD/Rich/B1), as T-28 BuA 138352 was struck off charge by the US Navy only on 29 May 78 (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); “0-38352” flown by Allen Rich also on 18 May 65 and on 6 February 66 (where the identity was given as “0-34352” - probably an error for “0-38352”); on all three dates, the type is only given as “special” (Log book of A. Rich, in: UTD/Rich/B1); a Water Pump aircraft as “38352” – see the photo at [http://www.mtorres.net/EPSON082.JPG](http://www.mtorres.net/EPSON082.JPG);

**Service history as a Raven aircraft:** flown by Raven Ed Gunter out of Udorn in November 69 to get his formal T-28 check-out; transferred to the Raven program in November 1969; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); USAF aircraft officially serialled “53-138352”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 still on 1 February 73 (List of Assigned and maintained aircraft at Udorn of 1 February 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service history with the RLAF:** transferred from the Raven program to the RLAF in February 73 and 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:** if this identity is correct, the aircraft went to the Philippine AF as “53138352” in 1974 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9) and was sold to Business Air Charter, Portland, OR, as N20523 in August 89; regd. on 3 August 89; cancelled prior to May 1998 as exported to Canada (request submitted to the FAA on 17 March 2004 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)); reported with Serge Lacombe, Mascouche, Quebec, 1984-2002, as C-GSLA (see [http://www.warbirdregistry.org/t28registry/t28-138352.html](http://www.warbirdregistry.org/t28registry/t28-138352.html)).

---

N.A. T-28B  “0-38366”  c/n 200-179  1969/70  ex USAF 53-8366, BuA (real serial as borne not documented!!)  138108

**Previous history:** US Navy BuA 138108 to USAF 53-8366 on 21 July 61 (Sid Nanson’s list “South East Asia T-28’s” sent to Steve Darke and forwarded to the author on 20 September 2011); used by Farm Gate/VNAF; T-28B 53-8366 of USAF, 2 AD, Bien Hoa, was at status XT (= storage); gain from CC on 64124; to SMAAR, McClellan, on 64265 for rebuilding; SMAAR, McClellan, to USN (TL) on 64302 (= 28 October 64); corrected as “listed in error”; T-28B 53-8366 of SMAAR, McClellan, to MAP on 65081 (= 22 March 65) for the RLAF; RLAF T-28 53-8366 was reportedly lost in Laos on 1 August 65 (“Aircraft All Loss by Tail number”, pages
Service history as a Raven aircraft: Apparently rebuilt as a T-28D and used by the Ravens since 1969/70.

Fate: RLAF T-28 53-8366 was reportedly again lost in Laos on 13 or 15 October 70 ("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). Probably this was the accident in which Raven Joseph L. Chestnut was killed, when his T-28D was shot down near Luang Prabang (L-54) at 195659N/1022546E on 13 October 70 (see Thomas E. Lee, Laos Incident list, at: http://www.angelfire.com/home/laoslist/crl70.html; Memorial to the USAF Forward Air Controllers who died in Southeast Asia, at http://www.squawk-flash.org/fac_memorial.htm).

N.A. T-28C “0-40579” c/n 226-156 1969/70 ex MACV “140579”
(real serial as borne not documented!!)

Previous history: Water Pump aircraft

Service history as a Raven aircraft: transferred to the Raven program; flown by Raven Ed Gunter out of Luang Prabang (L-54) between November 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author); returned to Water Pump in 1970; flown by Raven Larry Sanborn out of Udorn on 23 and 24 July 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current 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); still current on 1 January 72, but not current on 1 March 72 (Lists of Assigned and maintained aircraft at Udorn of 1 January 72 and 1 March 72, in: UTD/Bisson/B5/microfilm reels 23/4).

Fate: RLAF T-28 “54-140579” was reportedly lost in Laos on 3 February 72 ("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). From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details: “Location 17 17N 102 27 E. 2 on board, both deceased. Bodies recovered by Jolly Green 53.” (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson).

N.A. T-28D “0-13500” c/n 174-38 1969/70 ex 51-3500, N9686C
(real serial as borne not documented!!)

Previous history: 51-3500 was N9686C with Paul E. Davis of Pittsburgh, PA, in 1963 (see http://www.warbirdregistry.org/t28registry/t28-513500.html) and N9686C with B.H. Glover of Madison, WI at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69).

Service history as a Raven aircraft: T-28D 51-3500 was delivered from NAMCO, Columbus, to TL MAP on 11 March 68; flown by Raven Larry Sanborn at Water Pump out of Udorn on 25 July 70 as “500” (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).
Fate: RLAF T-28 51-3500 was reportedly lost in Laos on 28 November 70 (“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).

N.A. T-28D “0-00210” c/n 171-16 1969 ex USAF 50-210

Previous history: T-28D 50-210 of SMAAR, McClellan AFB, to TL for MAP on 67250 (= 7 September 67); for the RLAF;

Service history as a Raven aircraft: apparently transferred to the Raven program in 1969; see the photos of Raven T-28 0-00210 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-210 was reportedly lost in Laos on 28 or 30 June 69 (“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).


Previous history: T-28D 50-232 of SMAAR, McClellan AFB, to TL for MAP on 67201 (= 20 July 67); for the RLAF;

Service history as a Raven aircraft: apparently transferred to the Raven program in 1969; see the photos of Raven T-28 0-00232 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/.

Fate: RLAF T-28 50-232 was reportedly lost in Laos on 30 July 70 (“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).

N.A. T-28D-5 “0-00276” c/n 171-82 1969/70 ex USAF 50-276

Previous history: T-28D 50-276 of SMAAR, McClellan AFB, to TL MAP on 67038 (= 7 February 67); with MAP/Laos, flying as “0-00276”; RLAF T-28 “0-00276” was reportedly lost in Laos on 13 July 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); apparently rebuilt;

Service history as a Raven aircraft: transferred to the Raven program in 1969/70; a photo of “0-00276” after it had crashed at Na Khang (LS-36) can be found in: http://www.tlc-brotherhood.org/lima36down.jpg; more photos of Raven T-28 0-00276 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/. officially serialled as “50-276”: USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: transferred to the RLAF in February 73 and still 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.
N.A. T-28D-5 “0-00251” c/n 171-57 1969 ex USAF 50-251
(real serial as borne not documented!!) RThAF JF13-62/09

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);

Service history as a Raven aircraft: Raven aircraft in 1969; flown by Raven Ed Gunter out of Luang Prabang (L-54) in November 69 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author).

