

ROYAL THAI AIR FORCE PHOTO PAGE

This document sets out details of the aircraft operated by the Royal Thai Air Force (RTAF) and its predecessors since 1913. In addition, details of the aircraft designation systems, and of the serial number systems used, are set out.

Corrections and additions would be very welcome to steveozel@outlook.com

Military Assistance Program (MAP) data below is largely courtesy of Sid Nanson plus the NARA archive at <http://aad.archives.gov/aad/series-description.jsp?s=3284&cat=GS30&bc=sl>. Note that all FY 1963 dates mean 1963 or earlier; eg. the Bearcats listed as FY 1963 were in fact delivered between 1951 and 1956. The abbreviation 'MAP' is used throughout below, although the programme appears to have been called Military Defense Assistance Program (MDAP) pre-1958.

This listing is largely based on personal observations and research, with thanks also due to the Royal Thai Air Force, many Air Britain publications, Marco Dijkshoorn (Scramble), Ed Young's "Aerial Nationalism – A History of Aviation in Thailand" (Smithsonian 1995), Andreas Parsch, Martin Best, Gordon Wimmer, Sakpinit Promthep and others.

In the aircraft listings below, the suffix * after a serial or c/n indicates that this has been physically checked against the airframe. Details of previous and subsequent histories shown in green italics thus *[nnnnn]*

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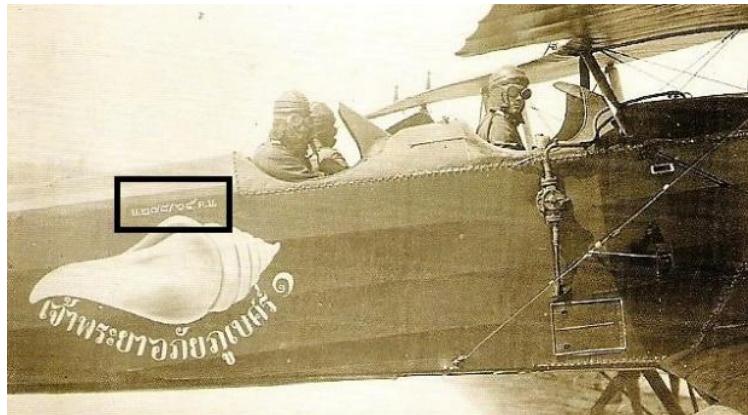
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Type Designator and Serial Number Systems

The RTAF and its predecessors have operated several type designator and serial number systems since its formation in 1913. The earlier systems are not well-researched, but there have been several. The initial aircraft operated from 1913 until the end of World War 1 seem to have had no formal type designators or serials issued, relying on codes for identification.

“Single-letter Type System” (circa 1918 to 1932)

The first formal system was used probably from the end of World War 1 until at least the early 1930's. An example confirmed from a photo would be Breguet 14 **B.278/65**.



This system seems to have used a serial prefixed by a letter indicating the basic type, believed to be:-

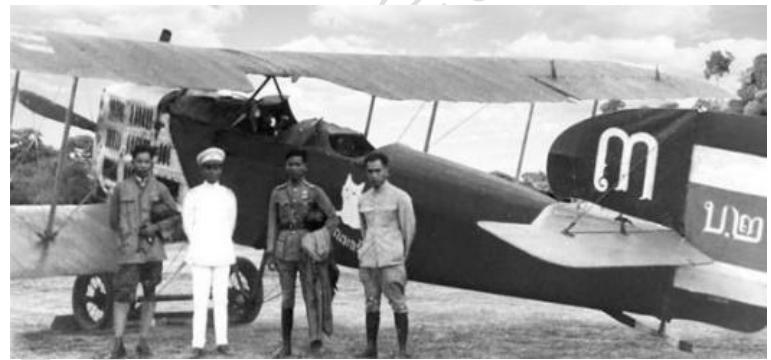
- ‘B’ = Breguet;
- ‘S’ = Spad;
- ‘N’ = Nieuport (of all sub-types)

Then a 3-figure individual aircraft number (the exact meaning of which is unclear as the numbers, in this example 278, are too high to be just sequential).

Then (following a /) two numbers indicating the year of procurement in the Buddhist calendar. For Breguet 14 B.278/65 the /65 indicates an aircraft procured in 1922 (65 = 2465 = 1922).

Two further characters **ດ.ມ.** (= D.M.) often follow these serials, believed to indicate ‘Don Mueang’ where the aircraft were built.

Externally, unit codes were worn, unrelated to the true serial. For example these two Breguet 14's are coded ဗ.၁၄/၈ (B.2/8) and ဗ.၁၄/၃ (B.2/3), showing them to be from Kong Bin Yai 2 (Group 2) with individual codes 8 and 3:-



From 1924 the 3-figure individual aircraft number changed to a 2-figure one, an example being Nieuport N.82/68, a 1925 acquisition. It is not known if aircraft with the earlier 3-figure individual aircraft numbers were re-serialled with 2-figure ones.

“Double-letter Type System” (1932 to mid-1930’s)

The “single-letter type system” continued, with inconsistencies, until October 1932 when the “double-letter type system” came in, using a serial prefixed by two letters indicating the basic type, believed to be:-

- S.P. for Spad;
- N.L. for Nieuport-Delage NiD29C.1;
- B.O. for Boeing 100E (P-12E);
- H.K. for Heinkel HD43;
- P.S. for Paribatra

“First Numerical Type System” (mid-1930’s to circa 1945)

By the mid-1930’s most types had switched to a “numerical type system”, the serial describing the aircraft role, type, individual serial and year of acquisition, an example being the Curtiss Hawk 75N in the RTAF Museum, 16-8/81.

၈ ၄ - ၈ / ၈ ၈
1 6 - 8 / 8 1

Briefly, in this case:-

- ‘1’ indicates that the Hawk 75N is a fighter type;
- ‘6’ indicates that the Hawk 75N is the 6th fighter type procured;
- ‘8’ indicates the 8th Hawk 75N procured;
- ‘81’ indicates the year of procurement as 2481 in the Buddhist calendar (= 1938).

At least two types changed from the earlier “double-letter type system” to the “first numerical type system”, the Nieuport-Delage NiD29C.1 changing from N.L. to Type 19, and the Paribatra changing from P.S. to Type 21.

“US Type System” (circa 1945 to 1949)

The “first numerical type system” system, although continuing formally until replaced in 1949 by the current one, seems not to have been used for aircraft procured between the end of World War 2 and 1949. Such types were given Type designations matching those of the supplier, for example the Beech C-45 used Type C-45 in recognition of its US designation, whilst the Miles Magister was Type Fh.T.5, the basis of which is unknown.

“Second Numerical Type System” (1949 to date)

The current system has been in place since the issue of Air Force Technical Bulletin Number A.3/3548 on 3rd March 1949. This system is similar to the “first numerical type system”, and describes the aircraft role, type, individual serial and year of acquisition. The system is however much more logical and has been applied rigorously.

As an example, the sixth F-86L was **B.Kh.17k-6/06**

บ ก ๑ ๗ ก - ๖ / ๐ ๖
B. Kh. 1 7 k - 6 / 0 6

Briefly, in this case:-

- ‘B.’ indicates an aircraft (‘*bin*’ = aircraft in Thai), and is common to all types. This first character is not always worn.
- ‘Kh’ indicates that the aircraft’s role is that of ‘fighter’;
- ‘17’ indicates that the F-86 is the 17th fighter type;
- ‘k’ indicates the first sub-type; in this example the F-86F is Kh.17, whereas the F-86L is Kh.17k;
- ‘6’ indicates the 6th F-86 procured;
- ‘06’ indicates the year of procurement as 2506 in the Buddhist calendar (= 1963).

Sub-types use:-

- ก (usually transliterated as k) for the first sub-type;
- ก (usually transliterated as Kh) for the second sub-type;
- ก (usually transliterated as Kh2) for the third sub-type;
- ก (usually transliterated as Ng) for the fourth sub-type

For example

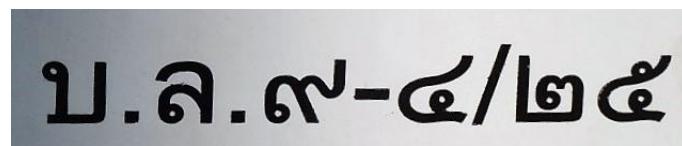
- Bell UH-1H = H.6 = ჸ.၆
- Bell UH-1N = H.6k = ჸ.၆၁
- Bell 412 = H.6Kh = ჸ.၆၂
- Bell 412HP/SP = H.6Kh2 = ჸ.၆၂
- Bell 412EP = H.6Ng = ჸ.၆၂

These serials are almost without exception (T-33's being one) applied to the aircraft in Thai script, and are usually quite small. In addition many types wore a larger and more obvious serial based on their origin, for example F-86L B.Kh.17k-6/06 was also marked '30843' (being ex 53-0843), plus a squadron code '1221'.

In some cases the role of an aircraft changed, or aircraft had a dual role. In such cases two role designator letters may be used. For example the T-28 was allocated a basic role designator letter in the trainer series as 'F13'. However most T-28's fulfilled a ground attack role, and most therefore wore serials in the 'B.JF13-x/xx' series, 'J' indicating the attack role.

Helicopters typically do not now wear the ჸ ('B') prefix to serials. It is not clear if this character is formally part of the serial or not.

Examples of some serial presentations in the current system:-



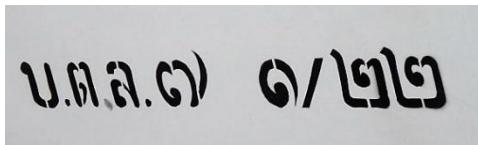
B.L.9-4/25 = GAF N22B Nomad



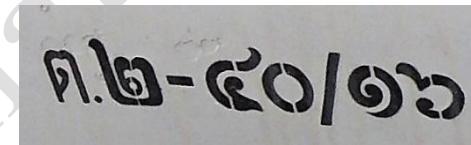
BJ6-12/15 = Cessna A-37B



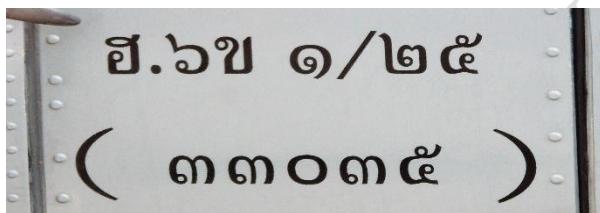
(B.F.11-) 45-31 = Lockheed T-33A USAF 80525



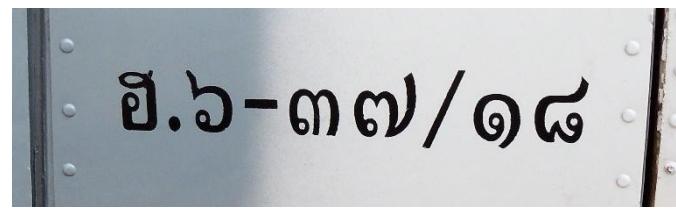
B.T.L.7 1/22 = IAI Arava



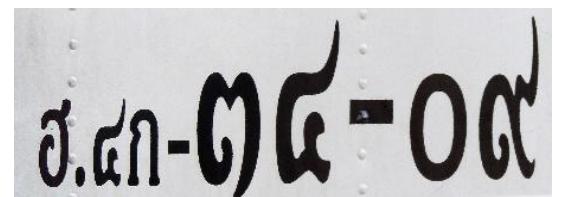
T.2-40/16 = Cessna Bird Dog



H.6Kh 1/25 = Bell 412 code '33035'



H.6-37/18 = Bell UH-1H



H.4k-34-09 = Sikorsky S-58T

The 1949 Air Force Technical Bulletin allocated role designators in retrospect to all earlier types except the Breguets and Nieuports acquired in 1913. Using the example of the RTAF Museum Curtiss Hawk 75N, this would have worn 16-8/81 when in service, but was allocated role and type Kh11 in the 1949 system, even though no Hawk 75N would ever wear such marks.

Aircraft role designators in the current system are listed below:-

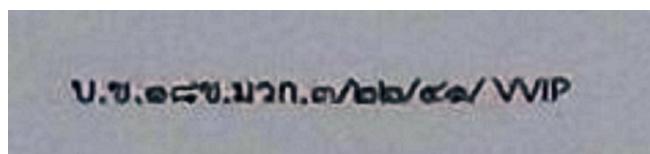
| Roman | Thai | Role | Roman | Thai | Role |
|---------|---------|---------------------------|--------|------|---------------------------------|
| B.Ch | บ.ช | tanker | B.Ph | บ.พ | civil trainer |
| B.F | บ.ฝ | trainer | B.PhTh | บ.พท | aerial mapping |
| H | (บ).ช | helicopter | B.T | บ.ต | observation / reconnaissance |
| HPhT | (บ).ชพท | aerial mapping helicopter | B.Th | บ.ท | bomber |
| B.J | บ.จ | attack | B.ThOr | บ.ทอ | experimental / made in Thailand |
| B.JTh.2 | บ.จธ.๒ | attack / liaison | B.ChOr | บ.ชอ | |
| B.K | | control | B.Th | บ.ธ | utility |
| B.Kh | บ.ข | fighter | B.R | บ.ร | glider |
| B.KhF | บ.ขฝ | fighter / trainer | B.S | บ.ส | communications |
| B.L | บ.ล | transport | B.W | บ.ว | UAV |
| B.Or | บ.อ | electronics | | | |

“Royal Flight”

Aircraft operated by Crown Prince Vajiralongkorn’s personal unit (often referred to as 904 Squadron and later as Deachochai 3), such as the Boeing 737 and Northrop F-5, and continuing when he became King in late 2016, use a similar serial system to that described above, but with the addition of ‘MVK’ or ‘VPR’ and some other detail changes.



B.L.11k.VPR 04/50 = Boeing 737-8Z6 (ex B.L.11Kh2-1/50)
VPR = Vajiralongkorn Prathom-a-Rachathirat (ie. King Vajiralongkorn)



B.Kh.18Kh.MVK.3/22/41/VVIP = Northrop F-5E (ex B.Kh.18Kh-31/24)
MVK = Maha Vajiralongkorn (ie. Crown Prince Vajiralongkorn)

These serials replaced those previously used on the same aircraft whilst in RTAF service.

“904 Squadron” (never a formal RTAF unit) was formed c.1990 to operate the (then) Crown Prince’s Northrop F-5 fleet, until this unit was re-organised as Deachochai 3 in 1998, once the Crown Prince became qualified to fly himself. From 1998 until early-2017 Deachochai 3 operated independently of the RTAF organisation, purely as the (then) Crown Prince’s unit, operating:-

- the “904 Squadron” Northrop F-5’s;
- Bell 412’s HS-CPV & HS-MVK (both flown by Army pilots);
- Boeing 737 HS-HRH (delivered directly to Deachochai 3 Nov04);
- Boeing 737 HS-CMV (transferred from 602 Squadron in 2005)

For many years until 2017 all official VIP / VVIP / Royal flights were operated by 602 Squadron, part of their role being to serve as the Royal Flight. In early-2017 Deachochai 3 took over transport duties for the King, Queen and Consort (all three being qualified Boeing 737 flight crew) from 602 Squadron, adding the two Boeing 737-8Z6’s to their fleet. 602 Squadron continued to operate all official government VIP / VVIP flights, including those for minor Royals, with their four Airbus A319/A320/A340’s and three Sukhoi Superjets. 201 Squadron also have some Royal duties with their VVIP-configured Sikorsky S-70i/S-92’s.

Codes in the “11-111” format were historically used by the Royal Flight, even before the formation of 602 Squadron, these codes changing to the current “60201” format in 2005.

| Royal code | Also coded | Type | Notes |
|------------|------------|----------------------|--|
| ‘11-111’ | (1) | HS748 | Transferred to 603 Squadron as ‘60301’ |
| ‘11-111’ | (2) | ‘90401’ | Boeing 737-4Z6 ex ‘55-555’ (1); current |
| ‘21-111’ | | Swearingen Merlin 4A | Operated by 601 Squadron; w/o 06Nov78 |
| ‘22-222’ | | Boeing 737-2Z6 | Recoded ‘60201’; wfs 01Oct06 |
| ‘29-999’ | | Swearingen Merlin 4A | Operated by 601 Squadron; w/o 20Sep82 |
| ‘33-333’ | | Boeing 737-3Z6 | w/o 30Mar93 |
| ‘44-444’ | | Airbus A310-324 | Recoded ‘60202’; recoded ‘60201’ 2011; wfs 31Mar16 |
| ‘55-555’ | (1) | Boeing 737-4Z6 | Recoded ‘11-111’ / ‘90401’ |
| ‘55-555’ | (2) | Boeing 737-8Z6 | Recoded ‘99-904’ / ‘90410’ |
| ‘66-666’ | | Not used | |
| ‘77-777’ | | ATR72-500 | Allocation cancelled |
| ‘88-888’ | | Not used | |
| ‘99-904’ | (1) | ‘90409’ | Boeing 737-448 Recoded 99-999’ / ‘90409’ |
| ‘99-904’ | (2) | ‘90410’ | Boeing 737-8Z6 Current |
| ‘99-999’ | (1) | HS748 | Transferred to 603 Squadron as ‘60302’ |
| ‘99-999’ | (2) | ‘90409’ | Boeing 737-448 ex ‘99-904’ / ‘90409’; current |
| ‘999-04’ | | ‘90411’ | Boeing 737-8Z6 ex ‘55-555’ (2); current |

Summary Type List

The table below summarises the types which have been operated by the RTAF and its predecessors. Types in parentheses, thus (F1), indicate the role designators issued in retrospect in 1949 to aircraft long out-of-service.

A fully-detailed individual aircraft listing then follows.

| Type | Type Designator | | | No. | Dates | Notes |
|--|-----------------|--------------|------|------|---------|---|
| | pre-1949 | from 03Mar49 | Thai | | | |
| 1913 | | | | | | |
| Breguet III | None | N/A | N/A | 5 | 1913-?? | 4 brought back from France; 5 th locally built 1915 |
| Nieuport IIN / IVG | None | N/A | N/A | 4 | 1913-?? | 4 brought back from France |
| Trainer | | | | | | |
| Nieuport 23 | None | (F.1) | N/A | ~12 | 1918-35 | Part of a batch of 12 Nieuports dd 1918; others possibly locally-built |
| Nieuport 18 | None | (F.2) | N/A | ~12 | 1918-35 | Part of a batch of 12 Nieuports dd 1918; others locally-built |
| Consolidated PT-1 | None | (F.3) | N/A | 4 | 1928-39 | Bought for comparison with Avro 504N |
| Avro 504N | Type 86 | (F.4) | N/A | 68 ? | 1930-48 | C/ns 390 to 409 dd 1930; c48 manufactured locally; 1 transferred to Navy 1939 |
| Vought Corsair V-93S (mod) "Long-Nosed Corsair" | Type 87 | (F.5) | N/A | 18 ? | 1939-49 | Locally-built trainer version with R760 engine; engine moved forward for CofG reasons and locally referred to as "Long-Nosed Corsair" |
| Tachikawa Ki-55 | Type 89 | (F.6) | N/A | 24 | 1942-50 | 24 dd 1942 |
| Miles M.14A Magister | Fh.T.5 | (F.7) | N/A | 20 | 1947-52 | dd Nov47 thro' Mar48; some believed dd to Navy; Navy survivors to RTAF after Jun51 |
| North American T-6 | None | F.8 | ผ.๗ | 220 | 1948-74 | 30 T-6D bought 1948; 60 T-6D acquired 1950; 30 T-6F dd 1951; 25 T-6D dd 1951; 75 T-6G supplied under MAP 1957/58 |
| DHC Chipmunk | N/A | F.9 | ผ.๙ | 66 | 1950-89 | 18 DHC-1B-2 dd 1950, followed by 48 T.20 Jun51 thro' 1954 |