Fate: not current 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 (MAP/MEDTC Aircraft inventories as of 31 December 72, USAFHRRA, Maxwell AFB, info kindly supplied by Sid Nanson on 16 November 2014).

N.A. T-28D “0-00295” c/n 171-101 27 Dec. 69 ex 50-295, N6182C
(real serial as borne not documented!!)

Previous history: owned by the Arkansas Civil Defense Agency, Conway, AR, as T-28A N6182C at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49; in 2004 given as cancelled prior to February 1982 (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); converted to T-28D.

Service history: T-28D 50000295 of SMAAR, McClellan AFB, to TL MAP on 69361 (= 27 December 69); flown by Raven Ed Gunter out of Udorn in December 69 to get his T-28 check-out; transferred to the Raven program in December 69; flown by Raven Ed Gunter out of Luang Prabang (L-54) in December 69 and January 70 (e-mail dated 12 January 2004 sent by Ed Gunter to Larry Sanborn, who kindly forwarded it to the author).

Fate: RLAF T-28 50-295 was reportedly lost in Laos on 4 March 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).

N.A. T-28D-5 “0-91496” c/n 159-8 1969/70 ex USAF 49-1496

Previous history: 49-1496 T-28D SMAAR, McClellan AFB, to TL MAP on 66219 (7 August 66);

Service history as a Raven aircraft: apparently transferred to the Raven program in 1969/70; a photo of T-28 “0-91496” without markings can be seen at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/ ;USAF aircraft officially serialled “49-1496”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: evidently definitively transferred to the RLAF in 1973 (?); transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3407” in 1975 (?);
possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, *Tragic mountains*, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, *Trojans from Laos*, p. 182-84); owned by Sanders Aircraft Services, Chino, CA, March 1988-1989; sold to Brian P. Kenney, Myrtle Point, OR, in May 1989; regd. to him as N1496K in May 90; reregd. as N2496 in July 1990; reregd. to Trojan Air Holdings, Anchorage, AK / Reno,NV, on 3 August 1998; current in 2007 (Wilkinson, *Trojans from Laos*, p. 184;http://www.warbirdregistry.org/t28registry/t28-491496.html); sold to Lexington Trading Ic, Las Vegas, NV, on 7 December 2009; current in September 2011 (request submitted to the FAA at http://registry.faa.gov/aircraftinquiry/ on 30 September 2011).

N.A. T-28D  “0-91510” c/n 159-22 1969/70 ex 49-1510, N3670G

*Previous history:* owned by Joseph F. Fitzgerald, Glenhan, NY as T-28A N3670G in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491510.html); owned by Michael J. Madden, Waterford, NY, as N3670G at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); Certificate of Registration revoked (request submitted to the FAA on 17 March 2004 at http://162.58.35.241/acdatabase/); converted to T-28D.

*Service history:* T-28D 49-1510 of SMAAR, McClellan AFB, to TL/MAP on 68226 (= 13 August 68); to the RLAF/MAP;

*Service history as a Raven aircraft:* to the Ravens in 1969/70; a photo of Raven aircraft “0-91510” can be found in: Moody, *The great adventures*, Prelude, p. 5.

*Fate:* RLAF T-28 49-1510 was reportedly lost in Laos on 2 or 5 August 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).

N.A. T-28  “0-91523” c/n 159-35 1969/70 ex USAF 49-1523

*Previous history:* T-28D 49-1523 of SMAAR, McClellan AFB, to TL MAP on 66202 (21 July 66); to the RLAF/MAP;

*Service history as a Raven aircraft:* became a Raven aircraft, not bearing the Erawan, nor a badge on the fin, about 1969/70; a photo could formerly be seen in: http://www.ravens.org/jimcain6.jpg; more photos of Raven T-28 0-91523 can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; appeared in the movie “Birds of a feather” at 0.49.47 minutes, without the Erawan; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author).

*Fate:* unknown; not current on 1 April 72 (List of Assigned and maintained aircraft at Udorn on 1 April 72, in: UTD/CIA/B49F2).

N.A. T-28D-5  “0-91531” c/n 159-43 1969/70 ex USAF 49-1531

*Previous history:* T-28D 49-1531 of SMAAR, McClellan AFB, to TL MAP on 66195 (14 July 66); used by the RLAF, Wattay, in 1967; a photo is in: http://i47.photobucket.com/albums/f178/HappyAsian/LaoT-28.jpg;

*Service history as a Raven aircraft:* transferred to the Raven program, not bearing
the Erawan, but a badge on the fin, about 1969/70; a photo can be seen in: http://www.ravens.org/people/gene72-2.jpg ; more photos of Raven T-28 0-91531, including one showing a belly landing, can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/ ; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: transferred to the RLAF in February 73 and 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.

N.A. T-28D  “0-91583”  c/n 159-95  1969/70  ex USAF 49-1583

Previous history: T-28D 49-1583 of SMAAR, McClellan AFB, to 606 ACS, NKP, on 66223; to 8TFW, Ubon, on 67181; to 56ACW, NKP, on 67303; NKP to 56ACW, NKP, on 68170; to 56 Special Operations Wing, Nakhon Phanom, on 68215 (XW SERVICE); to MAP TL on 5 October 68 (=68279), that is to RLAF/MAP;

Service history as a Raven aircraft: about 1969/70 it became a Raven aircraft (a photo could formerly be found at http://www.ravens.org/gene72-2.jpg ); current 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).

Fate: lost on 12 October 71, when flying with the RLAF’s 3APRGP (e-mail dated 19 October 2010, kindly sent to the author by Sid Nanson); current on 1 January 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/Bisson/B5, reel 24); the T-28 preserved at the Australian Aviation Museum, Bankstown Airport NSW, Australia, in 2007 (see the photo in http://www.warbirdregistry.org/t28registry/t28-491583.html ) is ex 49-1543, not ex 49-1583.

N.A. T-28D-5  “0-91591”  c/n 159-103  1969/70  ex 49-1591

(real serial as borne not documented!!)

Previous history: T-28D-5 49001591 of SMAAR, McClellan AFB, to 606th Air Commando Squadron, Nakhon Phanom, on 66220; 56th Special Operations Wing, Nakhon Phanom; 56th Special Operations Wing, Nakhon Phanom, to TL MAP on 69003 (= 3 January 69); probably to the RLAF/MAP.