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| DH.82A Tiger Moth | N/A | F.10 | ធន.១០ | 34 | 1951-61 | Only 31 identified; transferred from Navy after Jun51 coup |
| Lockheed T-33A | N/A | F.11 | ធន.១១ | 46 | 1955-94 | 6 T-33A & 3 RT-33A dd Jly55 to 10 Squadron, followed by 1 RT-33A in 1960, 7 T-33A in 1962, 2 T-33A & 3 RT-33A in 1967, 12 T-33A in 1969/70, 1 RT-33A in 1970, 12 ex French AF in 1982/83 and 7 T-33A in 1988 |
| Lockheed RT-33A | N/A | T.F.11 | ធន.ធន.១១ | 8 | 1955-96 | |
| Cessna T-37B/C | N/A | F.12 | ធន.១២ | 22 | 1961-96 | 8 T-37B dd 1961; 6 T-37C in 1970; 2 T-37C in 1972; 6 T-37B in 1980 |
| North American T-28D, T-28D-5 & T-28D-10 | N/A | J.F.13 | ធន.ធន.១៣ | 120 | 1962-88 | First 40 dd 1962. Final delivery was 5 ex-Khmer AF T-28's in 1975 |
| Cessna T-41D | N/A | F.14 | ធន.១៤ | 13 | 1968-date | 12 dd 1968, plus a 13 th ex-Khmer AF in 1975 |
| SIAI SF-260 | N/A | F.15 | ធន.១៥ | 18 | 1973-99 | 12 SF-260MT dd 1973/74 (one of which was lost on delivery and replaced by a 13 th aircraft); 6 SF-260W dd 1978 |
| NZAI CT/4 Airtrainer | N/A | F.16 | ធន.១៦ | 54 | 1974-date | 24 CT/4A dd 1974, 6 CT/4B dd 1992, 16 CT/4E dd 1999 thro' 2001, 8 CT/4E dd 2004/05 |
| RTAF4 Chantra | N/A | F.17 | ធន.១៧ | 13 ? | 1974-89 | Ex B.ThOr4; 1 prototype & 12 (?) production conversions from Chipmunk T.20 from 1974 |
| RFB Fantrainer 400 | N/A | F.18 | ធន.១៨ | 11 | 1988-94 | 31 Fantrainer 400 & 16 Fantrainer 600 ordered plus 16 Fantrainer 600 options. One 400 & one 600 dd complete Dec84 and the remainder in kit form for local assembly; planned to produce 7 in 1984, 22 in 1985 & 18 in 1986, but apparently only 11 Fantrainer 400 and 15 Fantrainer 600 actually completed |
| RFB Fantrainer 600 | N/A | F.18k | ធន.១៨ក | 15 | 1988-94 | |
| Pilatus PC9 | N/A | F.19 | ធន.១៩ | 26 | 1991-date | dd 1991 thro' 1996, for FTS |
| Diamond DA42 | N/A | F.20 | ធន.២០ | 6 | 2009-date | 6 dd 2009, for 604 Sqdn |
| Diamond DA42M MPP | N/A | T.F.20 | ធន.ធន.២០ | 5 | 2010-date | 3 dd 2010, plus 2 in 2011, for 402 Sqdn |
| Diamond DA42NG | N/A | F.20k | ធន.២០ក | 12 | 2017-date | 4 dd 2017, plus 8 dd 2021, for FTS |
| Diamond DA42M-NG MPP | N/A | T.F.20k | ធន.ធន.២០ក | 6 | 2020-date | 3 dd 2020, plus 3 in 2022, for 402 Sqdn |
| Diamond DA40NG | N/A | F.21 | ធន.២១ | 8 | 2020-date | 8 dd Sep20, for 604 Sqdn |
| Beechcraft T-6C Texan II | N/A | F.22 | ធន.២២ | 12 | 2022-date | dd Nov22, for FTS |
| Helicopter | | | | | | |

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|---------------------------|-----|--------|------|----|-----------|--|
| Westland S-51 | N/A | H.1 | ଶ.୩ | 3 | 1950-54 | Ex G-AMAS, G-AMAT & G-AMJW; G-AMAK w/o before delivery |
| Sikorsky H-5A | N/A | H.1k | ଶ.୧୯ | 1 | 1953-54 | Ex 43-46607; in RTAF Museum |
| Hiller 360 | N/A | H.2 | ଶ.୨ | 1 | 1950-52 | Either c/n 131 or 156; other to Police |
| Hiller UH-12B | N/A | H.2k | ଶ.୨୯ | 4 | 1952-62 | C/ns 596, 597, 598 & 599 |
| Sikorsky S-55 / H-19 | N/A | H.3 | ଶ.୩ | 8 | 1954-65 | 6 S-55 bought 1954 & 2 H-19A supplied under MAP 1957 |
| Sikorsky S-58 / H-34 | N/A | H.4 | ଶ.୪ | 63 | 1962-80 | |
| Sikorsky S-58T | N/A | H.4k | ଶ.୫୯ | 19 | 1978-2003 | 18 locally-converted from H-34; 19 th transferred from Kaset |
| Kaman HH-43 | N/A | H.5 | ଶ.୫ | 4 | 1962-72 | 60-0290, 60-0291, 60-0292 & 61-2920 |
| Bell UH-1H | N/A | H.6 | ଶ.୬ | 39 | 1968-2021 | 37 dd 1968-75, plus 2 ex RTN in 2003 |
| Bell UH-1N | N/A | H.6k | ଶ.୬୯ | 2 | 1976-99 | C/n 31692 & 31693 |
| Bell 412 | N/A | H.6Kh | ଶ.୬୯ | 2 | 1982-date | C/n 33035 & 33039 |
| Bell 412HP/SP | N/A | H.6Kh2 | ଶ.୬୮ | 3 | 1991-date | C/n 36010, 36021 & 36025 |
| Bell 412EP | N/A | H.6Ng | ଶ.୬୯ | 6 | 1998-date | C/n 36172, 36193, 36194, 36195, 36302 & 36303 |
| Bell 47G / OH-13H | N/A | H.7 | ଶ.୭ | 9 | 1972-73 | To Army 1973 |
| Bell 206B-3 Jet Ranger | N/A | H.8 | ଶ.୮ | 6 | 1995-2006 | C/ns 4362, 4363, 4366, 4367, 4368 & 4455; survivors soc 01Oct06 |
| Eurocopter AS332L-2 | N/A | H.9 | ଶ.୯ | 3 | 1996-2002 | One w/o 1997, and survivors stored until returned to Eurocopter |
| Keystone (Sikorsky) S-92A | N/A | H.10 | ଶ.୧୦ | 5 | 2011-date | 3 ordered 16Oct07 & dd Mar11; 2 dd Nov18 |
| Eurocopter EC725 / H225M | N/A | H.11 | ଶ.୧୧ | 12 | 2015-date | 4 ordered 18Sep12 & dd May-Jly15; 2 ordered Oct14 & dd Nov16; 2 ordered Oct16 & dd Oct18; 4 ordered Sep18 & dd Nov21 |
| Sikorsky S-70i | N/A | H.12 | ଶ.୧୨ | 5 | 2020-date | 3 dd 2020 |
| Eurocopter EC135 / H135 | N/A | H.13 | ଶ.୧୩ | 6 | 2021-date | 6 ordered Sep19 for 2021 delivery |
| Mapping Helicopter | | | | | | |
| Bell 206B | N/A | H.PhT1 | ଶ.୨୮ | 1 | 1982-87 | C/n 872 ex Army |
| Kawasaki KH-4 | N/A | H.PhT2 | ଶ.୨୯ | 1 | 1982-85 | C/n 2042 ex Army |

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|---------------------------------|-----------------|----------|-----------|-------|-----------|---|
| Bell 412EP | N/A | H.PhT3 ? | ក្រ.ធម៌ ? | 2 | 2011-date | 93306 & 93307 |
| Eurocopter EC155B-1 | N/A | H.PhT4 ? | ក្រ.ធម៌ ? | 2 | 2014-date | 93308 & 93309 |
| Attack | | | | | | |
| Vought Corsair V-93S | Type 23 | (J.1) | N/A | 86 ? | 1934-50 | 9 V.93S & 3 V.93SA dd 1934; others (possibly 74) manufactured locally from 1936; two cowling types used and locally referred to as "Tray-Nosed Corsair" (ring cowling) and "Jar-Nosed Corsair" (full cover cowling); one "Jar-Nosed Corsair" in RTAF Museum |
| Mitsubishi Ki-30 'Ann' | Type 26 | (J.2) | N/A | 24 | 1940-51 | 24 dd Nov40 |
| Curtis SB2C-5 Helldiver | N/A | J.3 | ក.៣ | 6 | 1951-55 | Taken over 29Jun51 ex Navy after Jun51 coup |
| Fairey Firefly FR.1 & T.2 | N/A | J.4 | ក.៤ | 12 | 1951-55 | 10 FR.1 & 2 T.2 dd by sea late 1951. Intended for Navy but order transferred to RTAF after Jun51 coup |
| North American OV-10C | N/A | J.5 | ក.៥ | 32 | 1971-2004 | 1 st batch of 16 dd 1970 thro' 1971; 2 nd batch of 16 dd 1973 thro' 1974; 8 handed to Philippine AF Sep03 & May04 |
| Cessna A-37B | N/A | J.6 | ក.៦ | 20 | 1972-94 | 17 entered service Sep72; a VNAF A-37B which escaped to Thailand in Apr75 became the 18 th (although it did not enter service until 1982); two attrition replacements were acquired in 1985 |
| Alpha Jet A | N/A | J.7 | ក.៧ | 20 | 2000-date | Ex Luftwaffe; also 5 for spares; dd Sep00 thro' Aug01 |
| Beechcraft AT-6E Wolverine | N/A | J.8 | ក.៨ | 1 + 8 | 2024-date | Order for 8 announced 14Nov21; 1 dd Nov22 on lease |
| Attack / Liaison | | | | | | |
| Fairchild AU-23A Peace Maker | N/A | J.Th.2 | ក.ធម.២ | 35 | 1972-date | 13 dd 1972 plus 2 retained in USA; 20 dd from 1975 |
| Control Aircraft | | | | | | |
| Saab 340AEW Erieye | N/A | K.1 | | 2 | 2010-date | 1 dd 19Dec10; 2 nd dd 09Oct12 |
| Fighter | | | | | | |
| Nieuport 11 (13m ²) | None | (Kh.1) | N/A | 4+ | 1918-27 | |
| Nieuport 17, 21, 24 & 27 | None | (Kh.2) | N/A | 12+ | 1918-32 | Local production from 1922 |
| Spad VII & S.XIII | S.P. | (Kh.3) | N/A | 33 | 1919-31 | 3 bought 1919; others manufactured locally from 1923 |
| Nieuport-Delage NiD29C.1 | N.L. Type 19 | (Kh.4) | N/A | 12+ | 1923-36 | 2 bought as patterns; others manufactured locally from 1924 |

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|---------------------------------|---------|---------|---------|----------|-----------|---|
| Prachadhipok | None | (Kh.5) | N/A | 1 | 1929-? | Locally designed type |
| Bristol Bulldog | None | (Kh.6) | N/A | 2 | 1930-40 | C/ns 7387 & 7388 dd Jan30 for comparison with Boeing 100 & HD43 |
| Boeing 100E (P-12E) | B.O. | (Kh.7) | N/A | 2 | 1931-49 | C/ns 1487 & 1488 dd Dec31 for comparison with Bulldog & HD43; c/n 1488 in RTAF Museum |
| Heinkel HD43 | H.K. | (Kh.8) | N/A | 2 | 1930-40 | C/ns 344 & 345 dd Jan30 for comparison with Boeing 100 & Bulldog |
| Curtiss 65 Hawk II | Type 18 | (Kh.9) | N/A | 13 | 1934-49 | 12 dd 1934 (c/ns H85 to H96); 1 built locally 1939, believed from wrecks |
| Curtiss 68B Hawk III | Type 17 | (Kh.10) | N/A | up to 74 | 1935-49 | 24 dd 1935/36 (c/ns 12061 to 12084); up to 50 built locally from 1938; one in RTAF Museum |
| Curtiss Hawk 75N | Type 16 | (Kh.11) | N/A | 12 | 1939-49 | 12 dd 1938 (c/ns 12756 to 12767); c/n 12763 in RTAF Museum |
| Nakajima Ki-27b 'Nate' | Type 15 | (Kh.12) | N/A | 12 | 1942-45 | 12 (Mansyu-built) dd Jan42 |
| Nakajima Ki-43 Hayabusa 'Oscar' | Type 14 | (Kh.13) | N/A | 24 | 1943-49 | 24 dd 1943 |
| Spitfire F/FR.14 & PR.19 | N/A | Kh.14 | ឃ.១៤ | 34 | 1951-55 | Contract signed 18Apr50 with Vickers for 18 Spitfire 14E & 6 FB14E; first 2 accepted Sep50 at Vickers works, and shipped to Thailand 24Oct50; all (plus some spares ships) arrived in Thailand between Feb51 and Jan52. 4 ex FEAF Spitfire PR.19's (PS888, PS890, PS836 & PM630) dd 1954 for instructional use |
| Grumman F8F-1 Bearcat | N/A | Kh.15 | ឃ.១៥ | 207 | 1951-60 | 50 F8F-1D handed over 06Sep51; further deliveries through to 1956, including a batch from French AF stocks in Indo-China |
| Republic F-84G Thunderjet | N/A | Kh.16 | ឃ.១៦ | 31 | 1956-63 | Deliveries Nov56 to Aug57 |
| North American F-86F Sabre | N/A | Kh.17 | ឃ.១៧ | 54 | 1961-72 | 54 F-86F (incl. 10 ex Spanish AF) dd 1961-63 |
| North American F-86L Sabre | N/A | Kh.17k | ឃ.១៧ក | 20 | 1962-67 | 20 F-86L acquired 1962-66 |
| Northrop F-5A/C | N/A | Kh.18 | ឃ.១៨ | 18 | 1967-98 | 2 F-5B dd 1966, followed by 8 F-5A in 1967; 1 F-5C & 3 F-5A attrition replacements dd 1969 thro' 1971; 4 RF-5A dd 1970 followed by a further 6 F-5A in 1974, 1 F-5B (ex VNAF) in 1975 and 2 F-5B (ex RMAF) in Sep82; 2 additional F-5B dd 1987 |
| Northrop RF-5A | N/A | T.Kh.18 | ធម.ឃ.១៨ | 4 | 1970-2006 | |
| Northrop F-5B | N/A | Kh.18k | ឃ.១៨ក | 7 | 1966-2007 | |
| Northrop F-5E | N/A | Kh.18Kh | ឃ.១៨ខ | 40 | 1978-date | |

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|------------------------------------|------|----------|-------|--------|-----------|---|
| Northrop F-5F | N/A | Kh.18Kh2 | ၂.၈၈၂ | 6 | 1978-date | 16 F-5E & 3 F-5F dd 1978; 19 F-5E & 3 F-5F dd 1979 thro' 1981; 5 ex USAF Clark AFB F-5E dd 1988 |
| Northrop F-5TH (previously F-5T) | N/A | | ၂.၈၈၂ | 12 | | Update of F-5E |
| Northrop F-5THF (previously F-5TF) | N/A | | ၂.၈၈၂ | 3 | | Update of F-5F |
| General Dynamics F-16A | N/A | Kh.19 | ၂.၈၈၂ | 29 | 1988-date | (<i>Peace Naresuan</i>): 12 F-16A ordered 1985 for delivery 1988 thro' 1991 |
| General Dynamics F-16B | N/A | Kh.19k | ၂.၈၈၂ | 14 | 1988-date | (<i>Peace Naresuan II</i>): 2 F-16A & 4 F-16B ordered 1987 for delivery Jun88 thro' 1991 (<i>Peace Naresuan III</i>): 12 F-16A & 6 F-16B dd Oct95 thro' Feb96 (<i>Peace Naresuan IV</i>): 15 used F-16A & 1 used F-16B (converted to F-16ADF), plus 2 spares airframes, dd Aug02 (1 st five) thro' Apr03 3 F-16A & 4 F-16B given by Singapore AF 2005 in exchange for training facilities |
| General Dynamics F-16ADF | N/A | | | 16 | 2002-date | |
| McDonnell Douglas F/A-18C/D | N/A | (Kh.20) | (၂၉၀) | (8) | N/A | 4 F/A-18C & 4 F/A-18D ordered, then cancelled Dec97 |
| Saab JAS39C Gripen | N/A | Kh.20 | ၂.၉၀ | 8 | 2011-date | 1 st batch of 2 JAS39C & 4 JAS39D dd 22Feb11; 2 nd batch of 3 JAS39C dd Apr13; 3 rd batch of 3 JAS39C dd 04Sep13; 1 attrition replacement due c2023 |
| Saab JAS39D Gripen | N/A | Kh.20k | ၂.၉၀၂ | 4 | 2011-date | |
| Fighter Trainer | | | | | | |
| Aero L-39ZA/ART | N/A | KhF.1 | ၂၂၁.၈ | 40 | 1993-2021 | 1 st batch dd Sep93; type wfs 31Mar21 |
| KAI T-50TH | N/A | KhF.2 | ၂၂၁.၉ | 12 (2) | 2018-date | Order for 4 announced 17Sep15; 2 nd batch of 8 ordered 30Jly17; 3 rd batch of 2 pending |
| Transport | | | | | | |
| Beech C-45B/F | C-45 | L.1 | ၂.၈ | 7 | 1947-71 | ex RAF Expeditors 43-35580 c/n 6044, 44-47266 c/n 7234, 44-47280 c/n 7251, 44-47547 c/n 7955, 44-87078 c/n 8337, 44-87152 c/n 8411 & 44-47475 c/n 7883 |
| Douglas C-47 | C-47 | L.2 | ၂.၉ | 54 | 1947-97 | 54 C-47, including 15 AC-47 |
| Douglas EC-47D | N/A | L.2Or | ၂.၉၁ | 1 | 1964-66 | Ex 43-49250; to HS-DOA |
| Basler BT-67 | N/A | L.2k | ၂.၉၁ | 9 | 1998-date | 5 converted from existing RTAF C-47 airframes, and from 4 Basler stock airframes; first 7 for rain-making / fire-fighting; last 2 initially ELINT-configured |
| Douglas DC-4 | N/A | L.3 | ၂.၉ | 2 | 1959-66 | C/ns 42919 (w/o 14Apr60) & 7488 |

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|----------------------------------|-----|-------------|----------|----|-----------|---|
| Fairchild C-123B | N/A | L.4 | ລ.ແ | 22 | 1964-90 | Dd 1964-73 |
| Fairchild C-123K | N/A | L.4k | ລ.ແກ | 20 | 1973-95 | Dd 1973-75; type wfu 1991, but 3 restored 1994-95 |
| HS748 | N/A | L.5 | ລ.ແ | 6 | 1965-2016 | 1 dd 1965, 1 dd Jan73; 4 from Thai AW 1983 |
| Swearingen SA226AT Merlin 4A | N/A | L.6 | ລ.ນ | 2 | 1978-82 | C/ns AT-062E (w/o 06Nov78) & AT-065 (w/o 20Sep82) |
| Swearingen SA226AT Merlin 4A | N/A | T.L.6 | ຕ.ລ.ນ | 3 | 1979-2003 | C/ns AT-071 to AT-073 |
| IAI Arava M201TH | N/A | T.L.7 | ຕ.ລ.ນ | 3 | 1980-2015 | C/ns 0056 to 0058 |
| Lockheed C-130H & C-130H-30 | N/A | L.8 | ລ.ແ | 12 | 1980-date | |
| GAF Nomad (incl. B.JL9 & B.TL.9) | N/A | L9 | ລ.ແ | 22 | 1982-2015 | 20 dd 1982/83; 2 dd 1987 |
| Douglas DC-8-62AF | N/A | L.10 | ລ.ໂ | 3 | 1979-89 | C/ns 60109, 60110 & 60112 |
| Boeing 737-2Z6 | N/A | L.11 | ລ.ໂ | 1 | 1983-2006 | C/n 23059 dd 15Dec83 |
| Boeing 737-3Z6 | N/A | L.11k | ລ.ແກ | 1 | 1989-93 | C/n 24480 dd Sep89 |
| Boeing 737-400 | N/A | L.11Kh.MVK | ລ.ໂນ.ນວກ | 2 | 1995-date | C/n 27906, c/s HS-RTA, dd 28Feb95; c/n 24866, c/s HS-HRH, dd Apr05 |
| Boeing 737-8Z6 | N/A | L.11Kh2.VPR | ລ.ໂຄ.ວປ | 2 | 2007-date | C/n 35478, c/s HS-TYS, dd Apr07 & c/n 62445, c/s HS-TYU, dd Sep16 |
| Lear Jet 35A | N/A | T.L.12 | ຕ.ລ.ແ | 2 | 1988-2012 | C/ns 35-623 & 35-635 dd Mar88 |
| Airbus A310-324 | N/A | L.13 | ລ.ໂ | 1 | 1991-2016 | C/n 591, c/s HS-TYQ, dd Sep91 |
| Aeritalia G-222 | N/A | L.14 | ລ.ແ | 6 | 1995-2011 | C/ns 4107 to 4109 dd May95; c/ns 4110 to 4112 in 1996 |
| A319-115(CJ) | N/A | L.15 | ລ.ແ | 1 | 2004-date | c/n 1908, c/s HS-TYR, dd Aug04 |
| A320-214(CJ)/W Prestige | N/A | L.15k | ລ.ແກ | 2 | 2015-date | c/n 6112, c/s HS-TYT, dd 18Jun15; c/n 9313, c/s HS-TYW, dd 28Nov20 |
| ATR72-212A / 500 | N/A | L.16 | ລ.ໂ | 4 | 2009-date | Ordered 20Sep07; c/ns 872, 881, 887 & 893 dd Sep-Nov09 |
| ATR72-212A / 600 | N/A | L.16k | ລ.ໂກ | 3 | 2023-date | dd Dec22 thro' Jly23 |
| Saab 340B | N/A | L.17 | ລ.ໂ | 3 | 2010-date | 1 transport ordered 11Feb08 as part of Gripen deal & dd 19Dec10 (70202, later reconfigured as ECM aircraft); 2 nd (70204) dd 02May12 in exchange for 3 Aeritalia G-222's; 2 more (70205 & 70206) dd 2017 |

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|--|-----------------|---------|---------|------------|-----------|--|
| Saab 340B ECM | N/A | T.L.17 | | 2 | 20??-date | 1 st (70202) reconfigured from transport role; 2 nd (70207) dd Feb17 |
| Sukhoi RRJ-95LR Superjet | N/A | L.18 | ລ.ຮ່ວ | 3 | 2016-date | 3 VIP-configured ordered 2014; first dd 28Jly16 |
| Airbus A340-541 | N/A | L.19 | ລ.ຮ່ວ | 1 | 2016-date | HS-TLC acquired from THAI May16; c/s HS-TYV |
| Piaggio P.180 Avanti EVO | N/A | T.L.20 | ຕ.ລ.ໝ່ວ | 1 | 2017-date | 1 PR-configured ordered Sep14; dd 07Sep17 |
| Civil Trainer | | | | | | |
| Cessna 150 | N/A | Ph.1 | ວ.ຮ | 6 | 1971-2004 | 1 escaped from Laos in 1971, a 2 nd in 1975, plus 4 from Australia 1991 |
| Aerial Mapping | | | | | | |
| Swearingen SA226T(B) Merlin 3 | N/A | | | 1 | 1980-82 | C/n T-348 |
| Cessna 411 | N/A | PhTh.1 | ຜ.ທ.ຮ | 2 | 1982-89 | C/ns 0167 & 0241 |
| Beech Queen Air B-80 | N/A | PhTh.2 | ຜ.ທ.ໝ | 2 | 1971-89 | C/n LD-440 & LD-457 |
| Beech Queen Air A-80 | N/A | PhTh.2k | ຜ.ທ.ໝກ | 1 | 1982-86 | C/n LD-199 |
| Beech King Air E-90 | N/A | PhTh.3 | ຜ.ທ.ໜ | 1 | 1982-89 | C/n LW-26 |
| Aero Commander 690 | N/A | PhTh.4 | ຜ.ທ.ແ | 1 | 1982-88 | C/n 11340 |
| Beech King Air B-200 / B-300 | N/A | | | 5 | 1993-date | C/ns BB-1436, BB-1441, BB-1443, FL-1134 & FL-1227 |
| Observation / Reconnaissance | | | | | | |
| Percival P.54 Survey Prince 3A | N/A | T.1 | ຕ.ຮ | 1 | 1952-62 | G-AMNT c/n P.41 dd Apr52 |
| Cessna O-1 Bird Dog | N/A | T.2 | ຕ.ໝ | 54 | 1967-90 | |
| Diamond DA42MPP | N/A | T.3 | ຕ.ໜ | See B.TF20 | | Original allocation for DA42MPP; changed to B.TF20 |
| Bomber | | | | | | |
| Breguet 14A & 14B | Type 24 | (Th.1) | N/A | 96 ? | 1919-37 | 8 bought; local production began 1924; 40 in service mid-1936 (probably including Br.14T) |
| Paribatra | P.S. Type 21 | (Th.2) | N/A | 15 ? | 1927-40 | Ex B.ThOr1; first flight 23Jun27 |
| Martin 139WSM | Type 41 | (Th.3) | N/A | 15 | 1937-49 | 6 dd 1937; 3 Martin 139 & 6 Martin 166 (ex Dutch) taken over late 1943 |
| Mitsubishi Ki-21 | Type 61 | (Th.4) | N/A | 9 | 1940-49 | 9 (Nakajima-built) dd Dec40 |
| Experimental / Made in Thailand | | | | | | |

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|------------------------------|---------|-----------------|-------|--------|-----------|--|
| ThOr1 Paribatra | N/A | ThOr.1 | ທອ.១ | | 1927 | To B.Th2 |
| ThOr2 | N/A | ThOr.2 | ທອ.២ | 1 | 1957-58 | |
| ThOr3 | N/A | ThOr.3 | ທອ.៣ | 0 | | Cancelled project |
| ThOr4 Chantra | N/A | ThOr.4 | ທອ.៤ | | | To B.F17 |
| ThOr5 | N/A | ThOr.5 | ທອ.៥ | 1 | 1984-85 | First flight 05Oct84 |
| Pazmany PL-2 | N/A | ChOr.1 | ធម៌.១ | 1 (2?) | 1974 | Locally built |
| ChOr2 | N/A | ChOr.2 | ធម៌.២ | 1 | 2007-date | Converted from SF-260; lead-in to ThOr6 |
| ThOr6 | N/A | ThOr.6 | ທែ.៦ | 5 | 2014-date | 2 prototypes plus 3 pre-production |
| Utility | | | | | | |
| Helio U-10B/D Courier | N/A | Th.1 | ធម៌.១ | 20 | 1963-86 | 63-8099 to 63-8110, plus 8 FY66 aircraft |
| Glider | | | | | | |
| Nihon Kogata 'Tobi' | None | <i>Liw Lom</i> | | 1 | 1941-?? | dd as gift from Japanese on 24Jun41 (National Day); in RTAF Museum |
| Nihon Kogata 'Hato' | None | <i>Len Lom</i> | | 1 | 1941-?? | dd as gift from Japanese on 24Jun41 (National Day); in RTAF Museum |
| Nihon Kogata 'Ootori' | None | <i>Long Lom</i> | | 1 | 1941-?? | dd as gift from Japanese on 24Jun41 (National Day) |
| Hoffman Dimona | N/A | R.1 | ធម៌.១ | 10 | 1983-94 | |
| Grob G109 | N/A | R.2 | ធម៌.២ | 2 | 1981-94 | C/n 6063 & 6069 |
| Communications | | | | | | |
| Fairchild F24J (& F2W40 ?) | Type 91 | (S.1) | N/A | 13 ? | 1938-50 | 3 F24J (from c/ns 3411 to 3416) dd 1938 & 10 F24W40 (from c/ns W40-104, 142 to 146, 153 to 157) dd 1940; some to Siamese Airways |
| Rearwin 9000 | Type 92 | (S.2) | N/A | 2 | 1938-47 | C/ns 615D & 616D to Thailand 07Oct38; both to Siamese Airways 1947 |
| De Havilland DH80A Puss Moth | | | ឃនសំ | 1 ? | | 1 marked 'ឃនសំ 4' (photo) |
| Piper L-4J Cub | N/A | S.3 | ស.៣ | 42 | 1947-59 | Ex surplus stocks at Tacloban & Guam |
| Piper PA-11 | N/A | S.3k | ស.៣ក | 2 | 1951-62 | C/ns 11-1069 & 11-1070; transferred from Navy after Jun51 coup |

| | | | | | | |
|--|-----|-------|-------|--------|-----------|--|
| Stinson L-5 / L-5B | N/A | S.4 | ສ.ດ | 10 | 1947-59 | ex RAF L-5's 42-99490, 42-99493, 42-99539 & L-5B's 42-99606, 42-99609, 42-99683, 44-16980, 44-16983, 44-16984 & 44-16985 |
| Beech Bonanza | N/A | S.5 | ສ.ດ | 3 | 1951-62 | C/ns D-1467, D-1483 & D-1486; transferred from Navy after Jun51 coup |
| Grumman Widgeon | N/A | S.6 | ສ.ດ | 5 (6?) | 1951-56 | C/n 1449 in RTAF Museum; NC41972 c/n 1403 also believed ex RTAF; transferred from Navy after Jun51 coup |
| Cessna 170B | N/A | S.7 | ສ.ດ | 9 | 1954-59 | C/ns 26219, 26230 to 26233, 26247, 26249, 26257 & 26258; at least 4 passed to Kaset by 1964 |
| UAV | | | | | | |
| Lear-Siegler / BAe Systems Skyeye R4E-30 | N/A | W.1 | ຈ.ອ | 6 | 1983-?? | |
| Sapura Cyber Eye | N/A | ? | ? | 3 | 2010-date | Bought 2010 |
| Aeronautics Defence Systems AeroStar | N/A | ? | ? | 2 | 2011-date | Bought 2010/11 |
| Tigershark I | N/A | ? | ? | ? | | Thai experimental design |
| Tigershark II | N/A | ? | ? | 2 | | Thai operational design |
| G-Force Composites G-Star | N/A | ? | ? | ? | ? | |
| RTAF U-1 UAV | N/A | | | | | |
| DA42 / Aeronautics Dominator UAV | N/A | R.T.3 | ຈ.ຕ.ຕ | 3 | | |

Detailed Individual Aircraft List

The data below lists each individual aircraft operated by the RTAF and its predecessors.