Service history as a Raven aircraft: transferred to the Steve Canyon program as a Raven aircraft in 1969/70, not carrying the Erawan, but a badge on the fin; a photo could formerly be seen in: http://www.ravens.org/gene72-2.jpg ; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Aderholt fax dated 7 August 2000).

Fate: RLAF T-28 49-1591 was reportedly lost in Laos on 29 or 31 March 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).
N.A. T-28D “0-91599” c/n 159-111 1969/70 ex USAF 49-1599 of the 56th Special Operations Wing, Nakhon Phanom

**Previous history:** 49-1599 T-28D SMAAR, McClellan AFB, to 606 ACS, NKP, on 66220; became 56th Special Operations Wing, Nakhon Phanom; to TL MAP on 21 September 68 (68265); with MAP/Laos, probably as “0-91599”; known to have been delivered in the seventies (Carroll, *World Air Forces Directory 1998-99*, p. 275);

**Service history as a Raven aircraft:** transferred to the Steve Canyon program as a Raven aircraft in 1969/70, flown out of Long Tieng (LS-20A); a photo of “0-91599” in Raven service can be found at [http://www.wep11345.com/long-tieng.html](http://www.wep11345.com/long-tieng.html).

**Fate:** RLAFT-28D 49-1599 was **lost in Laos on 25 May 70** (“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). John H. Fuller wrote: “The T-28, “0-91599”, listed in the T-28 section, was the aircraft I flew on May 25, 1970 and was shot down in as I was returning to 20A from the PDJ. […] T-28 “0-91599” was actually a T-28D configuration by the time it was flying out of 20A in May of 1970. It had a Yankees Seat extraction system installed, as did most of the Raven T-28s flying from Alternate at the time. My call sign was Raven 28. I landed at 20A midmorning on May 25, 1970, after a solo shuttle and visual rece mission from Vientiane. The aircraft was refueled and the intention was to pick up a backseater, Robin 06. I do not recall his actual name. We could not locate a Yankee Seat lap belt for the back seat. Since this was a necessary part of the seat harness, which snapped into the extraction system, I elected not to take the backseater along. This second sortie of the day was fairly uneventful; it included a check in with Black Lion, north of the PDJ, some visual rece, and strafing on a trail west of the PDJ. Upon exiting the PDJ headed south to Alternate, I heard several muffled explosions, sounding like large backfires. I notified Cricket of my location and intentions to continue south. Shortly thereafter, I lost aileron control, and started getting smoke in the cockpit. Later, I found out Mark Diebolt had me in sight and the 50 caliber ammunition in the left wing was cooking off. I notified Cricket I was bailing out and initiated the ejection sequence, by pulling the fiber ring between my legs. […] After exiting, I had trouble finding the manual D-ring in the lap belt and seat webbing, but eventually found it, pulled the D-ring and the chute popped open. Floating under canopy, I very briefly came up beeper on the survival radio and saw the aircraft crash. Years later, Diebolt informed me that the wing had separated before hitting the ground. I landed awkwardly, causing a compression fracture in my back. However, I was able to collect my chute and move uphill and hide behind a few trees. Diebolt had contacted an Air America UH-1, which landed within 5-10 minutes and picked me up for a short completion of my trip to 20A. After a quick medical check on the ramp, Air America again provided me a ride, this time on a photo reconnaissance Volpar Beech. I was put on stretcher next to the cameras on the center line of the cabin area, and then flown to Udorn for x-rays and treatment for burns to my left arm. I returned to the States via the Philippines and did not to return to flying status in the Air Force until about six months later” (John H. Fuller, Raven 28, e-mail dated 31 March 2014, kindly sent to Paul Oelkrug who forwarded it to the author).

N.A. T-28D “0-91600” c/n 159-112 1969/70 ex 49-1600, N2890G

**Previous history:** owned by Robert Marts, Somers Point, NJ, as T-28A N2890G in
1963-1969 (see http://www.warbirdregistry.org/t28registry/t28-491600.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); current on the FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69; converted to T-28D.

**Service history**: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; Hmong T-28; piloted by Ly Lue, photo in Hamilton-Merritt, Tragic mountains, p. 165, photo section;

**Service history as a Raven aircraft**: transferred to the Ravens in 1969/70; flown by the Ravens; no markings, photo in Robbins, Ravens, pp. 120-21, photo section, taken by Howard Mesaris probably in 1970; another photo was at http://www.ravens.org/.

**Fate**: RLAF T-28 49-1600 was lost on 8 February 71, when the pilot, Raven Jim Hix, had to bail out south of the Plain of Jars; the pilot, Raven Jim Hix, was rescued by Ben Densley in Air America Bell 204B N1196W (For the story of this rescue, told by Ben Densley and Jim Hix, see: Air America Log, vol. XXVII, no. 4, December 2010, p. 6). (Reportedly, this T-28 was lost in Laos on 11 February 71 or 8 March 71, which were probably the dates of reporting this loss: See “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; Robbins, Ravens, p. 260/1, says, it was near Ban Na on 9 February 71).

N.A. T-28D “0-91613” c/n 159-125 1969/70 ex 49-1613, N7641C

**Previous history**: owned by Kenneth Burmeister, Seattle, WA, as T-28A N7641C in 1963; owned by Joseph M. Natoli, Lorton, VA, 1966 (see http://www.warbirdregistry.org/t28registry/t28-491613.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Paul Webster, Greencastle, PA in 1966 (FAA’s US Civil Aircraft Register of 1 July 66); crashed, at Hagerstown, MD, on 7 April 1966; owned by Michael Hyrasyn, Hillside, NJ, in 1968/9 (see the FAA’s US Civil Aircraft Registers of 1 January 68 and 1 July 69); Sale reported, U.S. Civil registry, 1978-1992; in 2008 still listed as “sale reported” from Oklahoma City, OK (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/); converted to T-28D.

**Service history**: transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 17 September 68; probably Hmong T-28;

**Service history as a Raven aircraft**: used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 21 June 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

**Fate**: RLAF T-28 49-1613 was reportedly lost in Laos on 31 January 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).