| Type | Serial | RTAF Serial | ex | c/n | notes | |
|--|--------|--|----|-----|-------|--|
| Breguet III | | | | | | |
| | | <ul style="list-style-type: none"> • 3 brought back from France 1913, plus one donated; • 5th locally built 1915 | | | | |
| Nieuport IIN / IVG | | | | | | |
| | | <ul style="list-style-type: none"> • 4 brought back from France 1913 | | | | |
| (B.F1) = Nieuport (23m²) | | | | | | |
| | | <ul style="list-style-type: none"> • Part of a batch of 12 Nieuports delivered 1918; • others possibly locally-built; • type withdrawn 1935 | | | | |
| (B.F2) = Nieuport (18m²) | | | | | | |
| | | <ul style="list-style-type: none"> • Part of a batch of 12 Nieuports delivered 1918; • others locally-built; • type withdrawn 1935 | | | | |
| (B.F3) = Consolidated PT-1 | | | | | | |
| | | <ul style="list-style-type: none"> • 4 delivered Nov28 for comparison with Avro 504N; • type withdrawn 1939 | | | | |
| (B.F4) = Type 86 = Avro 504N | | | | | | |
| | | <ul style="list-style-type: none"> • 20 delivered 1930; • 50+ reported manufactured locally; • highest recorded serial is 86-68/78 suggesting at least 48 built by 1935; • 40 active mid-1936; • 1 transferred to Navy 1939; • 28 active Dec41; • 30 (7 serviceable) active Apr45; • 16 active Nov45; • type withdrawn 1948 | | | | |
| | | | | 390 | | |
| | | | | 391 | | |
| | | | | 392 | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--------|-------------|----|---|-------|
| | | | | 393 | |
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| | | | | 408 | |
| | | | | 409 | |
| (B.F5) = Type 87 = Vought Corsair V-93S (mod) | | | | | |
| | | | | <ul style="list-style-type: none"> • 10 reportedly built locally 1939 with Wright Whirlwind R760 engine; • but highest recorded serial is 87-18/82 suggesting at least 18 built by 1939; • 12 (5 serviceable) active Apr45; • type withdrawn 1949 | |
| (B.F6) = Type 89 = Tachikawa Ki-55 'Ida' | | | | | |
| | | | | <ul style="list-style-type: none"> • 24 delivered 1942; • 23 (18 serviceable) active Apr45; • 22 (18 serviceable) active Aug45; • 2 active Nov45; • type withdrawn 1950 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|------------------|-------------|---|------|--|
| (B.F7) = Fh.T.5 = Miles M.14A Hawk Trainer III / Magister | | | | | |
| | | | <ul style="list-style-type: none"> • 20 delivered Nov47 thro' Mar48 to both Air Force and Navy; split not known; • F7-03/91, 04/91, 06/91, 10/91 & 14/91 confirmed as RTAF Apr & May51; • Navy survivors to RTAF after Jun51 failed coup; • type withdrawn 1952 | | |
| | | | L5997 | 429 | |
| | | | L8065 | 574 | |
| | | | L8074 | 583 | |
| | | | L8291 | 747 | dd to Navy Nov47 |
| | | | N3793 | 841 | dd to Navy Nov47 |
| | | | N3856, U-0252, G-AGZR | 902 | G-AGZR canx 12Nov17 as 'sold abroad'; dd to Navy Nov47 |
| | | | N3956 | 989 | dd to Navy Nov47 |
| | | | N5409 | 1045 | |
| | | | P2462 | 1684 | |
| | | | P6369 | 1737 | |
| | | | R1853 | 1854 | |
| | | | R1901 | 1887 | |
| | | | R1913 | 1899 | |
| | | | R1922 | 1908 | |
| | | | R1983 | 1954 | |
| | | | T9686 | 1973 | |
| | | | T9689 | 1976 | |
| | | | T9744 | 2011 | |
| | | | T9761 | 2028 | |
| | | | T9809 | 2046 | |
| B.F8 = North American T-6 | | | | | |
| | MAP deliveries:- | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes | | | | | | | | | | |
|--|--|-------------|-----------------------------|---------|---|--------|------|-----|-----|------|---------|--|--|--|--|
| | <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th></tr> </thead> <tbody> <tr> <td>SF55</td><td>105</td><td>T-6</td><td>1963</td><td>XS USAF</td></tr> </tbody> </table> | RCN | No. | Type | FY | Source | SF55 | 105 | T-6 | 1963 | XS USAF | | | | |
| RCN | No. | Type | FY | Source | | | | | | | | | | | |
| SF55 | 105 | T-6 | 1963 | XS USAF | | | | | | | | | | | |
| Total of 220 T-6's of all variants delivered:- | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> 30 T-6D (1/91 to 30/91) bought from Temco, Dallas, TX 1948 60 T-6D (31/93 to 90/93) acquired 1950, of which the first 30 (at least) were bought from North American Aviation, Los Angeles, CA 30 T-6F (91/94 to 120/94) delivered 1951 (before 01Jul) probably on board <i>CVE-88 Cape Esperance</i> (at Bangkok 17Apr51 to 25Apr51); note also a 'large batch' was reported dd 1951 on board <i>CVE-88 Cape Esperance</i> (at Bangkok 28Aug51 to 07Sep51) 25 T-6D (121/94 to 145/94) delivered 1951 75 T-6G (146/00 to 220/00) supplied under MAP 1957/58 Reports of 60 (or 63) T-6G delivered early 1950's, and 30 T-6G in 1962, are believed to be in error 4 ex RTAF T-6 handed over to RLaoAF 03Jan61 & delivered to Vientiane 09Jan61; 18 ex RTAF T-6 re-issued by MAP to RLaoAF FY61; as an RLaoAF T-6 was lost it was replaced from RTAF resources; Accidents to unidentified T-6's have been on 18Aug50, 03Sep51, 06Sep51, 04Oct53, 29Dec55, 15May62, 15Jan64, 25Jun65, 28Jan70, 11Apr70, 03Nov70 & 6 incidents in 1972 Other codes noted have been '1321', '1332' & '1333' (all T-6D's or T-6F's), '2236', '2351' (T-6D) & '6313' | | | | | | | | | | | | | | | |
| See also analysis of Sarisporn logs for F8-121 on. | | | | | | | | | | | | | | | |
| T-6D | | F.8-1/91 | Bu7012, N????? | 78-6484 | Current Jun54 | | | | | | | | | | |
| T-6D | | F.8-2/91 | 41-16525, N90638 | 78-6903 | <p style="color: green;"> <i>[AT-6A; mfg 03Feb42; BoS from WAC / RFC by Jack Canary (Los Angeles, CA) 04Feb46; Application for Registration for N90638 14Mar46; CofR for N90638 15Mar46; BoS from Jack Canary to Phoenix Aviation Inc (Phoenix, AZ) 07Oct46; CofR 18Nov46; BoS from Phoenix Aviation Inc to Jack D. Canary (Phoenix, AZ) 09Jun47; BoS from Jack D. Canary to G. A. Judson Jr. dba Judson-Finch Lumber Co (Phoenix, AZ) 10Jun47; CofR issued 20Jun47; BoS from G. A. Judson Jr. dba Judson-Finch Lumber Co to North American Aviation Inc (Los Angeles, CA) 31Aug48; CofR issued 22Sep48; converted to T-6D]</i> </p> <p>Current Sep52</p> | | | | | | | | | | |
| T-6D | | F.8-3/91 | 41-17268, N57457 | 84-7646 | Current Feb55 | | | | | | | | | | |
| T-6D | | F.8-4/91 | 41-16765, N57456 | 78-7143 | <p style="color: green;"> <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> </p> | | | | | | | | | | |
| T-6D | | F.8-5/91 | 41-17316, N63340 | 84-7694 | <p style="color: green;"> <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> </p> | | | | | | | | | | |
| T-6D | | F.8-6/91 | (41-16894), Bu05443, N????? | 78-7272 | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-----------|-------------|-----------------------------|----------|--|
| T-6D | | F.8-7/91 | 41-16575, N59073 | 78-6953 | <i>[AT-6A; to NAA; converted to T-6D]; current Feb55; IRAN 1955-56</i> |
| T-6D | | F.8-8/91 | Bu09951, N????? | 88-9466 | IRAN 1955-56 |
| T-6D | 53.009-91 | F.8-9/91 | Bu10153, N63517 | 88-10122 | <i>[AT-6A; to NAA; converted to T-6D]; current Feb55; IRAN 1955-56</i> |
| T-6D | | F.8-10/91 | (41-16412), Bu01809, N66686 | 78-6790 | <i>[AT-6A; to NAA; converted to T-6D]; current Jan55</i> |
| T-6D | | F.8-11/91 | 41-16643, N65568 | 78-7021 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-12/91 | 41-17095, N67357 | 84-7473 | <i>[AT-6A; to NAA; converted to T-6D]; current Dec55</i> |
| T-6D | | F.8-13/91 | 41-17313, N57405 | 84-7691 | <i>[AT-6A; to NAA; converted to T-6D]; current Mar54; IRAN 1955-56</i> |
| T-6D | | F.8-14/91 | 41-653, N68733 | 77-4722 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-15/91 | 41-17103, N63258 | 84-7481 | <i>[AT-6A; to NAA; converted to T-6D]; current Oct52</i> |
| T-6D | | F.8-16/91 | 41-665, N59118 | 77-4744 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-17/91 | (41-16798), Bu01947, N75775 | 78-7176 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-18/91 | | | Presumed lost before 1Jun51 |
| T-6D | | F.8-19/91 | 41-17250, N66867 | 84-7628 | <i>[AT-6A; to NAA; converted to T-6D]; current Aug52</i> |
| T-6D | | F.8-20/91 | 41-16316, N90636 | 78-6694 | <i>[AT-6A; to NAA; converted to T-6D]; current Jan55</i> |
| T-6D | | F.8-21/91 | | | Presumed lost before 1Jun51 |
| T-6D | | F.8-22/91 | (41-16959), Bu05492, N67012 | 78-7337 | <i>[AT-6A; to NAA; converted to T-6D]; current Aug52</i> |
| T-6D | | F.8-23/91 | 41-16994, N66739 | 78-7372 | Current Sep52 |
| T-6D | | F.8-24/91 | 41-17267, N67077 | 84-7645 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-25/91 | 41-764, N62557 | 78-6050 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-26/91 | Bu26975, N64035 | 88-11834 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-27/91 | 41-639, N74649 | 77-4708 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-28/91 | 41-17232, N67447 | 84-7610 | <i>[AT-6A; to NAA; converted to T-6D]; current Jan55</i> |
| T-6D | | F.8-29/91 | Bu10161, N73498 | 88-10129 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-30/91 | 41-16276, N79049 | 78-6654 | <i>[AT-6A; to NAA; converted to T-6D]; current Sep53</i> |
| T-6D | | F.8-31/93 | 41-238, N64779 | 77-4197 | |
| T-6D | | F.8-32/93 | Bu6757, N65198 | 77-4285 | Current Mar54; IRAN 1955-56 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|-----------------------------|-----------|------------------------------|
| T-6D | | F.8-33/93 | Bu6817, N75952 | 77-4495 | Current Feb55; IRAN 1955-56 |
| T-6D | | F.8-34/93 | Bu6863, N69309 | 77-4691 | IRAN 1955-56 |
| T-6D | | F.8-35/93 | Bu6990, N????? | 78-6462 | Current Jun54; IRAN 1955-56 |
| T-6D | | F.8-36/93 | Bu7002, N58411 | 78-6474 | Current Nov53 IRAN 1955-56 |
| T-6D | | F.8-37/93 | 41-16196, N3949B | 78-6574 | IRAN 1955-56 |
| T-6D | | F.8-38/93 | (41-16590), Bu01863, N65267 | 78-6968 | Current Jly54; IRAN 1955-56 |
| T-6D | | F.8-39/93 | 41-16708, N61091 | 78-7086 | Current Jan54; IRAN 1955-56 |
| T-6D | | F.8-40/93 | | '78-8777' | |
| T-6D | | F.8-41/93 | 41-17166, N59368 | 84-7544 | |
| T-6D | | F.8-42/93 | 41-17176, N55988 | 84-7554 | |
| T-6D | | F.8-43/93 | 41-17186, N69923 | 84-7564 | Current Apr54; IRAN 1955-56 |
| T-6D | | F.8-44/93 | 41-17419, N69439 | 84-7797 | Current Jly54; IRAN 1955-56 |
| T-6D | | F.8-45/93 | Bu05542, N69315 | 88-9049 | Current Dec55; IRAN 1955-56 |
| T-6D | | F.8-46/93 | Bu09839, N69186 | 88-9354 | Current Jun54 |
| T-6D | | F.8-47/93 | Bu10019, N75135 | 88-9578 | Current Dec53; IRAN 1955-56 |
| T-6D | | F.8-48/93 | Bu10145, N9130H | 88-10114 | Current Feb54 |
| T-6D | | F.8-49/93 | Bu10299, N52589 | 88-10304 | |
| T-6D | | F.8-50/93 | Bu26453, N66266 | 88-10380 | IRAN 1955-56 |
| T-6D | | F.8-51/93 | | | Presumed lost before 01Jun51 |
| T-6D | | F.8-52/93 | Bu26688, N52222 | 88-11102 | Current Jan54; IRAN 1955-56 |
| T-6D | | F.8-53/93 | Bu26769, N60279 | 88-11333 | |
| T-6D | | F.8-54/93 | Bu26785, N66237 | 88-11349 | IRAN 1955-56 |
| T-6D | | F.8-55/93 | Bu26786, N69187 | 88-11350 | Current Aug54; IRAN 1955-56 |
| T-6D | | F.8-56/93 | Bu26811, N79492 | 88-11455 | Current Jly56; IRAN 1955-56 |
| T-6D | | F.8-57/93 | Bu26980, N1053M | 88-11839 | Current Jan54 |
| T-6D | | F.8-58/93 | Bu27109, N9109H | 88-12008 | |
| T-6D | | F.8-59/93 | Bu27259, N9400H | 88-12295 | IRAN 1955-56 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|-----------------------------|----------|--|
| T-6D | | F.8-60/93 | Bu51614, N52899 | 88-14256 | |
| T-6D | | F.8-61/93 | 41-178, N67701 | 77-4137 | Current Aug53; IRAN 1955-56 |
| T-6D | | F.8-62/93 | 41-213, N75611 | 77-4172 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-63/93 | 41-754, N64450 | 78-6030 | <i>[AT-6A; to NAA; converted to T-6D]; current Oct53; IRAN 1955-56</i> |
| T-6D | | F.8-64/93 | 41-777, N54856 | 78-6073 | <i>[AT-6A; to NAA; converted to T-6D]; current Dec53</i> |
| T-6D | | F.8-65/93 | Bu7011, N62335 | 78-6483 | Current Oct53; IRAN 1955-56 |
| T-6D | | F.8-66/93 | 41-16284, N56667 | 78-6662 | |
| T-6D | | F.8-67/93 | 41-16507, N55031 | 78-6885 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-68/93 | 41-16747, N61328 | 78-7125 | |
| T-6D | | F.8-69/93 | 41-17007, N57319 | 78-7385 | IRAN 1955-56 |
| T-6D | | F.8-70/93 | (41-16434), Bu01831, N69676 | 78-6812 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-71/93 | 41-16551, N58634 | 78-6929 | Current Feb55 |
| T-6D | | F.8-72/93 | 41-16934, N52782 | 78-7312 | <i>[AT-6A; to NAA; converted to T-6D]; current Jly54</i> |
| T-6D | | F.8-73/93 | 41-17005, N73700 | 78-7383 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-74/93 | Bu10062, N1014N | 88-9746 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-75/93 | 41-286, N59103 | 77-4245 | |
| T-6D | | F.8-76/93 | 41-16036, N60748 | 78-6354 | Current Dec54; IRAN 1955-56 |
| T-6D | | F.8-77/93 | 41-16054, N67143 | 78-6382 | |
| T-6D | | F.8-78/93 | 41-16073, N57473 | 78-6401 | IRAN 1955-56 |
| T-6D | | F.8-79/93 | | | Presumed lost before 01Jun51 |
| T-6D | | F.8-80/93 | 41-17153, N9572H | 84-7531 | <i>[AT-6A; to NAA; converted to T-6D]; current Aug54</i> |
| T-6D | | F.8-81/93 | (41-16918), Bu05467, N62478 | 78-7296 | |
| T-6D | | F.8-82/93 | 41-17352, N67087 | 84-7730 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-83/93 | Bu05572, N4796N | 88-9079 | IRAN 1955-56 |
| T-6D | | F.8-84/93 | 41-17108, N54960 | 84-7486 | |
| T-6D | | F.8-85/93 | 41-17142, N53337 | 84-7520 | <i>[AT-6A; to NAA; converted to T-6D]; current Dec55; IRAN 1955-56</i> |
| T-6D | | F.8-86/93 | 41-17200, N64515 | 84-7578 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---------------------|-----------|--|
| T-6D | | F.8-87/93 | 41-17362, N67506 | 84-7740 | <i>[AT-6A; to NAA; converted to T-6D]</i> |
| T-6D | | F.8-88/93 | 41-17377, N49309 | 84-7755 | <i>[AT-6A; to NAA; converted to T-6D]; current Aug54</i> |
| T-6D | | F.8-89/93 | Bu10297, N66744 | 88-10302 | Current Jun56; IRAN 1955-56 |
| T-6D | | F.8-90/93 | Bu26834, N66249 (?) | 88-11518 | Current Jan52 |
| T-6F | | F.8-91/94 | 44-81657 | 121-42379 | dd 03Sep51; current Jan53 |
| T-6F | | F.8-92/94 | 44-81684 | 121-42406 | dd 03Sep51; current Jan55; IRAN 1955-56 |
| T-6F | | F.8-93/94 | 44-81689 | 121-42411 | dd 03Sep51; current Jan55 |
| T-6F | | F.8-94/94 | 44-81707 | 121-42429 | dd 03Sep51; current Jan55; IRAN 1955-56 |
| T-6F | | F.8-95/94 | 44-81731 | 121-42453 | dd 03Sep51 |
| T-6F | | F.8-96/94 | 44-81743 | 121-42465 | dd 03Sep51; current Oct52 |
| T-6F | | F.8-97/94 | 44-81754 | 121-42476 | dd 03Sep51; current Nov52; IRAN 1955-56 |
| T-6F | | F.8-98/94 | 44-81788 | 121-42510 | dd 03Sep51; current Jun52 |
| T-6F | | F.8-99/94 | 44-81796 | 121-42518 | dd 03Sep51; current Feb55; RTAF Museum |
| T-6F | | F.8-100/94 | 44-81812 | 121-42534 | dd 03Sep51; current Sep52; IRAN 1955-56 |
| T-6F | | F.8-101/94 | 44-81817 | 121-42539 | dd 03Sep51 |
| T-6F | | F.8-102/94 | 44-81820 | 121-42542 | dd 03Sep51; current Dec55; IRAN 1955-56 |
| T-6F | 55.103 | F.8-103/94 | 44-81835 | 121-42557 | dd 03Sep51; current Feb55 IRAN 1955-56 |
| T-6F | | F.8-104/94 | 44-81837 | 121-42559 | dd 03Sep51; current Jan56; IRAN 1955-56 |
| T-6F | | F.8-105/94 | 44-81845 | 121-42567 | dd 03Sep51; current Dec55; IRAN 1955-56 |
| T-6F | | F.8-106/94 | 44-81849 | 121-42571 | dd 03Sep51; current Nov54; IRAN 1955-56 |
| T-6F | | F.8-107/94 | 44-81850 | 121-42572 | dd 03Sep51; current Jan55 |
| T-6F | | F.8-108/94 | 44-81866 | 121-42588 | dd 03Sep51; current Feb55; IRAN 1955-56 |
| T-6F | | F.8-109/94 | 44-81871 | 121-42593 | dd 03Sep51; current Jly53 |
| T-6F | | F.8-110/94 | 44-81875 | 121-42597 | dd 03Sep51; current Jly56; IRAN 1955-56 |
| T-6F | | F.8-111/94 | 44-81877 | 121-42599 | dd 03Sep51; current Jan53; IRAN 1955-56; possibly part of a composite "115/94" with 'Tango' Squadron |
| T-6F | | F.8-112/94 | 44-81907 | 121-42629 | dd 03Sep51; current Dec55; IRAN 1955-56 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|-----------------------------|-----------|--|
| T-6F | | F.8-113/94 | 44-81911 | 121-42633 | dd 03Sep51; current Oct52; IRAN 1955-56 |
| T-6F | | F.8-114/94 | 44-81922 | 121-42644 | dd 03Sep51; current Oct52 |
| T-6F | | F.8-115/94 | 44-82131 | 121-42853 | dd 03Sep51; current Jan55; IRAN 1955-56; basis of a composite "115/94" with 'Tango' Squadron |
| T-6F | | F.8-116/94 | 44-82290 | 121-43012 | dd 03Sep51; current Feb55 |
| T-6F | | F.8-117/94 | 44-82294 | 121-43016 | dd 03Sep51; current Feb55; IRAN 1955-56 |
| T-6F | | F.8-118/94 | 44-82298 | 121-43020 | dd 03Sep51; current Sep52; IRAN 1955-56 |
| T-6F | | F.8-119/94 | 44-82301 | 121-43023 | dd 03Sep51; current Nov52 |
| T-6F | | F.8-120/94 | 44-82486 | 121-43208 | dd 03Sep51; current Jan52 |
| T-6D | | F.8-121/94 | (41-16799), Bu01948, N59919 | 78-7177 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-122/94 | | | Presumed lost before 1955; also reported in RTAF Museum 1967-71 |
| T-6D | | F.8-123/94 | Bu05646, N67007 | 88-9153 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-124/94 | | | Presumed lost before 1955 |
| T-6D | | F.8-125/94 | Bu10247, N67014 | 88-10236 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-126/94 | Bu09867, N67001 | 78-9382 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-127/94 | | | Presumed lost before 1955 |
| T-6D | | F.8-128/94 | 41-16324, N52895 | 78-6702 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-129/94 | Bu27111, N67139 | 88-12012 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-130/94 | 41-16057, N68348 | 78-6385 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-131/94 | 41-17359, N56297 | 84-7737 | <i>[AT-6A; to NAA; converted to T-6D]</i> ; IRAN 1955-56 |
| T-6D | | F.8-132/94 | Bu26546, N66935 | 88-10710 | IRAN 1955-56 |
| T-6D | | F.8-133/94 | 41-304, N63527 | 77-4263 | IRAN 1955-56 |
| T-6D | | F.8-134/94 | | | Presumed lost before 1955 |
| T-6D | | F.8-135/94 | | | Presumed lost before 1955 |
| T-6D | | F.8-136/94 | 41-15839, N66896 | 78-6107 | IRAN 1955-56 |
| T-6D | | F.8-137/94 | | | Presumed lost before 1955 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|-----------------------------|-------------|---|
| T-6D | | F.8-138/94 | 41-382, N63082 | 77-4371 | IRAN 1955-56 |
| T-6D | | F.8-139/94 | 41-17327, N60875 | 84-7705 | IRAN 1955-56 |
| T-6D | | F.8-140/94 | (41-16429), Bu01826, N67728 | 78-6807 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-141/94 | 41-15927, N66262 | 78-6225 | IRAN 1955-56 |
| T-6D | | F.8-142/94 | 41-448, N61029 | 77-4467 | IRAN 1955-56 |
| T-6D | | F.8-143/94 | 41-16570 (?) | 78-6948 (?) | IRAN 1955-56 |
| T-6D | | F.8-144/94 | 41-253, N49356 | 77-4212 | <i>[AT-6A; to NAA; converted to T-6D]; IRAN 1955-56</i> |
| T-6D | | F.8-145/94 | Bu6933, N66771 | 78-6170 | IRAN 1955-56 |
| The following T-6G's are believed to be F8-146/00 to F8-220/00 in the sequence below. | | | | | |
| T-6G | | | 51-14552 | 182-239 | MAP 20Sep57 |
| T-6G | | | 51-14554 | 182-241 | MAP 20Sep57; to CATC Bangkok |
| T-6G | | | 51-14556 | 182-243 | MAP 20Sep57 |
| T-6G | | | 51-14559 | 182-246 | MAP 20Sep57 |
| T-6G | | | 51-14560 | 182-247 | MAP 20Sep57 |
| T-6G | | | 51-14563 | 182-250 | MAP 20Sep57 |
| T-6G | | | 51-14567 | 182-254 | MAP 20Sep57 |
| T-6G | | | 51-14568 | 182-255 | MAP 20Sep57 |
| T-6G | | | 51-14571 | 182-258 | MAP 20Sep57 |
| T-6G | | | 51-14572 | 182-259 | MAP 20Sep57 |
| T-6G | | | 51-14575 | 182-262 | MAP 20Sep57 |
| T-6G | | | 51-14576 | 182-263 | MAP 20Sep57 |
| T-6G | | | 51-14578 | 182-265 | MAP 20Sep57 |
| T-6G | | | 51-14580 | 182-267 | MAP 20Sep57 |
| T-6G | | | 51-14582 | 182-269 | MAP 20Sep57 |
| T-6G | | | 51-14583 | 182-270 | MAP 20Sep57 |
| T-6G | | | 51-14585 | 182-272 | MAP 20Sep57 |
| T-6G | | | 51-14586 | 182-273 | MAP 20Sep57 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|---------|--------------|---------------------------|---------|-----------------------------------|
| T-6G | | | 51-14587 | 182-274 | MAP 20Sep57 |
| T-6G | | | 51-14589 | 182-276 | MAP 20Sep57 |
| T-6G | | | 51-14590 | 182-277 | MAP 20Sep57 |
| T-6G | | | 51-14591 | 182-278 | MAP 20Sep57 |
| T-6G | | | 51-14593 | 182-280 | MAP 20Sep57 |
| T-6G | | | 51-14595 | 182-282 | MAP 20Sep57 |
| T-6G | | | 51-14599 | 182-286 | MAP 20Sep57 |
| T-6G | | | 51-14600 | 182-287 | MAP 20Sep57 |
| T-6G | | | 51-14603 | 182-290 | MAP 20Sep57 |
| T-6G | | | 51-14605 | 182-292 | MAP 20Sep57 |
| T-6G | | | 51-14606 | 182-293 | MAP 20Sep57 |
| T-6G | | | 51-14610 | 182-297 | MAP 20Sep57 |
| T-6G | | | 51-14611 | 182-298 | MAP 20Sep57 |
| T-6G | | | 51-14615 | 182-302 | MAP 20Sep57 |
| T-6G | | | 51-14616 | 182-303 | MAP 20Sep57 |
| T-6G | | | 51-14618 | 182-305 | MAP 20Sep57 |
| T-6G | | | 51-14619 | 182-306 | MAP 20Sep57 |
| T-6G | | | 51-14621 | 182-308 | MAP 20Sep57 |
| T-6G | | | 51-14622 | 182-309 | MAP 20Sep57 |
| T-6G | | | 51-14625 | 182-312 | MAP 20Sep57 |
| T-6G | 1-14630 | F.8-148/00 ? | 51-14630 | 182-317 | MAP 20Sep57; code '2302'; 'Tango' |
| T-6G | | | 51-14634 | 182-321 | MAP 20Sep57 |
| T-6G | | | 51-14635 | 182-322 | MAP 20Sep57 |
| T-6G | | | 51-14639 | 182-326 | MAP 20Sep57 |
| T-6G | | | 42-85724 (T-6D), 51-14642 | 182-329 | MAP 20Sep57 |
| T-6G | | | 51-14645 | 182-332 | MAP 20Sep57 |
| T-6G | | | 51-14647 | 182-334 | MAP 20Sep57 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-----------|-------------|----------|---------|-----------------------------------|
| T-6G | | | 51-14648 | 182-335 | MAP 20Sep57 |
| T-6G | | | 51-14650 | 182-337 | MAP 20Sep57 |
| T-6G | | | 51-14654 | 182-341 | MAP 20Sep57 |
| T-6G | | | 51-14672 | 182-359 | MAP 20Sep57 |
| T-6G | | | 51-14604 | 182-291 | MAP 18Nov57 |
| T-6G | | | 51-14626 | 182-313 | MAP 18Nov57 |
| T-6G | | | 51-14632 | 182-319 | MAP 18Nov57 |
| T-6G | | | 51-14638 | 182-325 | MAP 18Nov57 |
| T-6G | | | 51-14640 | 182-327 | MAP 18Nov57 |
| T-6G | | | 51-14643 | 182-330 | MAP 18Nov57 |
| T-6G | | | 51-14649 | 182-336 | MAP 18Nov57 |
| T-6G | | | 51-14652 | 182-339 | MAP 18Nov57 |
| T-6G | | | 51-14653 | 182-340 | MAP 18Nov57 |
| T-6G | | | 51-14655 | 182-342 | MAP 18Nov57 |
| T-6G | | | 51-14656 | 182-343 | MAP 18Nov57 |
| T-6G | | | 51-14657 | 182-344 | MAP 18Nov57; 'Tango' |
| T-6G | | | 51-14658 | 182-345 | MAP 18Nov57 |
| T-6G | | | 51-14659 | 182-346 | MAP 18Nov57 |
| T-6G | | | 51-14660 | 182-347 | MAP 18Nov57 |
| T-6G | 1-14662 | F.8-210/00 | 51-14662 | 182-349 | MAP 18Nov57; code '5301'; 'Tango' |
| T-6G | | | 51-14663 | 182-350 | MAP 18Nov57 |
| T-6G | 55.007-92 | | 51-14666 | 182-353 | MAP 18Nov57; RTAF Museum |
| T-6G | | | 51-14668 | 182-355 | MAP 18Nov57 |
| T-6G | | | 51-14671 | 182-358 | MAP 18Nov57 |
| T-6G | | | 51-14682 | 182-369 | MAP 18Nov57 |
| T-6G | | | 51-14698 | 182-385 | MAP 18Nov57 |
| T-6G | | | 51-14711 | 182-398 | MAP 18Nov57 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-------------|--------------|----------|---------|---|
| T-6G | | | 51-14714 | 182-401 | MAP 18Nov57 |
| T-6G | | | 51-14717 | 182-404 | MAP 18Nov57 |
| T-6G | | | 51-14373 | 182-60 | MAP 06Mar58 |
| T-6G | | | | | Code '53'; preserved at Prachuap Khiri Khan |
| T-6D | | | | | Photo; code '53' |
| T-6G | | | | | Photo; code '5312' |
| T-6G | 55.157-2500 | F.8-157/00 ? | | | |
| T-6G | 55.165 | F.8-165/00 ? | | | Noted Mar73 |
| T-6G | 55.174/2500 | F.8-174/00 ? | | | Photo |
| T-6G | 55.184/2500 | F.8-184/00 ? | | | Photo |
| T-6G | 55.215/2500 | F.8-215/00 ? | | | Photo |
| T-6G | 217 | F.8-217/00 ? | | | Photo; code '7142' |
| T-6G | 55.220 | F.8-220/00 ? | | | Code '5'; preserved at Kamphaeng Saen |

B.F9 = DHC Chipmunk

- 66 delivered, 1st 18 in 1950, remainder Jun51 to 1954;
- Unidentified PI's are G-5-11 to G-5-20;
- 12 (+ 1 prototype) converted to RTAF4 Chantra;
- accidents to unidentified Chipmunks have been on 03Jan69, 27May71, 03Jun71 & 28Apr84;
- 1 unidentified UK-built Chipmunk T.20 is displayed at Khampaeng Saen AFB