N.A. T-28D “0-91699” c/n 159-211 1969/70 ex 49-1699, N5253V

**Previous history**: owned by Tom L. Johnson of El Monte, CA as T-28A N5253V in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491699.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); still owned by Tom L. Johnson in 1966; not current in 1968 and 1969 (FAA’s US Civil Aircraft Registers...
of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** T-28D 49-1699 of SMAAR, McClellan AFB, to TL MAP on 68156 (= 4 June 68); with MAP/Laos, probably flying as “0-91699”; officially serialled as “49-1699”;

**Service history as a Raven aircraft:** used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 10 October 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author).

**Fate:** RLAF T-28 49-1699 was reportedly lost in Laos on 13 or 19 November 70 (“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); possibly a wreck; to the Philippine Air Force as “91699” in 1974 (?) (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

---

N.A. T-28D  “0-91716”  c/n 159-228  1969/70  ex 49-1716, N5247V

**Previous history:** owned by Leslie H. Fleming, Ponce, PR, as T-28A N5247V in 1963 (see http://www.warbirdregistry.org/t28registry/t28-491716.html; see also American Civil Air Registers Quarterly, no.34, June 1987, p.49); owned by Hifley Photos of Wichita, KS as N5247V at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1 January 68, and 1 July 69); converted to T-28D.

**Service history:** transferred from SMAAR, McClellan AFB, Sacramento, CA, to MAP/Laos, Udorn, on 24 September 68;

**Service history as a Raven aircraft:** transferred to the Ravens in 1969/70; flown by the Ravens; no markings, no badge, photo in Robbins, Ravens, pp. 120-21, photo section, taken by H. Mesaris probably in 1970, and in http://www.wep11345.com/long-tieng.html.

**Fate:** 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); possibly transferred to the Khmer Air Force in 1971/2, as they had a T-28D “716” that was repaired at Phnom Penh in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1). This probably was the T-28 that crashed at 0700hrs on 15 April 71, while on a bombing run southeast of LS-15. The pilot, Lt.Col. Ly Ying, commanding officer of the T-28s, parachuted out, landed in a tree, and was captured (Tom Matthews, Diary, p. 9, formerly in: UTD/Leary/Ser.I, B8F13).

---

N.A. T-28D  “0-13463”  c/n 174-1  1969/70  ex USAF 51-3463

(real serial as borne not documented!!)

**Service:** probably RLAF or Water Pump aircraft since May 64;

**Service history as a Raven aircraft:** used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 13 November 70 and 31 January 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “51-3463”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

Service with the RLAF: transferred 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.

N.A. T-28D-5 “0-13476” c/n 174-14 1969/70 ex USAF 51-3476

Service history: transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 18 October 65; flown by Allen Rich on 13 January 66; type given as “special” (Log book of A. Rich, in: UTD/Rich/B1);

Service history as a Raven aircraft: used as a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) on 15 December 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft officially serialled “51-3476”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 November 72, but not on 1 December 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Nov.72 and 1 Dec.72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 51-3476 was reportedly lost in Laos on 25 November 72 (“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).

N.A. RT-28D “0-13531” c/n 174-69 29 April 65 ex USAF 51-3531

Service history: RT-28D 51-3531 of SMAAR, McClellan AFB, to MAP on 29 April 65; with MAP/Laos as a RT-28D, flying as “0-13531”; noted as “531” at Sakannakhet on 8 September 65 and 16 October 65 by Jon Pote (e-mail dated 8 August 2008) kindly sent to the author by Jon Pote); in 1966, 0-13531 was flown by Major Tom Richards of the 56th Air Commando Wing at Udorn; see the photo at http://www.milavnarc.com/artwork/vietnam_war_era/North%20American%20T-28D%20Trojan%20flown%20by%20Maj%20Tom%20Richards,%2056th%20ACW,%20RTAB,%20Thailand,%201966.jpg ; a photo taken at Vientiane in 1967 can be seen at http://i47.photobucket.com/albums/f178/HappyAsian/T-28.jpg, showing the aircraft with a detachable Erawan on the side; USAF aircraft, officially serialled as “51-3531”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author);

Service history as a Raven aircraft: transferred to the Raven program in 1970 (?); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Fate: RLAF T-28 51-3531 was reportedly lost in Laos on 29 January 72 (“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); A1C SMSgt. Jack Gruber, who was the crew chief of this aircraft for most of 1971, says that in either late 71 or early 72 this aircraft was transferred “up-country” to RLAF at Long Tieng (LS-20A) and that he heard it was subsequently shot down on a RECCE mission over the Plains (e-mail dated 23 February 2005, kindly sent to Dr. Carlson who forwarded it to the author).

From rescue reports from the 3rd ARR Group, Sid Nanson adds the following details:

“This T-28 (callsign RAVEN 52) was lost 29/1/72 due to engine problems. The crash site was located by ‘SANDY 1’ (A-1E) at 18 35 N 103 46 E. The pilot was recovered by Air America H-34, H-89 and taken to LS-35. Then transferred to Jolly Green 62 and taken to Udorn RTAFB.” (E-mail dated 30 October 2014, kindly sent to the author by Sid Nanson).

N.A. T-28D-5 “0-13680” c/n 174-218 1969/70 ex USAF 51-3680 (real serial as borne not documented!!)

Previous history: T-28D 51-3680 of SMAAR, McClellan AFB, to TL for MAP on 67031 (= 31 January 67); for use by the RLAF; USAF aircraft, officially listed as “51-3680”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author);

Service history as a Raven aircraft: apparently transferred to the Raven program in 1969/60; see the photos of Raven T-28 0-13680 at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 December 72, but not on 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 Dec.72 and 1 Jan.73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 51-3680 was reportedly lost in Laos on 28 December 72 (“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).

N.A. T-28D “0-13787” c/n 174-325 1970 ex USAF 51-3787

Service history: T-28D 51003787 (c/n 174-325), SMAAR, McClellan AFB, to TL MAP on 70028; with the RLAF;

Service history as a Raven aircraft: transferred to the Raven program in 1970; a photo of “0-13787” in Raven service can be found at http://www.wep11345.com/long-tieng.html.

Fate: RLAF/Raven T-28 51-3787 was reportedly lost in Laos on 31 January 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).

N.A. T-28D-5 “0-17793” c/n 174-646 24 Jan. 70 ex 51-7793, N9635C (real serial as borne not documented!!)

Previous history as a civil aircraft: owned by Robert Marts, Somers Point, NJ as T-28A N9635C at least 1966-1969 (FAA’s US Civil Aircraft Registers of 1 July 66, 1
January 68, and 1 July 69; see also [http://www.warbirdregistry.org/t28registry/t28-517793.html](http://www.warbirdregistry.org/t28registry/t28-517793.html); converted to T-28D.