| | | | | | |
|----------|--|----------|--|--------|--|
| DHC-1B-2 | | F.9-1/93 | | 78/116 | Accepted 09Dec49; assigned 05Apr50; active 1964; current Sep70 |
| DHC-1B-2 | | F.9-2/93 | | 79/117 | Accepted 09Dec49; assigned 19May50; active 1964; photo |
| DHC-1B-2 | | F.9-3/93 | | 93/131 | Accepted 28Feb50; assigned 12Jun50; condemned 19Sep60 |
| DHC-1B-2 | | F.9-4/94 | | 94/132 | Accepted 28Feb50; assigned 12Jun50; condemned 3Oct60 |
| DHC-1B-2 | | F.9-5/93 | | 95/133 | Accepted 28Feb50; assigned 12Jun50; condemned 11Jun63; RTAF Museum |
| DHC-1B-2 | | F.9-6/93 | | 96/134 | Accepted 28Feb50; assigned 12Jun50; condemned 14Sep61 |
| DHC-1B-2 | | F.9-7/93 | | 97/135 | Accepted 21Mar50; assigned 16Jun50; condemned 01Jun55 after accident |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------|--------|------------------|----|---------------------|--|
| DHC-1B-2 | | F.9-8/93 | | 98/136 | Accepted 21Mar50; assigned 23Jun50; condemned 19Sep60 |
| DHC-1B-2 | | F.9-9/93 | | 99/137 | Accepted 21Mar50; assigned 16Jun50; condemned 05Jun61 after accident |
| DHC-1B-2 | 10 | F.9-10/93 | | 100/138 | Accepted 21Mar50; assigned 16Jun50; active 1964; Thai Flying Club 1967; current Sep70 & Nov72; to Australia & reported being rebuilt at Wagga Wagga 2004 |
| DHC-1B-2 | | F.9-11/93 | | 107/145 | Accepted 27Apr50; assigned 27Sep51; active 1964 |
| DHC-1B-2 | | F.9-12/93 | | 108/146 | Accepted 27Apr50; assigned 05Sep51; condemned 19Sep60 |
| DHC-1B-2 | | F.9-13/93 | | 109/147 | Accepted 27Apr50; assigned 12Sep51; active 1964; current Sep70 & Nov72; probably to Canada by 1991 & modified to 'Chipmunk X'; to C-FQFO 1997 (painted as RCAF 18019); to N199TD Aug08 (painted as RCAF 18019) |
| DHC-1B-2 | | F.9-14/93 | | 110/148 | Accepted 27Apr50; assigned 5Sep51; active 1964; current Sep70 & Nov72 |
| DHC-1B-2 | | F.9-15/93 | | 85/123 | Accepted 06Feb50; assigned 5Apr51; condemned 19Sep60 |
| DHC-1B-2 | | F.9-16/93 | | 86/124 | Accepted 06Feb50; assigned 23Mar51; condemned 19Sep60 |
| DHC-1B-2 | | F.9-17/93 | | 91/129 | Accepted 06Feb50; assigned 10Mar51; condemned 19Sep60 |
| DHC-1B-2 | | F.9-18/95 (/93?) | | 92/130 | Accepted 06Feb50; assigned 3Mar51; condemned 12Jly62 |
| T.20 | | F.9-19/94 | | C1/0337 | Accepted 17Oct51; assigned Dec51; condemned 08Feb54 after accident |
| T.20 | | F.9-20/94 | | C1/0350 | Accepted 17Oct51; assigned Dec51; condemned 24Apr59 after accident |
| T.20 | | F.9-21/95 | | C1/0379 | Accepted 25Nov51; assigned Jan52; condemned 10Nov53 after accident |
| T.20 | | F.9-22/95 | | C1/0380 | Accepted 25Nov51; assigned Jan52; active 1964; to Chantra ? |
| T.20 | | F.9-23/95 | | C1/0381 | Accepted 25Nov51; assigned Jan52; condemned 19Feb52 after accident |
| T.20 | | F.9-24/95 | | C1/0382 (DHB/F/272) | Accepted 25Nov51; assigned Jan52; current Jan81; 'Tango' Don Mueang; RTAF Museum by Feb02 |
| T.20 | | F.9-25/95 | | C1/0391 | Accepted 26Dec51; assigned Feb52; active 1964; to Chantra ? |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|------------------------|---|
| T.20 | | F.9-26/95 | | C1/0400 | Accepted 26Dec51; assigned Feb52; to Australia 1990; noted at Moorabin Nov90; moved to an unspecified location in the Melbourne area; reported extant 2007 |
| T.20 | | F.9-27/95 | | C1/0401 | Accepted 26Dec51; assigned Feb52; active 1964; to Chantra ? |
| T.20 | | F.9-28/95 | | C1/0402 | Accepted 26Dec51; assigned Feb52; condemned 08Feb54 after accident |
| T.20 | | F.9-29/95 | | C1/0403 | Accepted 17Jan52; assigned Feb52; noted in open store at Don Mueang Jan80; to Australia by 1988; noted at Luskintyre Apr88; to Tom Filipcevic & stored in the Hunter Valley as a potential restoration 2010 |
| T.20 | | F.9-30/95 | | C1/0405 | Accepted 17Jan52; assigned Apr52; active 1964; to Chantra ? |
| T.20 | | F.9-31/95 | | C1/0409 | Accepted 17Jan52; assigned Apr52; condemned 15Aug52 after forced landing |
| T.20 | | F.9-32/95 | | C1/0415 | Accepted 17Jan52; assigned May52; active 1964; to Chantra ? |
| T.20 | | F.9-33/95 | | C1/0417 | dd Broughton to Hatfield 14Nov51; accepted 17Apr52; assigned 21Jly52 active 1964; to Chantra ? |
| T.20 | | F.9-34/95 | | C1/0443 | dd Broughton to Hatfield 08Feb52; accepted 17Apr52; assigned 21Jly52; condemned 15Feb61 |
| T.20 | | F.9-35/95 | | C1/0411 (DHB/F/347) | Accepted 17Apr52; assigned 9Jly52; current Aug80 & Jan81; active Feb83; 'Tango' Chiang Mai |
| T.20 | | F.9-36/95 | | C1/0412 | dd Broughton to Hatfield 24Oct51; accepted 17Apr52; assigned 25Jly52; condemned 21Jan62 |
| T.20 | | F.9-37/95 | | C1/0413 | dd Broughton to Hatfield 24Oct51; accepted 19Apr52; assigned 9Jly52; current Jun71; to VH-XBS Oct91 & active 2010 |
| T.20 | | F.9-38/95 | | C1/0457 | Accepted 19Apr52; assigned 09Jly52; condemned 19Oct54 after accident |
| T.20 | | F.9-39/95 | | C1/0421 | dd Broughton to Hatfield 14Nov51; accepted 08Apr52; assigned 30May52; photo; fuselage noted at Camden, NSW Oct00 & Nov02; sold to USA 2003; fuselage noted at Richard Lloyd Jones Airport, Tulsa, Ok. Oct05 thro' Oct06 |
| T.20 | | F.9-40/95 | | C1/0427 | dd Broughton to Hatfield 14Nov51; accepted 08Apr52; assigned 27May52; condemned 09Jan62 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|---------|---|
| T.20 | | F.9-41/95 | | C1/0428 | dd Broughton to Hatfield 14Nov51; accepted 07Apr52; assigned 21Jun52; to Chantra ?; possibly the Chipmunk DHB/F/389 in 'Tango' Museum |
| T.20 | | F.9-42/95 | | C1/0434 | dd Broughton to Hatfield 14Nov51; accepted 03Apr52; assigned 21Jun52; condemned 25Sep54 after accident |
| T.20 | | F.9-43/95 | | C1/0436 | dd Broughton to Hatfield 14Nov51; accepted 07Apr52; assigned 21Jun52; condemned 29Feb52 |
| T.20 | | F.9-44/95 | | C1/0442 | dd Broughton to Hatfield 14Nov51; accepted 03Apr52; assigned 21Jun52; condemned 10Sep54 after accident |
| T.20 | | F.9-45/95 | | C1/0416 | dd Broughton to Hatfield 25Oct51; accepted 11Jun52; assigned 22Aug52; active 1964; to Chantra ? |
| T.20 | | F.9-46/97 | | C1/0406 | Accepted 08Sep52; assigned 22Aug52; active 1964; to Chantra ? |
| T.20 | | F.9-47/97 | | C1/0410 | Accepted 11Jun52; assigned 22Aug52; condemned 09Jan62 |
| T.20 | | F.9-48/97 | | C1/0420 | dd Broughton to Hatfield 14Nov51; accepted 11Jun52; assigned 22Aug52; active 1964; to Chantra ? |
| T.20 | | F.9-49/97 | | C1/0449 | Accepted 08Sep52; assigned 02Aug52; condemned 07Oct60 |
| T.20 | | F.9-50/97 | | C1/0456 | Accepted 08Sep52; assigned 22Aug52; condemned 07Oct60 |
| T.20 | | F.9-51/97 | | C1/0458 | Accepted 08Sep52; assigned 22Aug52; condemned 09Jan62 |
| T.20 | | F.9-52/97 | | C1/0461 | Accepted 08Sep52; assigned 22Aug52; active 1964; to Chantra ? |
| T.20 | | F.9-53/97 | | C1/0462 | Accepted 08Sep52; assigned 22Aug52; active 1964; current Jan81; to Chantra ? |
| T.20 | | F.9-54/97 | | C1/0560 | Accepted 08Sep52; assigned 22Aug52; active 1964; to Chantra ? |
| T.20 | | F.9-55/97 | | C1/0568 | Accepted 08Sep52; assigned 22Aug52; condemned 18Mar61 |
| T.20 | | F.9-56/97 | | C1/0569 | Accepted 08Sep52; assigned 22Aug52; condemned 15Feb61 |
| T.20 | | F.9-57/97 | | C1/0577 | Accepted 08Sep52; assigned 22Aug52; condemned 9Jan62 |
| T.20 | | F.9-58/97 | | C1/0582 | Accepted 08Sep52; assigned 22Aug52; condemned 18Mar61 |
| T.20 | | F.9-59/97 | | C1/0588 | Accepted 08Sep52; assigned 22Aug52; condemned 7Oct60 |
| T.20 | | F.9-60/97 | | C1/0594 | Accepted 08Sep52; assigned 22Aug52; condemned 7Oct60 |
| T.20 | | F.9-61/97 | | C1/0600 | Accepted 08Sep52; assigned 22Aug52; condemned 16Apr64 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|------------------------|--|
| T.20 | | F.9-62/97 | | C1/0606 | Accepted 08Sep52; assigned 22Aug52; to RMAF Museum, Kuala Lumpur "FM1022" 01Apr88 |
| T.20 | | F.9-63/97 | | C1/0612 | Accepted 08Sep52; assigned 22Aug52; w/o 9Apr89 |
| T.20 | | F.9-64/97 | | C1/0619 | Accepted 08Sep52; assigned 22Aug52; active 1964 & 1989; 'Tango' Chiang Mai |
| T.20 | | F.9-65/97 | | C1/0626 (DHB/F/536) | Accepted 08Sep52; assigned 22Aug52; 'Tango' Don Mueang |
| T.20 | | F.9-66/97 | | C1/0634 | Accepted 08Sep52; assigned 22Aug52; current Mar72, Jan74 & Jan81; 'Tango' Don Mueang |

B.F10 = DH82A Tiger Moth

- 31 (or 34 or 37?) transferred from Navy following failed Jun51 Navy coup;
- type withdrawn 1961

These 6 Tiger Moths were sold to Wiltshire School of Flying 20Oct50; regd 18Oct50 to Wiltshire School of Flying (Thruxtion); no CofA known; regn canx as 'Sold abroad' 30Nov50. They are untraced, but are not confirmed as Thai:-

- DE432, G-AMFD c/n 85440
- T7090, G-AMFE c/n 83475
- R4973, G-AMFF c/n 82883
- T6182, G-AMFG c/n 84630
- NL824, G-AMFH c/n 86280
- N9276, G-AMFI c/n 82377

| | | | | | |
|--|--|--|--|-------|--|
| | | | G-AFGT, W7955, (G-AMEA), G-AFGT (canx 17Jan51) | 3681 | |
| | | | N5448, G-AJXM (canx 17Jan51) | 3711 | |
| | | | N6614, G-AJXN (canx 19Feb51) | 3915 | |
| | | | N6634, G-AJXP (canx 19Feb51) | 3938 | |
| | | | N9387, G-AJXR (canx 19Feb51) | 82457 | |
| | | | R4899, G-AJXT (canx 19Feb51) | 82816 | |
| | | | N6655, G-AKGG (canx 27Oct50) | 3959 | |
| | | | T7327, G-AMDF (canx 15Nov50) | 83838 | |
| | | | DE146, G-AMDI (canx 1Nov50) | 85216 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-------------------|-------------|---|-------|---|
| | | | N6969, G-AMDK (canx 14Nov50) | 82207 | |
| | | | R4783, G-AMDL (canx 27Oct50) | 82727 | |
| | | | R5038, G-AMDM (canx 1Nov50) | 82939 | |
| | | | T6097, G-AMDT (canx 20Dec50) | 84564 | |
| | | | N6787, G-AMDU (canx 20Dec50) | 82057 | |
| | | | T7127, G-AMDV (canx 20Dec50) | 83578 | |
| | | | T7094, G-AMDW (canx 20Dec50) | 83479 | |
| | | | T6025, G-AMDX (canx 20Dec50) | 84173 | |
| | | | DF134, G-AMDY (canx 20Dec50) | 85883 | |
| | | | DE737, G-AMEB (canx 17Jan51) | 85667 | |
| | | | R4778, G-AMEE (canx 19Feb51) | 82722 | |
| | | | T6920, G-AMEF (canx 19Feb51) | 85149 | |
| | | | T7809, G-AMEG (canx 18Jan51) | 84187 | |
| | | | T7154, G-AMEH (canx 19Feb51) | 83613 | |
| | | | T5603, G-AMFA (canx 18Jan51) | 83296 | |
| | | | T6033, G-AMFB (canx 1951) | 84212 | |
| | | | N6485, G-AMFC (canx 19Feb51) | 3822 | |
| | | | N6713, G-AMFY (canx 17Jan51 ?) | 3986 | |
| | | | T6254, G-AMFZ (canx 17Jan51) | 84680 | |
| | | | N6931, G-AMGA (canx 19Feb51) | 82175 | |
| | | | R4877, G-AMGB (canx 17Jan51) | 82794 | RTAF Museum |
| | | | T6045, G-AMHH (canx 19Feb51) | 84275 | |
| | Not ex RTAF are:- | | | | |
| 21 | | | T6269, G-AMOU, VR-RBZ, 9M-ALJ, N200D, G-AMOU | 84695 | Canx to Thailand 18Nov93; 'Tango'; believed once marked T6269 code 'FOR-T' |
| | | N973JS | EM973, G-ANNU, ZK-BFB | 86156 | Canx to Thailand late 1995; 'Tango' |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|---------|---------|---|
| B.F11 = Lockheed T-33A & RT-33A | | | | | |
| MAP deliveries (34):- | | | | | |
| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
| SF62 | 6 | T-33A | 1963 | PR USAF | 53-5498, 53-5500 to 53-5504 (F11-1/98 to F11-6/98) |
| SG05 | 3 | RT-33A | 1963 | PR USAF | 53-5441, 53-5449, 53-5508 (TF11-1/98 to TF11-3/98) |
| SF61 | 7 | T-33A | 1963 | XS USAF | 51-6572, 51-6640, 51-6641, 51-6679, 51-6939, 51-8619, 52-9511 (F11-7/05 to F11-13/05) |
| ZB39 | 5 | T-33A | 1966 | XS USAF | |
| YT92 | 5 | T-33A | 1968 | XS USAF | |
| YT92 | 7 | T-33A | 1969 | XS USAF | |
| AG17 | 1 | T-33A | 1970 | XS USAF | |
| <ul style="list-style-type: none"> • Jly55: 6 T-33A & 3 RT-33A delivered to 10 Squadron; • 1960: 1 RT-33A delivered; • 1962: 7 T-33A delivered; • 28Jun65: Accident to unidentified T-33 (possibly F11-1/98 or 2/98); • 29Dec65: Accident to unidentified T-33 (possibly F11-1/98 or 2/98); • 1967: 2 T-33A & 3 RT-33A delivered; • 1969/70: 12 T-33A delivered; • 1970: 1 RT-33A delivered; • 1970's: "Tito's Jet Jockeys" says that TV-2 JRV 10229 c/n 6420 (ex 51-8636, BuNo 131749) was sold to Thailand in the 1970s; nothing further is known of this; • 1982/83: 12 ex French AF delivered (at \$198,333 each); • 1986: Reports of a batch of up to 20 ex Singapore AF T-33A in 1986 are unfounded; • 15Sep87: Accident to unidentified T-33; • 1988: 7 T-33A delivered | | | | | |
| T-33A | 498 | F.11-1/98 | 53-5498 | 8837 | MAP 20Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; soc 25Jly66 (possibly the T-33 w/o 28Jun65 or 29Dec65) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|------------|---------------|---------|------|---|
| T-33A | | F.11-2/98 | 53-5500 | 8839 | MAP 11Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; soc 27Apr66 (possibly the T-33 w/o 28Jun65 or 29Dec65) |
| T-33A | 501 | F.11-3/98 | 53-5501 | 8840 | MAP 20Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; code '1113' (1967); engine failed in the air and crashed into field 23Jly70 (2 bailed out) |
| T-33A | 502 / 4-98 | F.11-4/98 | 53-5502 | 8841 | MAP 11Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; uncoded (Jun69), then code '1114' (Apr71 thro' Feb73); soc 16Jan76 & broken up for spares |
| T-33A | 503 / 5-98 | F.11-5/98 | 53-5503 | 8842 | MAP 11Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; code '1112' (Jun70 & Jan73); code '1115' (Oct72 thro' Feb73); soc 30May73 |
| T-33A | 504 | F.11-6/98 | 53-5504 | 8843 | MAP 11Jly55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; dd 30Jly55; toc 03Aug55; to 10 Squadron 15Aug55; code '1111' (Nov70 & Nov72); soc 16Jan76 & broken up for spares |
| T-33A | 7-05 | F.11-7/05 | 51-6572 | 5904 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; to FTS 04Sep67; to 11 Squadron 25Jun71; code '1113' (Mar74); soc 16Jan76 & broken up for spares |
| T-33A | | (J)F.11-8/05 | 51-6640 | 5972 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; code '1132'; converted to JF-11 'attack-trainer' Jun72; soc 12Jly73 & broken up for spares |
| T-33A | | F.11-9/05 | 51-6641 | 5973 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; code '1116' (Jan73); soc 16Jan76 & broken up for spares |
| T-33A | | (J)F.11-10/05 | 51-6679 | 6011 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; converted to JF-11 'attack-trainer' Jun72; soc 12Jly73 & broken up for spares |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|---------------|---------|------|---|
| T-33A | | F.11-11/05 | 51-6939 | 6271 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; soc 25Jly66 & broken up for spares |
| T-33A | 12-05 | (J)F.11-12/05 | 51-8619 | 6403 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; converted to JF-11 'attack-trainer' Jun72; code '1124' (Sep70 & Jan73); soc 22May74 & broken up for spares |
| T-33A | | F.11-13/05 | 52-9511 | 7646 | MAP 22Aug62 Oakland, CA; overhauled before dd by AEMOC, Oakland, CA; toc 22Sep62; to 11 Squadron Nov62; soc 20Sep65 & broken up for spares |
| T-33A | 14-10 | F.11-14/10 | 52-9792 | 8052 | MAP 12Sep67 McLellan, CA; overhauled before dd by LASLL, Lake Charles, LA; toc 30Oct67; to FTS Dec67; to 11 Squadron 25Jun71; code '1126' (Jan73); ('1126' noted Mar72; serial not noted); soc 16Jan76 & broken up for spares |
| T-33A | | F.11-15/10 | 52-9836 | 8142 | MAP 12Sep67 McLellan, CA; overhauled before dd by LASLL, Lake Charles, LA; toc 30Oct67; to 11 Squadron; code '1127' (Nov72 & Sep75); soc 24Sep80; to display at Khampaeng Saen from Sep88 |
| T-33A | 16-12 | F.11-16/12 | 51-4123 | 5417 | MAP 22Feb69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 07May69; to 11 Squadron 20May69; to FTS 07Apr71; to 11 Squadron 25Jun71; wing leading edge damaged when it hit the wing of a USAF C-47 at 1500ft near the end of runway 21 at Don Mueang 05Jly72 & repairs completed 23Aug73; to 11 Squadron 31Aug73; code '1125' (Mar74); to DoAE 02Nov79; soc 24Sep80 & broken up for spares |
| T-33A | | F.11-17/12 | 51-6547 | 5879 | MAP 08Feb69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 07May69; to 11 Squadron 20May69; to DoAE 02Nov79; soc 24Sep80 & broken up for spares |
| T-33A | 18-12 | F.11-18/12 | 52-9305 | 7390 | MAP 31Dec68 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 07May69; to 11 Squadron 20May69; code '1121' (Sep70 & Jun71); to FTS 07Apr71; noted Dec72; to 11 Squadron 31Aug73; soc 30May73 (?) |
| T-33A | | F.11-19/12 | 53-5033 | 8372 | MAP 14Dec68 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 07May69; to 11 Squadron; crashed at Lam Lu Ka due to fuel starvation 23Jly70; soc 22Jly70 (?) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|---------|------|--|
| T-33A | 20-12 | F.11-20/12 | 53-5225 | 8564 | MAP 22Feb69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 07May69; to 11 Squadron 20May69; code '1123' (Jan70 & Jan73); to DoAE 02Nov79; soc 24Sep80 & broken up for spares |
| T-33A | | F.11-21/13 | 53-4994 | 8333 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron 30Jan70; damaged in ground accident when nose gear retracted on apron 14Aug74 (repaired); code '1136' (Nov78); accident whilst taxiing at Korat (BN1) after flight training exercise (no injury) 06Jly83; soc 22Jly83 |
| T-33A | | F.11-22/13 | 53-5478 | 8817 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron 30Jan70; possibly code '10125'; substantially damaged when main undercarriage did not fully extend on landing at Don Mueang 15Mar72; soc 01May72 |
| T-33A | 23-13 | F.11-23/13 | 53-5929 | 9405 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron 30Jan70; code '1131' (Jun70), to DoAE for modifications 10Mar80; to 103 Squadron 24Mar80; to 561 Squadron 16Jan86; code '56131'; soc 11Oct93; stored at Hat Yai; to RTAF Museum 2000 as '56131', later '1132' |
| T-33A | 24-13 | F.11-24/13 | 53-6020 | 9552 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron 30Jan70; code '1132' (Sep70 & Jan73); w/o Samut Sakhon 09Jan73; soc 13Feb73; to display at Nonthaburi Palace (current status unknown) |
| T-33A | 25-13 | F.11-25/13 | 53-6040 | 9643 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron 30Jan70; code '1133' (Sep70 & Jun71), then code '10133'; to 561 Squadron 16Jan86; code '56132'; soc 11Oct93; stored at Hat Yai until at least Mar11; to display at ATTS, Don Mueang by Jun12 |
| T-33A | 26-13 | F.11-26/13 | 53-6106 | 9727 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron Apr70; code '1134' (Mar74); to DoAE for storage 02Nov79; soc 19Oct89; to display at Korat by Jan95 |
| T-33A | 27-13 | F.11-27/13 | 53-6140 | 9761 | MAP 25Nov69 Oakland, CA; overhauled before dd by ASIOC, Oakland, CA; toc 06Jan70; to 11 Squadron Apr70; code '1135' (Jan81); soc 1979; to display at Chitlada Palace (current status unknown) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|-----------------------------|------|---|
| T-33A | 28-25 | F.11-28/25 | 51-9168, French AF, F-GBEP | 6952 | <i>[F-GBEP reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; at Bahrain on dd 02Dec82; toc 06Dec82; to 101 Squadron Jan83; code '56111'; soc 09Oct95; stored at Hat Yai 1995 thro' Mar11; intended for RTAF Museum, but dismantled & abandoned in woods by Apr15; restored for 'mobile' static display at Hat Yai by Jan20 |
| T-33A | | F.11-29/25 | 53-5120, French AF, F-GBEO | 8459 | <i>[F-GBEO reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; at Bahrain on dd 02Dec82; toc 06Dec82; to 101 Squadron Jan83; burst into flames in midair north of Korat (BN1) airfield & crashed in Bua Yai district, Nakhon Ratchasima province 23Dec83 (2 ejected safely); soc 23Jan84 |
| T-33A | | F.11-30/25 | 53-5132, French AF, F-GBEN | 8471 | <i>[F-GBEN reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; at Bahrain on dd 02Dec82; toc 06Dec82; to 101 Squadron 24Dec82; crashed into the sea near Hat Yai airport (2 killed) 25Oct85 |
| T-33A | 31-25 | F.11-31/25 | 53-5282, French AF, F-GBEQ | 8621 | <i>[F-GBEQ reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; at Bahrain on dd 02Dec82; toc 06Dec82; to 101 Squadron 24Dec82; code '56112'; soc 11Oct93; stored at Hat Yai 1993 thro' Mar11; to display at Surat Thani by Mar14 |
| T-33A | | F.11-32/26 | 51-6516, French AF, F-GBER | 5848 | <i>[F-GBER reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; toc 12Jan83; to 101 Squadron Feb83; ran off the runway at Hat Yai & fuselage substantially damaged 09Mar87; soc 29Apr87; probably the T-33A displayed in a playground at RTAFB Hat Yai |
| T-33A | | F.11-33/26 | 51-17414, French AF, F-GBET | 7153 | <i>[F-GBET reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]</i> ; toc 12Jan83; to 101 Squadron 21Jan83; engine stopped on take off and burst into flames 1.5 miles from Hat Yai airport (1 killed, 1 bailed out) 28Jan86; soc 05Feb86 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|-----------------------------|------|--|
| T-33A | 34-26 | F.11-34/26 | 51-17522, French AF, F-GBEU | 7582 | <i>[F-GBEU reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 12Jan83; to 101 Squadron 14Feb83; code '56113'; code '56122'; damaged due to fire in cockpit 17Dec93; to 'Tango' Chiang Mai, coded '56113', later '1113' Note:- code '56122' from photo (see 42/31)</i> |
| T-33A | 35-26 | F.11-35/26 | 53-4959, French AF, F-GBES | 8298 | <i>[F-GBES reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 12Jan83; to 101 Squadron 14Feb83; caught fire during weapons training 24Jly87 & repairs completed 06Mar89; code '56115'; soc 31Mar94; stored at Hat Yai 1993 thro' Feb04; to display outside Wing 56 HQ building by Jly10</i> |
| T-33A | | F.11-36/26 | 51-4383, French AF, F-GBEX | 5678 | <i>[F-GBEX reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 08Feb83; to 101 Squadron Mar83; crashed following a spin in Songkhla province 19Jly88; soc 08Aug88</i> |
| T-33A | 37-26 | F.11-37/26 | 51-8752, French AF, F-GBEY | 6536 | <i>[F-GBEY reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 08Feb83; to 101 Squadron Mar83; code '56134'; damaged following training mission at Hat Yai 25Nov92; soc 14Jan93; to display at Hat Yai</i> |
| T-33A | 38-26 | F.11-38/26 | 51-17544, French AF, F-GBEZ | 7689 | <i>[F-GBEZ reserved late-1981/early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 09Feb83; to 101 Squadron Mar83; code '56114'; soc 05Jly95; stored at Hat Yai stored 1995 thro' Feb04; to display outside Wing 56 HQ building by Jly10</i> |
| T-33A | | F.11-39/26 | 57-0683, French AF, F-GBEV | 1332 | <i>[F-GBEV reserved late-1981 / early-1982 for Gyrafrance International for ferry on behalf of OFEMA; after ferry, marks designated "free for re-issue" from 01Apr83]; toc 08Feb83; crashed 200m from runway at Hat Yai airport & burst into flames when returning from attack training mission (2 killed) 25Oct85; soc 14Nov85</i> |
| T-33A | 40-31 | F.11-40/31 | 57-0538 | 1187 | toc 01Jun88; to 561 Squadron Oct88; code '56133'; soc 30Jun92; stored at Hat Yai; to 'Tango' (mis-coded '1133') |
| T-33A | 41-31 | F.11-41/31 | 57-0617 | 1266 | toc 01Jun88; to 561 Squadron Oct88; code '56121'; soc 31Mar94; stored at Hat Yai; put on display at Phitsanulok by Mar12 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------|-------------|--------------------|------|---|
| T-33A | | F.11-42/31 | 57-0686 | 1335 | toc 01Jun88; to 561 Squadron Oct88; code '56122'; soc 30Jun92; stored at Hat Yai by 1992; wreck noted Jan95 (gone by Feb04) <i>Note: see 34/26</i> |
| T-33A | 43-31 | F.11-43/31 | 58-0468 | 1437 | toc 01Jun88; to 561 Squadron Oct88; code '56123'; soc 31Mar94; stored at Hat Yai 1993 thro' Mar11; to display at Science Center for Education, Trang by Feb14 |
| T-33A | 44-31 | F.11-44/31 | 58-0474 | 1443 | toc 01Jun88; to 561 Squadron Oct88; code '56124'; soc 30Jun92; stored at Hat Yai 1992 thro' Feb04; to display at Takhli by Jan14 |
| T-33A | 45-31 | F.11-45/31 | 58-0525 | 1494 | toc 01Jun88; to 561 Squadron Oct88; code '56125'; soc 30Jun92; stored at Hat Yai; to display at Khampaeng Saen by Mar12 |
| T-33A | 80634 | F.11-46/31 | 58-0634 | 1603 | toc 01Jun88; wings fitted to TF11-7/10 & never entered squadron service; soc 14Mar89 & stored at Don Mueang; noted there, dismantled in grey camouflage scheme, Oct95 thro' Jan98 (gone by Aug02) |
| RT-33A | | T.F.11-1/98 | 53-5441 | 8780 | MAP 27Aug55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; toc 03Aug55; to 10 Squadron; soc 11Jun62 |
| RT-33A | | T.F.11-2/98 | 53-5449 | 8788 | MAP 27Aug55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; toc 03Aug55; to 10 Squadron; soc 27Apr66 |
| RT-33A | 508 | T.F.11-3/98 | 53-5508 | 8847 | MAP 27Aug55 6408 th ADG, Japan; new aircraft dd by sea to Kisarazu & then flown to Thailand; toc 03Aug55; to 10 Squadron; code '1023' (1962); soc 22Jly66 |
| RT-33A | 138 | T.F.11-4/03 | 51-9138, Taiwan AF | 6922 | toc 05Oct60; to 10 Squadron; code '1124'; soc 26Apr68 |
| RT-33A | 5-10 | T.F.11-5/10 | 53-5814 | 9215 | MAP 20Oct67 McLellan, CA; converted to RT-33A by AROLF, Lake City before dd; toc 13Dec67; to 11 Squadron 11Mar68; code '1141' (Nov70, Mar72 & Sep75); to DoAE for modifications 31Jly80; to 101 Squadron 06Mar81; to 561 Squadron 16Jan86; code '56141'; to Don Mueang (BN6) 08May89; code '60141'; to Hat Yai (BN56) 13Nov89; soc 09Oct95; stored at Hat Yai; to RTAF Museum |
| RT-33A | | T.F.11-6/10 | 53-5160 | 8499 | MAP 17Oct67 McLellan, CA; converted to RT-33A by AROLF, Lake City before dd; toc 26Dec67; to 10 Squadron; exploded in midair over Samut Sakhon province 06Jun72; soc 23Jun72 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|-----------------------|-------------|----------------------------|-----------|---|
| RT-33A | 7-10 | T.F.11-7/10 | 53-5179 | 8518 | MAP 20Nov67 McLellan, CA; converted to RT-33A by AROLF, Lake City before dd; toc 26Dec67; to 11 Squadron 11Mar68; noted camouflaged at Don Mueang Oct68; '1143' noted Sep70 (serial not noted); code '1143' (Mar74); to DoAE 11Jun79 for modifications; to 101 Squadron 11Jan80; to 561 Squadron 16Jan86; code '56143'; crashed at Don Mueang 26Jan86 damaging landing gear doors, speed brake, port & starboard flaps, both wings and camera (repaired); damaged 31Aug88 when failed to take-off, ran off runway into ditch & port undercarriage damaged (repaired); soc 05Jly95 & stored at Hat Yai; to display at Directorate of Air Operations Control, Don Mueang by Aug03 |
| RT-33A | 8-13 | T.F.11-8/13 | 53-5273, Greek AF, Iran AF | 8612 | <p>[Greek AF 06Mar55 – 09Mar59; USAF (overhauled at FIAT Turin); Iran AF 11Oct59 – 1970]; MAP 28Oct70 Oakland, CA; toc 21Dec70; to BY Apr70 (?); code '1142' (Mar72); damaged when undercarriage failed to extend on landing 25Sep73 (repaired); to DoAE for modifications 07Jan80; to 101 Squadron 22Jly80; to 561 Squadron 16Jan86; code '56142'; to Don Mueang (BN6) 08May89; to Hat Yai (BN56) 13Nov89; soc 09Oct95; noted stored at Hat Yai Feb04; to RTAF Museum Jun11</p> <p><i>Note:- rumours that this went to Italian AF in 1955 or 1959 are believed to be based on very dated incorrect assumptions; there is no evidence of Italian use.</i></p> |
| | | | | | Code '1011' |
| | | | | | Code '1117' (Mar72) |
| | | | | | Code '1122' (Nov72) |
| RT-33A | | | | | Code '56144' |
| B.F12 = Cessna 318/T-37B & T-37C | | | | | |
| | MAP deliveries (16):- | | | | |
| | <u>RCN</u> | <u>No.</u> | <u>Type</u> | <u>FY</u> | <u>Source</u> |
| | SF63 | 8 | T-37B | 1963 | PR USAF |
| | YQ82 | 4 | T-37C | 1968 | PR USAF |
| | AF96 | 1 | T-37C | 1969 | PR USAF |
| | AF96 | 1 | T-37C | 1970 | PR USAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---------|-------------|---------|-------|--|
| | EL45 | 2 | T-37B | 1972 | XS USAF |
| <p>56-3495, 57-2274</p> <ul style="list-style-type: none"> Also 6 T-37B in 1980 14 active 1976 thro' 86 type withdrawn 1996 | | | | | |
| T-37B | RR01-04 | F.12-01/04 | 60-0133 | 40621 | MAP; dd Jly61; w/o 14Jun67 |
| T-37B | RR02-04 | F.12-02/04 | 60-0135 | 40623 | MAP; dd Jly61; w/o 24Sep73 |
| T-37B | RR03-04 | F.12-03/04 | 60-0137 | 40625 | MAP; dd Jly61; noted hangared at Don Mueang Feb02 painted as 'RR21-23'; to Sukhothai Palace collection painted as 'RR21-23' |
| T-37B | RR04-04 | F.12-04/04 | 60-0138 | 40626 | MAP; dd Jly61; w/o 18Sep74 |
| T-37B | RR05-04 | F.12-05/04 | 60-0139 | 40627 | MAP; dd Jly61; w/o 18Nov76 |
| T-37B | RR06-04 | F.12-06/04 | 60-0140 | 40628 | MAP; dd Jly61; badly damaged 15Jun84; wfu at Kamphaeng Saen; believed displayed at Kamphang Saen marked 'RR19-04', repainted as 'RR19-23' 2010 |
| T-37B | RR07-04 | F.12-07/04 | 60-0142 | 40630 | MAP; dd Jly61; current May71; w/o 08Feb73 |
| T-37B | RR08-04 | F.12-08/04 | 60-0146 | 40634 | MAP; dd Jly61; possibly w/o 07Jun68 |
| T-37C | RR09-13 | F.12-09/13 | 69-7068 | 42001 | MAP; dd Jly70; badly damaged 15Jun84; to RTAF Museum 1997 |
| T-37C | RR10-13 | F.12-10/13 | 69-7069 | 42002 | MAP; dd Jly70; w/o 15- Jun84 |
| T-37C | RR11-13 | F.12-11/13 | 69-7070 | 42003 | MAP; dd Jly70; current Jan99; stored at Khampaeng Saen |
| T-37C | RR12-13 | F.12-12/13 | 69-7071 | 42004 | MAP; dd Aug70; stored at Don Mueang; to RTAF Museum Nov08 |
| T-37C | RR13-13 | F.12-13/13 | 69-7072 | 42005 | MAP; dd Aug70; current May71 & Jan99; stored at Khampaeng Saen |
| T-37C | RR14-13 | F.12-14/13 | 69-7285 | 42006 | MAP; dd Aug70; current May71; force landed off-field in 1977 but repaired; current Jan99; stored at Khampaeng Saen |
| T-37B | RR15-15 | F.12-15/15 | 56-3495 | 40067 | MAP; dd Oct72; w/o & reported preserved at Kamphaeng Saen, but status uncertain |
| T-37B | RR16-15 | F.12-16/15 | 57-2274 | 40207 | MAP; dd Oct72; w/o 23Jly80 |
| T-37B | RR17-23 | F.12-17/23 | 56-3518 | 40090 | dd 1980; current Jan99; preserved at Korat |
| T-37B | RR18-23 | F.12-18/23 | 56-3532 | 40104 | dd 1980; current Jan99; stored at Khampaeng Saen |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|---------|-------------|---------|-------|--|
| T-37B | RR19-23 | F.12-19/23 | 56-3538 | 40110 | dd 1980; w/o 11Aug94 |
| T-37B | RR20-23 | F.12-20/23 | 56-3552 | 40124 | dd 1980; current Jan99; stored at Khampaeng Saen; put on display by Jan10 |
| T-37B | RR21-23 | F.12-21/23 | 56-3585 | 40157 | dd 1980; w/o 27Mar87 |
| T-37B | RR22-23 | F.12-22/23 | 57-2251 | 40184 | dd 1980; current Jan99; stored at Khampaeng Saen; to ATTS, Don Mueang by Jan10 |