**Service history as a Raven aircraft:** T-28D 51007793 of SMAAR, McClellan AFB, to TL MAP on 70024; USAF aircraft, officially listed as “51-7793”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); Raven aircraft; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 29 August 70 and 10 October 70, and again between 9 January 71 and 12 January 71 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2);

**Service with the RLAF:** transferred to the RLAF in February 73 and still current on 1 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, reel 24).

**Fate:** unknown.

Raven T-28C “0-40044”, taken at Udorn by Dan Gamelin in the early seventies (with kind permission from Dan Gamelin)


**Service history:** BuA 140044 was struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Royal Thai Air Force; then to the RLAF; probably flown by Joe Hazen on 22, 23, and 24 May 64 whose log book notes just “044” (e-mail dated 13 September 2003 sent by Joe Hazen to the author); “044” was also flown by Ed Eckholdt out of Udorn on training flights on 22 and 23 May 1964, when he was checked out by USAF Captains Joe Potter and W. McShane (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); then flown by Allen Rich on 5 May 65 and 6 May 65; serial given as “044”, type given as “special” (Log book of A. Rich, in: UTD/Rich/B1);

**Service history as a Raven aircraft:** USAF aircraft officially serialled “53-140044”, maintained by Air America, Udorn, but flown under the command of AIRA, that is
the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); used as a Raven aircraft since 1969/70 (?) (photo by Dan Gamelin, taken in the early seventies).

**Service with the RLAF:** transferred 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:** sold to the Philippine AF as “54140044” in 1974 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9) and sold to Business Air Charter, Portland, OR, as N2052D in 1989; regd. on 3 August 89; sale reported to William Lohse, Carter, MT, in March 2004; status “sale reported” and Certificate of Registration “in question” (request submitted to the FAA on 26 October 2008 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)).

---

Raven T-28C “0-40456” taken by Tom Lum, probably at Udorn in the early seventies (photo no.VA024828, No Date, Allen Cates Collection, The Vietnam Archive, Texas Tech University, with kind permission from Steve Maxner)

N.A. T-28C “0-40456” c/n 226-33 1969/70 ex US Navy BuA 140456/MACV

**Previous history:** flown by Joe Hazen on 26 May 64 and on 6 March 66 (e-mail by John Wiren, sent to the author on 11 October 01; e-mail dated 13 September 2003 sent by Joe Hazen to the author); Water Pump aircraft, used in 1965 at Udorn for training (a photo could formerly be seen at [http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg](http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg));

**Service history as a Raven aircraft:** a Raven aircraft since 1969/70; flown by Raven Larry Sanborn out of Luang Prabang (L-54) between 19 June 70 and 25 October 70 (e-mail dated 1 Sept. 2003, sent by Larry Sanborn to Erik Carlson who kindly forwarded it to the author); USAF aircraft, officially listed as “54-140456”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); a photo, probably taken at Udorn in 1972/3 (no. VA024828 of the A. Cates collection at TTU) shows this T-28 as a Raven aircraft.

**Service with the RLAF:** transferred 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:** sold to the Philippine AF as “140456” in 1974 (?) (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9); sold to Business Air Charter, Portland, OR, as N2065J in 1989; regd. on 3 August 89; sale reported to Keith E. Shell, Hickory, NC, in March 2004; status “registration pending”, Hickory, NC in 2008 (request submitted to the FAA on 26 October 2008 at [http://162.58.35.241/acdatabase/](http://162.58.35.241/acdatabase/)).

---

Raven T-28C 0-40533 at Long Tieng in the early seventies
(UTD/Rich/B2F6)


**Previous history:** struck off charge at O&R BUWEP5 FR Alameda on 1 May 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); to SVAF, then to Laos as a USAF ex MACV aircraft; in “Operation Nong Keun” (when?), T-28 “0-40533” bore the Erawan, but no red line; a photo could formerly be seen at [http://www.ravens.org/Kham/KhamOperNongKeunMR5.jpg](http://www.ravens.org/Kham/KhamOperNongKeunMR5.jpg).

**Service history as a Raven aircraft:** probably used as a Raven aircraft since about 1969/70; a photo contained in UTD/Rich/B2F6 and in Davis, *Across the Mekong*, p. 73, probably taken at Long Tieng in the early seventies, shows this aircraft without any markings; USAF aircraft officially serialled “54-140533”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); photo in [http://www.namphong.com/album5/album5.htm](http://www.namphong.com/album5/album5.htm), taken at Nam Phong, Thailand; more photos of Raven T-28 0-40533 can be found at [https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/](https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/).

**Service with the RLAF:** transferred 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: sold in 1974 (?) to the Philippine Air Force as “140533”; preserved at Villamor Air Base, Manila (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-10 “0-38270” c/n 200-341 30 June 71 ex US Navy BuA138270

Service history as a Raven aircraft: T-28D 00138270 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 30 June 71 (71181) (NOT MAP, so Raven); Raven aircraft flown as “0-38270”; seen in the documentary “The Ravens” at 10.53 minutes; USAF aircraft, officially serialled as “55-138270”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); still current on 1 October 72, but not on 1 November 72 (Lists of Assigned and maintained aircraft at Udorn of 1 October to 1 November 72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “55-138270” was reportedly lost in Laos on 18 or 19 October 72 (“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).

N.A. T-28D-10 “0-37713” c/n 200-76 10 Oct. 71 ex US Navy BuA137713

(real serial as borne not documented!!)

Service history as a Raven aircraft: T-28D 00137713 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 10 October 71 (71283) (NOT MAP, so Raven); Raven aircraft flown as “0-37713”; flown by Raven Gene Hamner out of Luang Prabang in 1972 (a photo of Gene Hamner entering this aircraft could formerly be seen at: http://www.ravens.org/genehamner/Yankee%20Air%20Pirate%20mod.jpg); USAF aircraft, officially serialled as “54-137713”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); still current on 1 February 73, but not on 1 March 73 (Lists of Assigned and maintained aircraft at Udorn of 1 February to 1 March 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137713” was reportedly lost in Laos on 4 February 73 (“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).