B.F13 = NA T-28 Trojan

Numbers of T-28 MAP deliveries & active / inactive 1962-1971 from USAF records:-

| <u>Q ending</u> | <u>deliveries</u> | <u>active / inactive</u> | <u>Q ending</u> | <u>deliveries</u> | <u>active / inactive</u> | <u>Q ending</u> | <u>deliveries</u> | <u>active / inactive</u> | |
|-----------------|-------------------|------------------------------|-----------------|-------------------|------------------------------|-----------------|-------------------|------------------------------|--------------|
| 30Sep62 | Q4 FY62 | 7 (T-28A) | 30Sep65 | Q1 FY66 | 5 (T-28D) | 22/11 | 30Sep68 | Q1 FY69 | 55/0 |
| | Q1 FY63 | 23 (T-28D) | | Q2 FY66 | | 29/3 | | Q2 FY69 | 10 53/0 |
| | Q2 FY63 | | | Q3 FY66 | 3 (T-28D) | 32/11 | | Q3 FY69 | (T-28D) 53/0 |
| | Q3 FY63 | | | Q4 FY66 | 10 (T-28D) | 54/0 | | Q4 FY69 | 52/0 |
| 30Sep63 | Q4 FY63 | 10 (T-28D) | 38/0 | 30Sep66 | Q1 FY67 | 54/0 | 30Sep69 | Q1 FY70 | 52/0 |
| | Q1 FY64 | | 30/2 | | Q2 FY67 | 53/0 | | Q2 FY70 | 51/0 |
| | Q2 FY64 | | 30/2 | | Q3 FY67 | 53/0 | | Q3 FY70 | 51/0 |
| | Q3 FY64 | | 27/0 | | Q4 FY67 | 49/0 | | Q4 FY70 | 51/0 |
| 30Sep64 | Q4 FY64 | | 35/0 | 30Sep67 | Q1 FY68 | 47/0 | 30Sep70 | Q1 FY71 | 60/0 |
| | Q1 FY65 | | 34/0 | | Q2 FY68 | 46/0 | | Q2 FY71 | 10 60/0 |
| | Q2 FY65 | | 33/0 | | Q3 FY68 | 46/0 | | Q3 FY71 | (T-28D) 56/0 |
| | Q3 FY65 | | 22/0 | | Q4 FY68 | 45/0 | | Q4 FY71 | 56/0 |
| | Q4 FY65 | | 20/7 | | | | FY77 | 4 | |