N.A. T-28B “0-37799” c/n 200-162 10 Oct. 71 ex USN BuA137799, with NASJA (Cecil Field Naval Air Station, Jacksonville, FL)
Service history as a Raven aircraft: T-28B 00137799 USN to SMAAR, McClellan AFB, on 70271; to NASJA (Cecil Field Naval Air Station, Jacksonville, FL); NASJA to status “TL” on 71283, that is on 10 October 71; Raven aircraft, no markings; but Ravens badge on the fin; a photo could formerly be seen at http://www.ravens.org/t28craig.jpg; USAF aircraft officially serialled “54-137799”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAF: Transferred 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: transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3412” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney, where it arrived in January 1991; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, Trojans from Laos, pp. 182-84); sold to Ron J. Kitchen, Carson City, NV, as N28YF in March 92; regd. on 3 March 92; repainted as “0-37799” in RLAF colors and bearing the Long Tieng badge, advertised as a Hmong aircraft, allegedly flown by Hmong ace Lee Lu; photos in: http://pages.prodigy.net/jollyrogercain/_uimages/pages; rereg’d. to Lynn S. Oswald, Park City, UT, on 27 July 1999; current in March 2008 (request submitted to the FAA on 26 October 2008 at http://162.58.35.241/acdatabase/; see also: Air-Britain Digest, Winter 2002, p. 184).

N.A. T-28B 00-37762 c/n 200-125 13 Nov. 72 ex USN BuA137762

Service history as a Raven aircraft: BuA 137762, 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); listed as T-28B “51-37762” training aircraft from 1 December 72 to 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 December 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); turned over to the RLAF in February 73.

Fate: unknown; RLAF T-28 “51-37762” was reportedly lost in Laos on 16 July 73 (“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); a photo of the wreck taken in 1973 can be seen in http://members.bellatlantic.net/~ltcol/laos.html.

N.A. T-28B 00-38351 c/n 200-422 1969/70 ex US Navy BuA 138351

(real serial as borne not documented!!)

Previous history: struck off charge at BWR FR Columbus on 29 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably to the Vietnamese Air Force; then to the RLAF; noted as “351” by Jon Pote at Savannakhet on 8 September 65 (e-mail dated 8 August 2008, kindly sent to the author by Jon Pote); RLAF T-28 “53-8351” was reportedly lost in Laos on 21 August 68 (“Aircraft All Loss by Tail number”, pages 135-287, no date,
Service history as a Raven aircraft: transferred to the Raven program in 1969/70; photos of Raven T-28 0-38351 can be found at https://www.flickr.com/photos/29643524@N07/sets/72157623249891093/; USAF aircraft, officially listed as “53-138351”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 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 June 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: declared excess to RLAF requirements after 1 July 74 (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345); sold to the Philippine AF as “138351” in 1974 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9); a carcass in 1985 (List “MAP Aircraft – T28A/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 N20580; regd. 3 August 89; current with them until 1992; owned by Pierre Brossard, Beloeil, Quebec, 1995-2001, as C-FPAB; won “Best T-28” at Oshkosh in 1999; owned by Peter Ramm, Toronto, Ontario, 2001-2002 and flown in USN Scheme as PB/576/138351 (see http://www.wARBirdregistry.org/t28registry/t28-138351.html).
B) T-28s that are supposed to have been Raven aircraft (to TL, not to TL MAP)

N.A. T-28D-5 “0-91621” c/n 159-133 15 Sept. 68 ex USAF 49-1621
(real serial as borne not documented!!)

Previous history: T-28D-5 49-1621 of SMAAR, McClellan AFB, to 606 ACS, NKP, on 66217; “Reconciliation” to 56ACW, NKP, on 67151 (31 May 67); NKP to 56 ACW, NKP, on 68005; to 56 SOP WG, NKP, on 68215;

Service history: T-28D-5 49-1621 of 56 SOP WG, NKP, to TL on 15 September 68 (68259), that is a Raven aircraft, probably flying as “0-91621”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); RLAF T-28 49-1621 was reportedly lost in Laos on 14 or 20 February 69 (“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); apparently rebuilt; current 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), on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2), and still on 1 September 72, but no longer on 1 October 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Sept. and 1 oct.72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 49-1621 was reportedly lost in Laos on 14 September 72 (“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).

N.A. T-28D-10 “0-37666” c/n 200-29 18 Oct. 71 ex US Navy BuA137666
(real serial as borne not documented!!)

Service history: T-28D 00137666 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 18 October 71 (71291) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flying as “0-37666”; officially serialled as “54-137666”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; still current on 1 January 73, but not on 1 February 73 (Lists of Assigned and maintained aircraft at Udorn of 1 January to 1 February 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137666” was reportedly lost in Laos on 12 January 73 (“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).

N.A. T-28D-10 “0-37673” c/n 200-36 10 Oct. 71 ex US Navy BuA137673
(real serial as borne not documented!!)

Service 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, probably flying as “0-37673”; officially serialled as “54-137673”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000,
sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; 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; a T-28D “53-7673” is listed to an unknown owner of Green Bay, WI as N80401 with registration pending in September 2011 (request submitted to the FAA on 11 September 2011 at http://registry.faa.gov/aircraftinquiry/).

N.A. T-28D-10 “0-37674” c/n 200-37 10 Oct. 71 ex US Navy BuA137674 (real serial as borne not documented!!)

Service history: T-28D 00137674 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, probably flying as “0-37674”; USAF aircraft, officially serialised as “54-137674”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; still current on 1 March 73, but not on 1 April 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March and 1 April 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137674” was reportedly lost in Laos on 9 March 73 (“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).

N.A. T-28D-10 “0-37675” c/n 200-38 18 Oct. 71 ex US Navy BuA137675 (real serial as borne not documented!!)

Service history: T-28D 00137675 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 18 October 71 (71291) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flying as “0-37675”; USAF aircraft, officially serialised as “54-137675”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; still current on 1 September 72, not on 1 October 72 (List of Assigned and maintained aircraft at Udorn of 1 Sept. and 1 Oct. 72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “54-137675” was reportedly lost in Laos on 26 or 31 August 72 (“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).

N.A. T-28D-10 “0-37677” c/n 200-40 18 Oct. 71 ex US Navy BuA137677 (real serial as borne not documented!!)

Service history: T-28D 00137677 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 18 October 71 (71291) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flying as “0-37677”; USAF aircraft, officially serialised as “54-137677”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and
maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); not current on 1 June 72 (List of Assigned and maintained aircraft at Udorn of 1 June 72, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “54-137677” was reportedly **lost in Laos on 3 or 6 April 72** (“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).

**N.A. T-28D-10** “0-37684” c/n 200-47 11 Dec. 71 ex US Navy BuA137684

(*real serial as borne not documented!!*)

**Service history:** T-28B 00137684 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to T-28D; to NASPF, Pensacola; to TL on 11 December 71 (71345) (NOT MAP, so Raven); **believed to be a Raven** aircraft, probably flying as “0-37684”; USAF aircraft, officially serialled as “54-137684”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2)

**Service with the RLAF:** transferred to the RLAF in February 73, still current on 1 May 73, but not on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 May and 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “54-137684” was reportedly **lost in Laos on 25 May 73** (“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); reportedly to the Royal Thai Air Force.

**N.A. T-28D-10** “0-37693” c/n 200-56 11 Dec. 71 ex US Navy BuA137693

(*real serial as borne not documented!!*)

**Service history:** T-28B 00137693 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to T-28D; to NASPF, Pensacola; to TL on 11 December 71 (71345) (NOT MAP, so Raven); **probably a Raven** aircraft flown as “0-37693”; USAF aircraft, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current between 1 March 72 and 1 September 72, but not on 1 October 72 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 October 72, in: UTD/Bisson/B5, reel 24).

**Fate:** RLAF T-28 “54-37693” was reportedly **lost in Laos on 24 or 28 September 72** (“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); reportedly to the Royal Thai Air Force.

**N.A. T-28D-NA** “0-37697” c/n 200-60 10 Oct. 71 ex USAAF BuA137697

(*real serial as borne not documented*)

**Service history:** T-28D 00137697 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL (NOT MAP) on 71283 = 10 October 71), **probably a Raven** aircraft flown as “0-37697”; USAF aircraft officially serialled “54-137697”, maintained by Air America, Udorn, but flown under the command of AIRA, that is
the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; 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:** transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “3406” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, Tragic mountains, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; the aircraft was dismantled, trucked to Savannakhet and finally to Bangkok, and then shipped to Sydney (Wilkinson, Trojans from Laos, pp. 182-84); sold to the Royal Australian Navy Museum at Nowra in ?; preserved there; noted in June 89 (Air-Britain News, October 97, p. 1229); sold to H. Baker, Milwaukee, who was restoring it without registration in 2002 (Wilkinson, Trojans from Laos, p. 184); see also http://www.warbirdregistry.org/t28registry/t28-137697.html.

N.A. T-28D-10 “0-37701” c/n 200-64 11 Dec. 71 ex US Navy BuA137701
(real serial as borne not documented!!)

**Service history:** T-28D 00137701 of NASPF, Pensacola, to TL on 11 December 71 (71345); **probably a Raven** aircraft flown as “0-37701”; USAF aircraft, officially serialled as “54-137701”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; 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:** reportedly to the Royal Thai Air Force; sold to the Philippine AF as “137701” in 1974 (?); damaged beyond repair at Sangley Point Air Base on 1 December 89 (Anido/Austria-Tomkins, Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-10 “0-37709” c/n 200-72 18 Oct. 71 ex US Navy BuA137709
(real serial as borne not documented!!)

**Service history:** T-28D 00137709 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 18 October 71 (71291) (NOT MAP, so Raven); **probably a Raven** aircraft flown as “0-37709”; USAF aircraft, officially serialled as “54-137709”, USAF aircraft, officially serialled as “54-137709”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2). Transferred to the RLAF in February 73, still current on 1 April 73, but not on 1 May 73 (Lists of Assigned and maintained aircraft at Udorn of 1 April to 1 May 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “54-137709” was reportedly lost in Laos on 12 April 73 (“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).

N.A. T-28D-10 “0-37729” c/n 200-92 21 June 71 ex US Navy BuA137729
(real serial as borne not documented!!)
Service history: T-28B 00137729 USN to Fairchild, St.Augustine, to NASJA (Cecil Field Naval Air Station, Jacksonville, FL) on 70320, that is on 16 November 70; NASJA, Jacksonville, to TL 71172, that is on 21 June 71 (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37729”; USAF aircraft, officially serialled as “54-137729”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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).

Fate: RLAFT-28 “54-137729” was reportedly lost in Laos on 18 or 23 December 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). Probably one of two T-28s shot down on 18 and 19 December 71 during the battle for Long Tieng (Hamilton-Merritt, Tragic mountains, p.274).

N.A. T-28D-10 “0-37769” c/n 200-132 30 June 71 ex US Navy BuA137769 (real serial as borne not documented!!)

Service history: T-28D 00137769 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 30 June 71 (71181) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37769”; USAF aircraft, officially serialled as “54-137769”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current on 1 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2; transferred to the RLAFT in February 73; still current on 1 April 73, but not on 1 May 73 (List of Assigned and maintained aircraft at Udorn of 1 June 73, in: UTD/Bisson/B5, microfilm reel 24). 

Fate: RLAFT-28 “54-137769” was reportedly lost in Laos on 6 February 73 (“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).

N.A. T-28D-10 “0-37785” c/n 200-148 20 July 71 ex US Navy BuA137785 (real serial as borne not documented!!)

Service history: T-28D 00137785 of NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 20 July 71 (71201) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37785”; USAF aircraft, officially serialled as “54-137785”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2).

Service with the RLAFT: transferred to the RLAFT 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: sold to the Philippine AF as “37785” in 1974 (?) (Anido/Austria-Tomkins,
Pictorial history of the Philippine Air Force, pp. 68/9).

N.A. T-28D-10 “0-37646” c/n 200-9 20 July 71 ex US Navy BuA137646
(real serial as borne not documented!!)

Service history: T-28D 00137646, NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 20 July 71 (71201) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-37646”; USAF aircraft, officially serialled as “54-137646”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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);

Fate: reportedly transferred to the Khmer Air Force as “137646” in March 72; however, this is very unlikely, as there is no trace of this aircraft in official KAF/MEDTC papers.

N.A. T-28D-10 “0-38174” c/n 200-245 20 July 71 ex US Navy BuA138174
(real serial as borne not documented!!)

Service history: T-28D 00138174, NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 20 July 71 (71201) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-38174”; USAF aircraft, officially serialled as “54-138174”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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).

Fate: RLAF T-28 “54-138174” was reportedly lost in Laos on 27 or 31 August 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).