120 delivered. MAP deliveries (100):-

| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
|------|-----|-------|------|------------|---|
| SF60 | 40 | T-28A | 1963 | XS USAF | |
| BT85 | 6 | T-28A | 1964 | XS USAF | |
| ZB55 | 18 | T-28D | 1966 | PR USAF | |
| YE74 | 10 | T-28D | 1967 | TRANS USAF | |
| ZB58 | 10 | T-28D | 1970 | PR USAF | 49-1532, 49-1538, 49-1756, 51-3477, 51-3481, 51-3486, 51-3514, 51-3534, 51-3578, 51-3740 (JF13-89/13 to JF13-98/13) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------|--|--------------|---------|---------|---|
| | FS23 | 4 | T-28D | 1976 | XS USAF |
| | TD26 | 3 | T-28D | 1976 | REDIS USAF |
| | TD27 | 2 | T-28D | 1976 | REDIS USAF |
| | ZE38 | 7 | T-28D | 1976 | REDIS USAF |
| | The last 5 (116/18 to 120/18) are ex Khmer AF 1975 escapees, and are the only ones known to have been supplied since 1971 (Bu138284 = 115/15), so it is difficult to reconcile these 16 1976 MAP allocations. | | | | |
| | <ul style="list-style-type: none"> 25Jly63: The first 3 (of 6) T-28's ex-RThaiAF were handed over to the RLaoAF; 29Aug63: The remaining 3 (of 6) T-28's ex-RThaiAF were handed over to the RLaoAF; 03Jan64: Thailand's Prime Minister authorised the transfer of 2 ex-RThaiAF T-28's to RLaoAF. The American Ambassador promised that these 2 plus the original 6 would be replaced by similar types by 30Jun64; 18Aug64: Accident to unidentified T-28; 15Sep65: Accident to unidentified T-28; 06Sep66: Accident to unidentified T-28; FY66: 2 T-28 transferred from RThaiAF to RLaoAF; 17Dec68: Designation changed from B.F13 to B.JF13; Sep71: Wing 2 operated 4 squadrons of T-28's. 221 Squadron at Chiang Mai, 222 Squadron at Ubon Ratchathani, 223 Squadron at Udorn, and 224 Squadron at Khok Kham; 224 Squadron was converting to OV-10's, and their T-28's being transferred to Wing V, 53 Squadron, at Prachuap Khiri Khan to replace T-6's; Sep71: RThaiAF had 41 T-28's on charge, but of these 17 were on loan to Laos (10) and Cambodia (7); 02Nov71: Accident to unidentified T-28; FY72: 10 T-28 transferred from RLaoAF to RThaiAF; 10Jly72: RThaiAF returned 9 T-28s to US in exchange for A-37B; 16Dec75: RThaiAF formally requested the transfer of 14 ex RLaoAF T-28D's (stored at Udorn & which had a wing modification incorporated) in place of 14 existing RThaiAF T-28D's (which had not been modified). It is not clear if this transfer took place; 21Feb77: Accident to unidentified T-28; 1980: 211 Squadron, Ubon Ratchathani, T-28's consolidated with those of 231 Squadron, Udon Thani to allow 211 Squadron to re-equip with the A-37B; 19May80: Accident to unidentified T-28; 24Jun80: Accident to unidentified T-28; 1988: Type withdrawn | | | | |
| | Batch #1 (1 st batch of "40 T-28A 1963 XS USAF"):- | | | | |
| T-28D (#15) | | J.F.13-01/05 | 51-7599 | 174-452 | MAP 14Jun62; serial assigned 26Jly62 |
| T-28D (#16) | | J.F.13-02/05 | 51-7607 | 174-460 | MAP 14Jun62; serial assigned 26Jly62 |
| T-28D (#19) | O-17610 | J.F.13-03/05 | 51-7610 | 174-463 | MAP 14Jun62; serial assigned 26Jly62; to RLaoAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------|---|--------------|---------|---------|---|
| T-28D (#17) | | J.F.13-04/05 | 51-7611 | 174-464 | MAP 14Jun62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#18) | | J.F.13-05/05 | 51-7617 | 174-470 | MAP 14Jun62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#20) | O-17626 | J.F.13-06/05 | 51-7626 | 174-479 | MAP 14Jun62; serial assigned 26Jly62; to Khmer AF Nov72 under project 'Peace Trunk' |
| T-28D (#21) | | J.F.13-07/05 | 51-7650 | 174-503 | MAP 14Jun62; serial assigned 26Jly62; to RLaoAF |
| | Batch #2 (2 nd batch of "40 T-28A 1963 XS USAF"):- | | | | |
| T-28D (#1) | | J.F.13-08/05 | 52-1186 | 189-1 | MAP 17May62; serial assigned 26Jly62 |
| T-28D (#2) | | J.F.13-09/05 | 52-1187 | 189-2 | MAP 17May62; serial assigned 26Jly62; to RLaoAF [<i>'T-28D project' (engine, control surfaces & instruments only) passed from Michael Muraski to Courtesy Aircraft Inc (Rockford, IL) 19Dec88; BoS for fuselage & parts of T-28D '50-2187' from World Jet Inc to Courtesy Aircraft Inc (Rockford, IL) 15Dec88; Aircraft Registration Application for N8009G 20Dec88; Aircraft Assembled From Parts declaration 07Apr89 for '51-2187'; TT 5,300:00hrs at 27Aug90; Special CofA issued 30Aug90; serial number revised to 189-2 (= 52-1187) 19Sep90 following FAA inspection; BoS for 'North American / Courtesy Aircraft T-28D' from Courtesy Aircraft Inc to Marion Recovery Inc (= John Balkema) (Kalamazoo, MI) 02Nov90; TT 5,385:00hrs at 21Oct91; BoS from Marion Recovery Inc to United Beechcraft Inc (Wichita, KS) 30Sep94; BoS from United Beechcraft Inc to T.T.M. Inc (Oklahoma City, OK) 30Sep94; undated (probably Sep96) BoS from T.T.M. Inc dba Sid John Aircraft to RBM Corp (Birmingham, AL); BoS from RBM Corp to James. S. Boudreaux (Pelham, AL) 04Jun04; current Jun15]</i>] |
| T-28D (#3) | O-21192 | J.F.13-10/05 | 52-1192 | 189-7 | MAP 17May62; serial assigned 26Jly62; noted at Udorn Aug68 |
| T-28D (#4) | | J.F.13-11/05 | 52-1208 | 189-23 | MAP 17May62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#6) | | J.F.13-12/05 | 52-1211 | 189-26 | MAP 17May62; serial assigned 26Jly62 |
| T-28D (#7) | O-21213 | J.F.13-13/05 | 52-1213 | 189-28 | MAP 17May62; serial assigned 26Jly62; to RLaoAF Note: w/o Jly64 & wreck found in Mekong late 2023 |
| T-28D (#8) | | J.F.13-14/05 | 52-1225 | 189-40 | MAP 17May62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#12) | | J.F.13-15/05 | 52-1233 | 189-48 | MAP 17May62; serial assigned 26Jly62 |
| T-28D (#9) | | J.F.13-16/05 | 52-1239 | 189-54 | MAP 17May62; serial assigned 26Jly62 |
| T-28D (#11) | O-23498 | J.F.13-17/05 | 52-3498 | 189-59 | MAP 17May62; serial assigned 26Jly62; to RLaoAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------|---|--------------|---------|---------|---|
| | Batch #3 (3 rd batch of "40 T-28A 1963 XS USAF"):- | | | | |
| T-28D (#33) | | J.F.13-18/05 | 51-7591 | 174-444 | MAP 19Jly62; serial assigned 26Jly62 |
| T-28D (#26) | | J.F.13-19/05 | 51-7592 | 174-445 | MAP 17Jly62; serial assigned 26Jly62 |
| T-28D (#34) | | J.F.13-20/05 | 51-7595 | 174-448 | MAP 19Jly62; serial assigned 26Jly62 |
| T-28D (#32) | | J.F.13-21/05 | 51-7621 | 174-474 | MAP 19Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#35) | | J.F.13-22/05 | 51-7662 | 174-515 | MAP Jly62; serial assigned 26Jly62 |
| T-28D (#29) | | J.F.13-23/05 | 51-7667 | 174-520 | MAP 17Jly62; serial assigned 26Jly62 |
| T-28D (#27) | | J.F.13-24/05 | 51-7677 | 174-530 | MAP 17Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#28) | O-17678 | J.F.13-25/05 | 51-7678 | 174-531 | MAP 17Jly62; serial assigned 26Jly62; noted Oct63; to RLaoAF |
| T-28D (#30) | | J.F.13-26/05 | 51-7715 | 174-568 | MAP 17Jly62; serial assigned 26Jly62 |
| T-28D (#31) | | J.F.13-27/05 | 51-7724 | 174-577 | MAP 17Jly62; serial assigned 26Jly62 |
| T-28D (#37) | | J.F.13-28/05 | 51-7735 | 174-588 | MAP 25Jly62; serial assigned 26Jly62; to Khmer AF |
| T-28D (#39) | | J.F.13-29/05 | 51-7739 | 174-592 | MAP 19Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#40) | O-17741 | J.F.13-30/05 | 51-7741 | 174-594 | MAP 19Jly62; serial assigned 26Jly62; code '22412'; to RLaoAF by May64; crashed near Udorn 20May65 but repaired; not current Apr72; to Khmer AF Nov72 under project 'Peace Trunk'; noted (dismantled) on 'Tango' apron, Don Mueang Mar96 & still there Jan97; gone by Aug02, possibly to Thailand Railway Hall of Fame, Chatuchak |
| T-28D (#41) | | J.F.13-31/05 | 51-7746 | 174-599 | MAP 17Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#36) | | J.F.13-32/05 | 51-7753 | 174-606 | MAP 25Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#44) | | J.F.13-33/05 | 51-7758 | 174-611 | MAP 19Jly62; serial assigned 26Jly62; to RLao AF (?) |
| T-28D (#38) | | J.F.13-34/05 | 51-7763 | 174-616 | MAP 19Jly62; serial assigned 26Jly62; noted at Udorn 1968; to RLaoAF |
| T-28D (#42) | | J.F.13-35/05 | 51-7770 | 174-623 | MAP 17Jly62; serial assigned 26Jly62 |
| T-28D (#43) | O-17773 | J.F.13-36/05 | 51-7773 | 174-626 | MAP 21Nov61; serial assigned 26Jly62; noted Oct63; to RLaoAF |
| T-28D (#47) | | J.F.13-37/05 | 51-7774 | 174-627 | MAP 25Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#46) | | J.F.13-38/05 | 51-7777 | 174-630 | MAP 25Jly62; serial assigned 26Jly62; to RLaoAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------|---------|--------------|---------|---------|--|
| T-28D (#45) | | J.F.13-39/05 | 51-7779 | 174-632 | MAP 25Jly62; serial assigned 26Jly62; to RLaoAF |
| T-28D (#48) | | J.F.13-40/05 | 51-7806 | 174-655 | MAP 25Jly62; serial assigned 26Jly62; to RLaoAF |
| Batch #4:- | | | | | |
| T-28D (#107) | | J.F.13-41/07 | 51-3656 | 174-194 | MAP 03Jun64; serial assigned 08Jly64; possibly used by AAM at least 1965; to RLaoAF |
| T-28D (#106) | O-13658 | J.F.13-42/07 | 51-3658 | 174-196 | MAP 03Jun64; serial assigned 08Jly64; noted 1967; to Thai-Am for IRAN 30Jun72 prior to issue to Khmer AF; to Khmer AF Nov72 under project ' <i>Peace Trunk</i> ' |
| T-28D (#105) | | J.F.13-43/07 | 51-3669 | 174-207 | MAP 03Jun64; serial assigned 08Jly64 |
| T-28D (#104) | | J.F.13-44/07 | 51-3698 | 174-236 | MAP 03Jun64; serial assigned 08Jly64; to RLaoAF |
| T-28D (#103) | O-13714 | J.F.13-45/07 | 51-3714 | 174-252 | MAP 03Jun64; serial assigned 08Jly64; noted Oct72; code '22413'; to Khmer AF Nov72 under project ' <i>Peace Trunk</i> ' |
| T-28D (#102) | | J.F.13-46/07 | 51-3724 | 174-262 | MAP 03Jun64; serial assigned 08Jly64; crashed into field on landing at Chiang Rai Airport & dbf 08May72 |
| T-28D (#101) | | J.F.13-47/07 | 51-3732 | 174-270 | MAP 03Jun64; serial assigned 08Jly64 to RLaoAF (?), then Khmer AF; later JF13-118/18 |
| T-28D (#100) | | J.F.13-48/07 | 51-3744 | 174-282 | MAP 03Jun64; serial assigned 08Jly64 |
| Batches #5, #6 & #7:- | | | | | |
| | | J.F.13-49/ | | | |
| | | J.F.13-50/ | | | |
| | | J.F.13-51/ | | | |
| | | J.F.13-52/ | | | |
| T-28D-5 (#133) | | J.F.13-53/08 | 51-3474 | 174-12 | MAP 19Aug65 (<i>serial tie-up not confirmed</i>) |
| T-28D-5 (#132) | | J.F.13-54/08 | 51-3475 | 174-13 | MAP 19Aug65 (<i>serial tie-up not confirmed</i>) |
| T-28D (#115) | | J.F.13-55/08 | 51-3527 | 174-65 | MAP 19Aug65; to Khmer AF Nov72 under project ' <i>Peace Trunk</i> ' (<i>serial tie-up not confirmed</i>) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|-------------|--------------|------------------------|---------|---|
| T-28D (#128) | O-13548 | J.F.13-56/08 | 51-3548 | 174-86 | MAP 19Aug65; test flown by RTAF 28Sep65; to 222 Squadron, Lopburi 07Feb66; to 53 Squadron, Prachuap Khiri Khan 18Aug70; to 253 Squadron, Udon Thani 18Jan74; to 231 Squadron, Udon Thani 16Jan??; soc 27Sep83 (according to document Tor.Or.6456/28); displayed at Lopburi; code '22404'; to 'Tango' 1991 |
| T-28D (#131) | | J.F.13-57/08 | 51-3700 | 174-238 | MAP 19Aug65; to RLaoAF by 1972 (<i>serial tie-up not confirmed</i>) |
| <i>3 of the unidentified 4 above almost certainly include:-</i> | | | | | |
| T-28D (#127) | O-13471 | | 51-3471 | 174-9 | MAP 25May65; noted Jun71; to Philippines AF |
| T-28D (#126) | | | 51-3632 | 174-170 | MAP 25May65; to RLaoAF by 1972 |
| T-28D (#125) | O-13722 | | 51-3722 | 174-260 | MAP 25May65; current 1965-72; to LAO AF; current Dec72 thro' Jun73; to PHILIPPINE AF as 13722; regd RP-R280 02May89; regd VH-TRO 15Jun01 |
| | Batch #8:- | | | | |
| T-28D (#71) | | J.F.13-58/09 | 51-3706, SVNAF, RLaoAF | 174-244 | Serial assigned 31Mar66; to Thai-Am for IRAN 30Jun72 prior to issue to Khmer AF; to Khmer AF Nov72 under project 'Peace Trunk' |
| | Batch #9:- | | | | |
| T-28D-5 (#185) | | J.F.13-59/09 | 50-0200 | 171-6 | MAP 17Feb66; serial assigned 18Apr66; w/o 11Nov76 |
| T-28D-5 (#184) | | J.F.13-60/09 | 50-0205 | 171-11 | MAP 17Feb66; serial assigned 18Apr66; to Khmer AF Nov72 under project 'Peace Trunk' |
| T-28D-5 (#176) | O-00250 | J.F.13-61/09 | 50-0250 | 171-56 | MAP 10Feb66; serial assigned 18Apr66; noted at Udon; to RLaoAF |
| T-28D-5 (#175) | | J.F.13-62/09 | 50-0251 | 171-57 | MAP 10Feb66; serial assigned 18Apr66; to RLaoAF; later to Khmer AF Nov72 under project 'Peace Trunk' |
| T-28D-5 (#174) | | J.F.13-63/09 | 50-0269 | 171-75 | MAP 10Feb66; serial assigned 18Apr66; w/o 13Aug70; to Philippines AF (?) |
| T-28D-5 (#173) | | J.F.13-64/09 | 50-0279 | 171-85 | MAP 10Feb66; serial assigned 18Apr66; to Khmer AF Nov72 under project 'Peace Trunk' |
| T-28D-5 (#172) | | J.F.13-65/09 | 50-0280 | 171-86 | MAP 10Feb66; serial assigned 18Apr66; to Philippines AF (?) |
| T-28D-5 (#169) | | J.F.13-66/09 | 50-0287 | 171-93 | MAP 01Feb66; serial assigned 18Apr66; to RLaoAF |
| | Batch #10:- | | | | |
| T-28D (#93) | | J.F.13-67/09 | 51-3771, RLaoAF | 174-309 | Serial assigned 26Apr66; to KhmerAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|-------------|--------------|--------------------------|---------|--|
| T-28D (#72) | | J.F.13-68/09 | 51-3791, SVNAF, RLaoAF | 174-329 | Serial assigned 26Apr66; exploded in mid air over Don Muang 23Feb71; 1 killed |
| | Batch #11:- | | | | |
| T-28D-5 (#191) | | J.F.13-69/09 | 49-1743 | 159-255 | MAP 15Mar66; serial assigned 17May66 |
| T-28D-5 (#190) | | J.F.13-70/09 | 49-1744 | 159-256 | MAP 15Mar66; serial assigned 17May66; to RLaoAF |
| T-28D-5 (#189) | O-91749 | J.F.13-71/09 | 49-1749 | 159-261 | MAP 15Mar66; serial assigned 17May66; noted 1966; to Khmer AF Nov72 under project ' <i>Peace Trunk</i> ' |
| T-28D-5 (#188) | | J.F.13-72/09 | 49-1751 | 159-263 | MAP 15Mar66; serial assigned 17May66 |
| | Batch 12:- | | | | |
| T-28D-5 (#197) | | J.F.13-73/09 | 49-1639 | 159-151 | MAP 04Apr66; serial assigned 06Jun66 |
| T-28D-5 (#196) | | J.F.13-74/09 | 49-1725 | 159-237 | MAP 04Apr66; serial assigned 06Jun66; w/o 25Mar69 |
| T-28D-5 (#195) | | J.F.13-75/09 | 49-1730 | 159-242 | MAP 04Apr66; serial assigned 06Jun66; w/o 24Nov69 |
| T-28D-5 (#194) | | J.F.13-76/09 | 49-1732 | 159-244 | MAP 04Apr66; serial assigned 06Jun66 |
| T-28D-5 (#193) | | J.F.13-77/09 | 49-1735 | 159-247 | MAP 04Apr66; serial assigned 06Jun66; w/o 10Jan76 |
| T-28D-5 (#192) | O-91741 | J.F.13-78/09 | 49-1741 | 159-253 | MAP 04Apr66; serial assigned 06Jun66; noted Nov72; to Khmer AF Nov72 under project ' <i>Peace Trunk</i> ' |
| | Batch 13:- | | | | |
| T-28D-5 (#273) | | J.F.13-79/11 | 49-1687, N7686C, 49-1687 | 159-199 | <i>[N7686C; BoS from USAF (Norton AFB, San Bernardino, CA) to Air Fix Inc (Phoenix, Az.) 12Jun58; BoS from Air Fix to Bob Turner (Patterson, CA) 18Jun58; CofR to Bob Turner as N7686C 14Apr59; BoS from Bob Turner to S. K. Land (San Diego, CA) 30May59; CofR to S. K. Land 24Jun59; BoS from executors of S. K. Land to Helvin Flying Service (San Antonio, TX) 01Mar61; CofR to Helvin Flying Service 01Jun61; BoS from Helvin Flying Service to Tanger Aviation Sales (Torrance, CA) 20May63; conditional BoS from Tanger Aviation Sales to Frank Houston (Norwalk, CA) 08Feb63; BoS from Frank Houston to Richard M. Vartanian (Pasadena, CA) 25Jly63; BoS from Richard M. Vartanian to Elliott Graham Associates Inc (Dallas, TX) 28Mar66; gained back by USAF 1967; canx 17Jun71]</i> MAP 27Jun68; toc 19Aug68; serial assigned 26Aug68; soc 10Aug84; displayed at Loei by 1985 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|---------|--------------|--------------------------|---------|--|
| T-28D-5 (#272) | | J.F.13-80/11 | 49-1688, N7498C, 49-1688 | 159-200 | [N7498C; BoS from USAF (Norton AFB, San Bernadino, CA) to Earl E. Myers (La Jolla, CA) 12Sep57; BoS from Earl E. Myers to Kenneth J. & Eugene F. Kopecky (San Diego, CA) 13Sep57; CofR to Kenneth J. & Eugene F. Kopecky (San Diego, CA) 07Oct57; BoS from Kenneth J. & Eugene F. Kopecky to Russell S. Penniman (Santa Ana, CA) 22Jan58; BoS from Russell S. Penniman to Avia-Union (Santa Ana, CA) 21Sep59; BoS from Avia-Union to A. R. Hoffman (Santa Ana, CA) 26Sep59; CofR to A. R. Hoffman 17Dec59; BoS from A. R. Hoffman to Waco-Pacific Inc (Van Nuys, CA) 17May67; sold to USAF (McLellan AFB, CA) Jun67; gained back by USAF 1967; canx as 'sold to Air Force' 22Aug67] MAP 27Jun68; serial assigned 26Aug68; soc 14Aug84 |
| T-28D-5 (#270) | | J.F.13-81/11 | 49-1702, N5295V, 49-1702 | 159-214 | [N5295V; BoS from USAF (Norton AFB, San Bernadino, CA) to John J. McMahon (Binghampton, NY) 14Jan58; CofR to John J. McMahon as N5295V 19Sep61; BoS from John J. McMahon to 6600 Inc (Buffalo, NY) 23Feb66; report of BoS to Michael D. Bolan (Long Island, NY, then Cincinnati, OH), but not in FAA file; gained back by USAF 05Oct67; canx as 'Revoked' 17Nov71] MAP 27Jun68; serial assigned 26Aug68; to RLaoAF |
| Batch 14:- | | | | | |
| T-28D-5 (#282) | O-91564 | J.F.13-82/11 | 49-1564, N2824G, 49-1564 | 159-76 | [N2824G; BoS from USAF (Norton AFB, San Bernadino, CA) to Ben W. Hall (Seattle, Wa.) 08Oct58; BoS from Ben W. Hall to Robin Jensen (Seattle, Wa.) 27Jly62; BoS from Robin Jensen to Aero Enterprises Inc (Fresno, CA) 30Sep64; BoS from Aero Enterprises Inc to W. S. Cooper (Merced, CA) 17Jly66; gained back by USAF 12Dec67; 1976 activity report 'Aircraft not reported 1976'; canx as 'Revoked' 11Nov77] MAP 18Jly68; serial assigned 04Sep68; noted Nov72; collided with 94/13 and w/o 07Apr75 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|---------|--------------|--------------------------|--------|---|
| T-28D-5 (#281) | | J.F.13-83/11 | 49-1578, N2815G, 49-1578 | 159-90 | [<i>N2815G; BoS from USAF (Norton AFB, San Bernadino, CA) to Earl Dodge (Anchorage, Ak.) 08Oct58; CofR to Earl Dodge as N2815G 13Jly59; BoS from Earl Dodge to Larry R. Mattson (Anchorage, Ak.) 10Sep65; BoS from Larry R. Mattson to Artic Air Academy Inc (Anchorage, Ak.) 15Feb66; BoS from Larry R. Mattson (president of Artic Air Academy) to Norman E. Parmenter (no address) 22Aug66; BoS from Norman E. Parmenter to Arthur P. Holst (Eugene, Or.) 21Feb67; CofR to Arthur P. Holst as N2815G 10Mar67; BoS from Arthur P. Holst to Waco-Pacific Inc (Van Nuys, CA) 26May67; application for deregistration by Waco-Pacific 24Jly67; gained back by USAF 1967; canx as 'sold to US Air Force' 28Jly67</i>] MAP 18Jly68; serial assigned 04Sep68; w/o at Surin Airport 18Aug73 |
| T-28D-5 (#280) | O-91584 | J.F.13-84/11 | 49-1584, N8391H, 49-1584 | 159-96 | [<i>N8391H; BoS from USAF (Norton AFB, San Bernadino, CA) to Aviation Rental Service (South St.Paul, Mn.) 09Oct58; BoS from Aviation Rental Service to Jack P. Lysdale (South St.Paul, Mn.) 11Dec59; BoS from Jack P. Lysdale to Best Aerials by Pharr (Naples, FL) 28Dec60; BoS from Best Aerials to R.L.Hill & R.L.Hunt dba H and H Aerial Photographers (Naples, FL) 12Oct61; BoS from R.L.Hill & R.L.Hunt dba H and H Aerial Photographers to Grimes Manufacturing Co (Urbana, Oh.) 20Oct61; BoS from Grimes Manufacturing Co to Lewis C. Buell (Springfield, Oh.) 09Oct64; BoS from Lewis C. Buell to Dennis M. Sherman dba Sherman Aircraft Sales (Fort Wayne, In.) 08May65; BoS from Dennis M. Sherman dba Sherman Aircraft Sales to Ronald L. Bryant (Des Plaines, Il.) 21Jun65; BoS from Ronald L. Bryant to John F. Mount & Anthony Tylenda (McLean, VA) 01Dec65; Use & Inspection Report. Based at Leesburg, VA 15Apr66; gained back by USAF 05Dec67 with NAA, Columbus); Activity Report notes 'Sold to US Government'; location 'not current' 31Mar70; cancelled as 'AC Form 8050-73 Action' 11Feb71</i>] MAP 11Jly68; serial assigned 04Sep68; to RLaoAF |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|------------|--------------|--------------------------|---------|--|
| T-28D-5 (#279) | O-91601 | J.F.13-85/11 | 49-1601, N9667C, 49-1601 | 159-113 | [<i>N9667C; BoS from USAF (Norton AFB, San Bernadino, CA) to K. J. & E. F. Kopecky (San Diego, CA) 18Sep58; CofR to K. J. & E. F. Kopecky as N9667C 12Dec58; BoS from K. J. & E. F. Kopecky to Witkin Rambler (Los Angeles, CA) 08Jun60; CofR to Witkin Rambler 25Aug60; BoS from Witkin Rambler to Aircraft Charter Corp (Greenwood, SC) 13Sep63; sold to US Government May67; gained back by USAF 30Nov67; canx as 'sold to Air Force' 08May74</i> MAP 11Jly68; serial assigned 04Sep68; soc 14Aug84; displayed at Directorate of Education, Don Mueang |
| | Batch 15:- | | | | |
| T-28D-5 (#285) | | J.F.13-86/11 | 49-1493, N7680C, 49-1493 | 159-5 | [<i>N7680C; BoS from USAF (Norton AFB, San Bernadino, CA) to Air Carrier Engine Service Inc (Miami, FL) 24Apr58; BoS from Air Carrier Engine Service Inc to H. Rich (Miami, FL) 23Sep59; CofR to H. Rich as N7680C 10Nov59; BoS from H. Rich to David Ch. Sanguesa (Miami, FL) 10Nov59; CofR to David Ch. Sanguesa as N7680C 03Dec59; BoS from David Ch. Sanguesa to Harold E. Artman & I. E. Minor (Hialeah, FL) 18May61; CofR to Harold E. Artman & I. E. Minor 06Jun61; BoS from Harold E. Artman & I. E. Minor to Melody Maid Pizza Co Inc (Columbus, Ga.) 21Oct65; gained back by USAF 27Dec67; to SMAAR, McClellan 19Jly68; noted as 'airplane sold for rebuild program overseas' 30Jun70; canx as 'Destroyed' 08Aug74</i> MAP 15Aug68; serial assigned 09Oct68; w/o near Udon Thani-Loei Road, Nadi District, Udon Thani Province 28Feb83 |
| T-28D-5 (#284) | | J.F.13-87/11 | 49-1539, N3519G, 49-1539 | 159-51 | [<i>N3519G; BoS from USAF (Arizona Aircraft Storage Branch, Davis Monthan AFB, Az.) to Harold L. Barlow (Los Angeles, CA) 29Jly59; CofR to Harold L. Barlow as N3519G 18Sep59; BoS from Harold L. Barlow to Avia-Union (Santa Ana, CA) 25Feb60; CofR to Avia-Union 21Apr60; BoS from Avia-Union to E. D. Weiner (Los Angeles, CA) 25Feb60; CofR to E. D. Weiner 20Feb61; BoS from E. D. Weiner to Walter N. Nabijalo (Hollywood, CA) 15Dec61; BoS from Walter N. Nabijalo to Otto Gelb (Inglewood, CA) 10Oct61; CofR to Otto Gelb 08Feb62; BoS from Otto Gelb to Graubart Aviation Inc (Valparaiso, In.) 30Jun62; BoS from Graubart Aviation to Puckett Aerial Surveys Inc (Concordia, Ks.) 08Aug62; abandoned to mortgager, Small Business Administration May63; BoS from Small Business Administration to Lloyd J. Wolf (Dallas, TX) 14Aug63; BoS from Lloyd J. Wolf to Aerial Sales & Survey Co (Tucson, Az.) 24Sep64; BoS from Aerial Sales & Survey Co to Gloria Burchinal (Brookston, TX)</i> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|-----|---|
| | | | | | <p><i>13Oct64; gained back by USAF 1968; noted as 'sold back to the Government and put into service in Vietnam'; canx 02Nov70</i></p> <p>MAP 13Aug68; serial assigned 09Oct68; reported as reverted to N3519G by 1977</p> <p><i>Note: it is unlikely that RThaiAF would have sold a T-28 back to the USA by 1977, so the identity of N3519G / NIF / N20CP from 1977 is suspect</i></p> <p><i>[BoS from Gloria Burchinal to Albert L. Shirkey (Tulsa, Ok.) 15Jun77; BoS from Albert L. Shirkey to EAA Air Museum Foundation Inc (Franklin, WI) 07Jly80; BoS from EAA Air Museum Foundation Inc to EAA Aviation Foundation Inc (Franklin, WI) 29Apr83; BoS from EAA Aviation Foundation Inc / Thomas Poberezny to Paul H. Poberezny (Hales Corners, WI) 10May83; NIF assigned 14Jun84 & 'placed on aircraft' 27Jun84; BoS from Paul H. Poberezny to W. E. Harrison Jr (Tulsa, Ok.) 01May91; BoS from W. E. Harrison Jr dba Condor Aviation to Red Stevenson dba Red "S" Aircraft Sales (Bixby, Ok.) 25Aug92; BoS from Red Stevenson dba Red "S" Aircraft Sales to Double Eagle Aviation Inc (Haskell, Ok.) 10Aug95; BoS from Double Eagle Aviation to T-28 Corp (Owasso, Ok.) 15May96; BoS from T-28 Corp to Trojan Air LLC (Tulsa, Ok.) 27Oct01; BoS from Trojan Air to Richard D. Weaver (Tulsa, Ok.) 31Dec03; BoS from Richard D. Weaver to Charles L. Peet (Jackson, Wy.) 12Sep06; N20CP assigned 03Oct06 & 'placed on aircraft' 17Oct06; re-regd to Charles L. Peet 09Jly12]</i></p> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---------|--------------|--------------------------|---------|--|
| T-28D-5 (#283) | | J.F.13-88/11 | 49-1554, N2891G, 49-1554 | 159-66 | <p>[N2891G; BoS from USAF (Norton AFB, San Bernadino, CA) to B. W. Widtfeldt (Phoenix, Az.) 08Oct58; BoS from B. W. Widtfeldt to Lawrence A. Mudgett (San Lorenzo, CA) 22Nov58; CofR to Lawrence A. Mudgett as N2891G 29Jan59; BoS from Lawrence A. Mudgett to Jim Cullen (Westminster, Co.) 21Feb60; CofR to Jim Cullen as N2891G 15Apr60; BoS from Jim Cullen to Wayne B. Fowler (Shaw Island, Wa.) 29Oct60; CofR to Wayne B. Fowler as N2891G 19Dec60; BoS from Wayne B. Fowler to George F. Kreitzberg (Salem, Or.) 21Mar61; CofR to George F. Kreitzberg as N2891G 09May61; BoS from George F. Kreitzberg to Westair Co (Westminster, Co.) 10Jun64; BoS from Westair Co to Stevenson Atmospherics Inc (Denver, Co.) 11Jun64; based at Stapleton, Co. Jun64; BoS from Stevenson Atmospherics Inc to Robert O. Anderson dba Lincoln County Livestock Co (Roswell, NM) 27May65; noted as 'sold in 1967 to U.S.A. North American Aviation Inc'; also noted as 'sold back to U. S. Army April 7, 1967. Reconverted to military aircraft in S.E. Asia'; gained back by USAF 1967; canx as 'AC Form 8050-73 Action '23Dec70]</p> <p>MAP 22Aug68; serial assigned 09Oct68; to Khmer AF 1971</p> |
| Batch 16 (believed to be the MAP "10 T-28D 1970 PR USAF"):- | | | | | |
| T-28D-5 (#213) | | J.F.13-89/13 | 49-1532 | 159-44 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 11May70; MAP 19Jly70; serial assigned 05Aug70 |
| T-28D-5 (#212) | 91538 | J.F.13-90/13 | 49-1538 | 159-50 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 09May70; MAP 21Jly70; serial assigned 05Aug70; displayed at Prachuap Khiri Khan |
| T-28D-5 (#186) | | J.F.13-91/13 | 49-1756 | 159-268 | MAP 29Jly70; serial assigned 05Aug70 |
| T-28D-5 (#136) | O-13477 | J.F.13-92/13 | 51-3477 | 174-15 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 09May70; MAP 16Jly70; serial assigned 05Aug70; noted at Ubon 1971; w/o 07Apr77 |
| T-28D-5 (#134) | | J.F.13-93/13 | 51-3481 | 174-19 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 10May70; MAP 16Jly70; serial assigned 05Aug70; soc 14Aug84 |
| T-28D-5 (#135) | | J.F.13-94/13 | 51-3486 | 174-24 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 09May70; MAP 19Jly70; serial assigned 05Aug70; collided with 82/11 and w/o 07Apr75 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------|------------|---------------|------------|----------|--|
| T-28D-5 (#146) | | J.F.13-95/13 | 51-3514 | 174-52 | MAP 23Jly70; serial assigned 05Aug70; shot down whilst attacking troop concentrations 18 miles south of Siem Reap, Cambodia 01Feb71; 1 killed (Kosok Teeranuch) |
| T-28D-5 (#137) | O-13534 | J.F.13-96/13 | 51-3534 | 174-72 | MAP 29Jly70; serial assigned 05Aug70; soc 14Aug84; code '5306'; displayed at Korat; to 'Tango' 1992 |
| T-28D-5 (#142) | O-13578 | J.F.13-97/13 | 51-3578 | 174-116 | To AMARC ex 24 th SOW, Howard AFB 04May70; left AMARC to McLellan, CA 10May70; MAP 21Jly70; toc 27Jly70; serial assigned 05Aug70; soc 27Sep83; code '22101'; displayed at Chiang Mai |
| T-28D-5 (#149) | 13740 | J.F.13-98/13 | 51-3740 | 174-278 | MAP 23Jly70; serial assigned 05Aug70; noted at Ubon 1971; soc 14Aug84; displayed at Air Technical Training School, Don Mueang |
| | Batch 17:- | | | | |
| T-28D-10 (#412) | | J.F.13-99/14 | Bu138152 | 200-223 | MAP 20Aug71; serial assigned 14Jan72; w/o 22Sep76 |
| T-28D-10 (#409) | O-38170 | J.F.13-100/14 | Bu138170 | 200-241 | MAP 06Jly71; serial assigned 14Jan72; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; noted Jan81; w/o 14Aug81 |
| T-28D-10 (#413) | | J.F.13-101/14 | Bu138180 | 200-251 | MAP 20Aug71; serial assigned 14Jan72; w/o 30Aug75 |
| T-28D-10 (#408) | | J.F.13-102/14 | Bu138225 | 200-296 | MAP 06Jly71; serial assigned 14Jan72 |
| T-28D-10 (#410) | | J.F.13-103/14 | Bu138229 | 200-300 | MAP 15Jly71; serial assigned 14Jan72; crashed into field at Banphonsawan, Muang District, Nong Khai Province 21Jun77; 1 killed |
| T-28D-10 (#414) | | J.F.13-104/14 | Bu138288 | 200-359 | MAP 20Aug71; serial assigned 14Jan72 |
| T-28D-10 (#411) | O-38302 | J.F.13-105/14 | Bu138302 | 200-373 | MAP 20Aug71; serial assigned 14Jan72; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; noted Jan81; soc 14Aug84; displayed at Korat Army Camp; reported to be the T-28 on the gate at Lopburi RTAFB by 1995, but that is a T-28D |
| | Batch 18:- | | | | |
| T-28D-10 (#439) | O-37661 | J.F.13-106/14 | Bu137661 | 200-24 | MAP 18Oct71; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; noted Jan81; soc 14Aug84; to RTAF Museum |
| T-28D-10 (#435) | | J.F.13-107/14 | Bu137708 ? | 200-71 ? | MAP 18Oct71; w/o 23Feb72; Note: Bu138359 also reported, but that believed to RLaoAF directly |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|-------------------------------|---------------|---|---------|--|
| T-28D-10 (#426) | O-37742 | J.F.13-108/14 | Bu137742 | 200-105 | MAP 10Oct71; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; noted Jan81; crashed into house in Town District, Udon Thani Province shortly after take off 21Oct82; 2 killed |
| Batch 19:- | | | | | |
| T-28D-10 | O-37671 | J.F.13-109/15 | Bu137671 | 200-34 | MAP 11Dec71; noted Nov72; soc 14Aug84; displayed at Radio Station 015, Chiang Rai; to 'Tango' 1991 |
| T-28D-10 | | J.F.13-110/15 | Bu137680 | 200-43 | MAP 11Dec71; crashed into Gulf of Pak Phanong, Nakhon Si Thammarat Province 16Oct72; 1 baled out |
| T-28D-10 | O-37685 | J.F.13-111/15 | Bu137685 | 200-48 | MAP 11Dec71; soc 14Aug84; displayed at National Memorial, Pathum Thani; to 'Tango' 1991 |
| T-28D-10 | O-37802 / 46001 / 46101 / 802 | J.F.13-112/15 | Bu137802 | 200-165 | MAP 11Dec71; noted Nov72; soc 14Aug84; displayed at Phitsanulok RTAFB |
| T-28D-10 (#449) | O-38157 | J.F.13-113/15 | Bu138157 | 200-228 | MAP 11Dec71; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; soc 14Aug84; displayed at RTAF Academy, Don Mueang |
| T-28D-10 (#448) | O-138173 | J.F.13-114/15 | Bu138173 | 200-244 | MAP 11Dec71; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; noted Jan81; soc 14Aug84; code '22103'; to 'Tango' 1991 |
| T-28D-10 (#447) | O-38284 | J.F.13-115/15 | Bu138284 | 200-355 | MAP 11Dec71; believed 1 of 10 transferred FY72 from Lao allocation 'Peace Prop' in repayment for previously-loaned RTAF T-28; soc 14Aug84; displayed at RTAF Academy, Don Mueang |
| Batch #20 (the 5 T-28's below are all ex Khmer AF aircraft following escape to Thailand in Apr75):- | | | | | |
| T-28D-5 (#148) | O-13480 | J.F.13-116/18 | 51-3480, Khmer AF | 174-18 | Serial assigned 06Oct75; noted Feb76; displayed at Udon Thani |
| T-28D-5 (#147) | | J.F.13-117/18 | 51-3605, Khmer AF | 174-143 | Serial assigned 06Oct75; crashed in Nong Harn District, Udon Thani Province 04Jun82; 2 killed |
| T-28D (#101) | 13732 / 732 | J.F.13-118/18 | 51-3732, RThaiAF JF13-47/07, RLaoAF, Khmer AF | 174-270 | Serial assigned 06Oct75; noted Feb76; displayed at Ubon Ratchathani |
| T-28D-10 | O-53652 | J.F.13-119/18 | Bu153652, Khmer AF | | Serial assigned 06Oct75; displayed at Nam Phong; displayed at National Memorial, Pathum Thani by 1994 |