N.A. T-28D-10 “0-38201” c/n 200-272 11 Dec. 71 ex US Navy BuA138201
(real serial as borne not documented!!)

Service history: T-28D 00138201 of NASPF, Pensacola, to TL on 11 December 71 (71345) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-38201”; USAF aircraft, officially serialled as “55-138201”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Service with the RLAF: transferred to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: RLAF T-28 “55-138201” was reportedly lost in Laos on 12 September 73
(‘‘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).

N.A. T-28D-10  “0-38268”  c/n 200-339  21 June 71  ex US Navy BuA138268
(real serial as borne not documented!!)

Service history: T-28B 00138268 USN to Fairchild, St. Augustine, on 70320; to NASJA (Cecil Field Naval Air Station, Jacksonville, FL) to TL on 21 June 71 (71172) (NOT MAP, so Raven); probably a Raven aircraft flown as “0-38268”; USAF aircraft, officially serialled as “55-138268”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); 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 April 72 (List of Assigned and maintained aircraft at Udorn of 1 April 72, in: UTD/CIA/B49F2); still current on 1 November 72, but not on 1 December 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Nov. and 1 Dec. 72, in: UTD/Bisson/B5, microfilm reel 24).

Fate: unknown; believed destroyed in November 72 (Lists of Assigned and maintained aircraft at Udorn of 1 Nov. and 1 Dec. 72, in: UTD/Bisson/B5, microfilm reel 24).

N.A. T-28B  “0-38305”  c/n 200-376  21 Dec. 71  ex US Navy BuA138305

Service history: T-28B 00138305 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to NASPF, Pensacola; to TL on 21 December 71 (71355); a photo showing the aircraft at Korat as “0-38305” can be found at http://www.afa.org/magazine/Aug2006/0806roll.asp; believed to be a Raven aircraft later, flown as “0-38305”; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “55-038305”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 January 73, in: UTD/Bisson/B5, microfilm reel 24).

Service with the RLAF: transferred to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

Fate: unknown; reportedly to the Royal Thai Air Force

N.A. T-28D  “0-38320”  c/n 200-391  21 Dec. 71  ex US Navy BuA138320
(real serial as borne not documented!!)

Service history: T-28D 00138320 of NASPF, Pensacola, to TL on 21 December 71 (71355); believed to be a Raven aircraft, probably flown as “0-38320”; known to have been delivered in the seventies (Carroll, World Air Forces Directory 1998-99, p. 275); USAF aircraft officially serialled “55-038320”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72
to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service with the RLAF:** transferred to the RLAF in February 73; still current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24); grounded in December 73 because of a cracked lug on the forward right wing; repaired by Thai-Am at Udorn (Wilkinson, *Trojans from Laos*, p. 182);

**Fate:** transferred to the Lao Air Force (Air Force of the Laos People’s Army) as “34??” in 1975 (?); possibly one of the 29 former RLAF T-28s used by the Air Force of the Laos People’s Army to bomb Hmong refugees in the hills of Laos in 1976/7 (Hamilton-Merritt, *Tragic mountains*, pp. 387-96); stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; stored at Xieng Khouang airfield before 1984, until finally sold to Keith Death of Australia in 1988; owned by Ray Delaney & Geoff Milne, Melbourne, Victoria, 1989-1990; dispatched to its future owner in early 1991 who employed several months to rebuild it (Wilkinson, *Trojans from Laos*, pp. 182-84); owned by John Raynor & Jack McDonald, Essendon, Victoria, 1991-1992 (see http://www.warbirdregistry.org/t28registry/t28-138320.html); when it was restored to airworthiness, it was registered to John Rayner, Moorabbin, as VH-LAO on 12 March 1992; a photo taken at Point Cook on 28 March 92 can be found in *Air-Britain Digest*, Winter 2002, p. 184; first flight on 16 April 1992 as 0-38320; crashed during forced landing, Wangaratta, Victoria, June 13, 1992 (http://www.warbirdregistry.org/t28registry/t28-138320.html); canx. after damage at Wangaratta, Victoria, on 13 June 92; crashed and destroyed after take-off from Launceston airport, Tasmania, on 20 February 95 (Wilkinson, *Trojans from Laos*, p. 184).

N.A. T-28D-10 “0-40019” c/n 219-18 21 Dec. 71 ex US Navy BuA140019

(real serial as borne not documented!!)

**Service history:** T-28D 00140019 of NASPF, Pensacola, to TL on 21 December 71 (71355) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flown as “0-40019”; USAF aircraft, officially serialled as “54-140019”, maintained by Air America, Udorn, but flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 January 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Service with the RLAF:** transferred to the RLAF in February 73; still current on 1 May 73, not current on 1 June 73 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 73, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “54-140019” was reportedly **lost in Laos on 30 March 73** (“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).

N.A. T-28D-10 “0-40023” c/n 219-22 21 Dec. 71 ex US Navy BuA140023

(real serial as borne not documented!!)

**Service history:** T-28B 00140023 USN to 3380 M & S Group, Keesler AFB, Miss., on 70441; to NASPF, Pensacola; to TL on 21 December 71 (71355) (NOT MAP, so Raven); believed to be a Raven aircraft, probably flown as “0-40023”; USAF aircraft, officially serialled as “55-140023”, maintained by Air America, Udorn, but
flown under the command of AIRA, that is the USAF Attaché, Vientiane (Fax dated 7 August 2000, sent by B.G. H. Aderholt to the author); current 1 March 72 to 1 June 72 (Lists of Assigned and maintained aircraft at Udorn of 1 March 72 to 1 June 72, in: UTD/Bisson/B5, microfilm reel 24).

**Fate:** RLAF T-28 “54-140023” was reportedly **lost in Laos on 24 or 29 June 72** (“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); reportedly to the Royal Thai Air Force

After the creation of a Provisional Government of National Union (PGNU) in Laos on 4 April 74, the US Embassy at Vientiane decided to reduce the number of T-28s to 40, with the additional 20 T-28s to be redistributed, most of them to the Philippine Air Force (see [http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345](http://aad.archives.gov/aad/createpdf?rid=91898&dt=2474&dl=1345)).

The remaining 40 T-28s were distributed among Long Tieng, Pakse and Savannakhet, as Vientiane and Luang Prabang were declared neutral towns that had to remain off limits to RLAF strike aircraft (Conboy / Morrison, *Shadow war*, p.412).

© University of Texas at Dallas, 2013-2015