| Type | Serial | RTAF Serial | ex | c/n | notes | |
|--|-----------------------|---------------|------------------------------------|-----------|---|--|
| T-28D-10 | O-37711 | J.F.13-120/18 | Bu137711, Khmer AF (or RLaoAF?) | 200-74 | To RThaiAF 04Sep75; serial assigned 06Oct75; to 223 Squadron, Lopburi 13Oct75; to 231 Squadron, Udon Thani; code '23105'; soc 14Aug84; displayed at Surat Thani, Wing 71 entrance; restored by THAI 1991 & to 'Tango' | |
| Other candidates:- | | | | | | |
| T-28D-10 (#435) | | | Bu137708 (soc 18Oct71) | 200-71 | Assumed; 137708 is probably JF13-107/14, whilst 138359 probably | |
| T-28D-10 (#436) | | | Bu138359 (soc 18Oct71) | 200-430 | went direct to RLao AF, but not confirmed | |
| B.F14 = Cessna R172/T-41 | | | | | | |
| | MAP deliveries (13):- | | | | | |
| | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
| | AF92 | 12 | T-41C | 1968 | PR USAF | 68-8966 to 68-8977 |
| | FS28 | 1 | T-41D | 1976 | REDIS USAF | 73-1662 (ex Khmer) |
| Serials reported, but believed in error, are:- | | | | | | |
| <ul style="list-style-type: none"> • 5046 / '31662' (67-15046, which went to South Korea, not Thailand) • 8962 (68-8962) | | | | | | |
| T-41D | 8966 | F.14-1/11 | 68-8966 | R172-0324 | MAP; dd Sep68; code '60420' (Dec00 thro' Mar18, 50 th anniversary scheme, & thro' Mar20); noted wfs in open storage at Don Mueang Feb22; to RTAF Museum by Nov22 | |
| T-41D | 8967 | F.14-2/11 | 68-8967 | R172-0325 | MAP; dd Sep68; code '60421' (Oct95 thro' Jan18); noted wfs in open storage at Don Mueang Feb22 (gone by Dec22); to display at RTAF Resort Hua Hin by Apr23 | |
| T-41D | 8968 | F.14-3/11 | 68-8968 | R172-0326 | MAP; dd Sep68; code '60422' (Dec00 thro' Jan15); noted at Rayong Army Surplus Store Apr17 (gone by Aug17) | |
| T-41D | 8969 | F.14-4/11 | 68-8969 | R172-0327 | MAP; dd Sep68; reported w/o Dec78 | |
| T-41D | 8970 | F.14-5/11 | 68-8970 | R172-0328 | MAP; dd Sep68; code '60423' (Oct95); w/o 1996; wreck noted outside 604 Sqdn hangar Jun96 thro' May97 (gone by Aug02) | |
| T-41D | 8971 | F.14-6/11 | 68-8971 | R172-0329 | MAP; dd Sep68; w/o 22Mar80 | |
| T-41D | 8972 | F.14-7/11 | 68-8972 | R172-0330 | MAP; dd Sep68; code '60424' (Oct95 thro' Mar08), then '60426' (Jun09 thro' Dec17); noted wfs in open storage at Don Mueang by Feb21 & thro' May24 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
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| T-41D | 8973 | F.14-8/11 | 68-8973 | R172-0331 | MAP; dd Sep68; code '60425' (Oct95 & Mar03), then '60427' (Jan04 thro' Jan20) |
| T-41D | 8974 | F.14-9/11 | 68-8974 | R172-0332 | MAP; dd Sep68; code '60426' (Oct95); reported w/o Mar97; on Tung Sikan dump Sep07 (gone by 2013) |
| T-41D | 8975 | F.14-10/11 | 68-8975 | R172-0333 | MAP; dd Sep68; code '60427' (Oct95 thro' Dec00); on Tung Sikan dump Sep07; to Air Technical Training School, Don Mueang (building 4361) by Jan10; small parts marked '60427' noted at 'Paisal Phoprasert' yard, Muek Lek Feb16; noted in Aircraft Maintenance Practical Skills Workshop, Don Mueang Jan18; to display in ATTS parade ground, Don Mueang by Jan22 |
| T-41D | 8976 | F.14-11/11 | 68-8976 | R172-0334 | MAP; dd Sep68; Wing 4 hack; reported w/o 24Mar91; on Tung Sikan dump Sep07 (gone by 2013) |
| T-41D | 8977 | F.14-12/11 | 68-8977 | R172-0335 | MAP; dd Sep68; code '60430' (Oct95 thro' Jun09, 40 th Anniversary scheme, & thro' Mar20); noted wfs in open storage at Don Mueang Feb22; noted in 604 Squadron hangar Dec22 noted wfs in open storage at Don Mueang by May24; to display at Phitsanulok by Nov24 |
| T-41D | 1662 | F.14-13/18 | 73-1662, (Khmer AF) | R172-0550 | MAP; acquired 1975 following escape from Cambodia; code '60429' (Oct95), then '60431' (Jan00 thro' Mar20); noted wfs in open storage at Don Mueang Feb22; to RTAF Museum by Nov22 |

B.F.15 = SIAI SF-260MT / W

- 11 SF-260B/MT delivered Aug73/74, plus one lost on delivery;
- Acceptance ceremony 18May75, attended by F15-1, 3, 5, 6, 7, 8, 10 & 11;
- Replacement, F15-12, for aircraft lost on delivery dd Mar77;
- 6 SF-260C/W delivered in 1978;
- Accident to unidentified SF-260 on 06Jun89;
- type withdrawn 1994;
- codes '60401 to '60415' used, but not in sequence

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|------------|--|-----------|-----------------------|-----------|--|
| SF-260B/MT | | | I-THAA (regd 24Jly73) | 14.01 | W/o |
| SF-260B/MT | | F.15-2/16 | I-THAB (regd 02Aug73) | 14.02/142 | Noted at Don Mueang Nov89 code '60401'; to Aerodef Asia Pte Ltd 2002; TT 8,387:00hrs |
| SF-260B/MT | | F.15-3/16 | I-THAC (regd 08Sep73) | 14.03/143 | Code '03'; to Aerodef Asia Pte Ltd 2002; TT 7,360:00hrs |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------|----------|-------------|-----------------------|------------|---|
| SF-260B/MT | | F.15-4/16 | I-THAE (regd 24Oct73) | 14.05/145 | Code '04'; noted at Don Mueang Apr89; noted at Don Mueang Nov89 code '04'; noted in 'Tango' hangar, Don Mueang Oct95; to Aerodef Asia Pte Ltd 2002; TT 6,764:00hrs; to HS-AFF 2006 |
| SF-260B/MT | | F.15-5/16 | I-THAG (regd 29Nov73) | 14.07/147 | Noted at Don Mueang Apr89; noted at Don Mueang Nov89 code '60406'; to Aerodef Asia Pte Ltd 2002; TT 6,821:00hrs; to HS-AFE 2006 |
| SF-260B/MT | | N/A | I-THAF | 14.06/146 | w/o 01Dec73 on dd |
| SF-260B/MT | | F.15-6/16 | I-THAD (regd 18Sep73) | 14.04 | Probably w/o |
| SF-260B/MT | | F.15-7/17 | I-THAH (regd 07Dec73) | 14.08/148 | To Aerodef Asia Pte Ltd 2002; TT 8,700:00hrs |
| SF-260B/MT | | F.15-8/17 | I-THAI (regd 19Jan74) | 14.09/202 | Code '08'; RTAF Museum |
| SF-260B/MT | | F.15-9/17 | I-THAL (regd 02Mar74) | 14.10/203 | mfg Jan74; noted at Don Mueang Nov89 code '09'; to Aerodef Asia Pte Ltd 2002; TT 6,383:00hrs; to HS-AFD 2005 |
| SF-260B/MT | | F.15-10/17 | I-THAM (regd 22Mar74) | 14.11 | Code '60408'; noted Jan81; noted at Don Mueang Nov89 code '60408'; w/o; noted dismantled at 'Tango' Don Mueang Oct95; on Tung Sikan dump Sep07 |
| SF-260B/MT | | F.15-11/17 | I-THAN (regd 02May74) | 14.12 | Probably w/o; parts possibly used on '08' in RTAF Museum |
| SF-260B/MT | | F.15-12/20 | I-THAO (regd 21Mar77) | 14.13/288 | mfg Mar77; w/o; wreck noted at 'Tango' Takhli store Feb04 thro' Jan07; to 'US Camping' store, Jomtien by Dec07 with USN 'VF-53' titles (gone by Mar09); dismantled airframe to Bangphra, marked N311H and coded '301' with 'Navy' titles, by mid-2011 as spares for HS-FUN; noted there thro' Jly12; gone by Feb15, possibly for use in the ThOr6 trainer project |
| SF-260B/MT | | | | | Code '60402' (Nov89) |
| SF-260B/MT | | | | | Code '60405' (Nov89) |
| SF-260B/MT | | | | | Code '60409' (Nov89) |
| SF-260B/MT | | | | | Code '60413' (Nov89) |
| SF-260C/W | | F.15-13/21 | | 33-001/363 | Code '13'; to Aerodef Asia Pte Ltd 2002; TT 5,040:00hrs; retained for ChOr2 / ThOr6 project |
| SF-260C/W | RR.14-21 | F.15-14/21 | I-RAIR | 33-002/364 | dd Dec78; TT 5436.04hrs at 30Jun96; possibly dbr; believed to Sukhothai Palace by Feb04; absent at least Feb08 thro' Jan12 (restored to flying condition at Don Mueang 2008, and handed over to Crown Prince 25Apr08); noted Jan10; returned to Sukhothai Palace by Dec12 (not there Jan12) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------------|-------------------------|-------------|---|------------|--|
| SF-260C/W | | F.15-15/21 | I-RAIR | 33-003 | W/o |
| SF-260C/W | RR.16-21 | F.15-16/21 | I-RAIR | 33-004/366 | Code '40246' (Jun98 & Jan00); also noted as code '06'; to Aerodef Asia Pte Ltd 2002; TT 4,630:00hrs |
| SF-260C/W | | F.15-17/21 | I-RAIS | 33-005/367 | Noted at Don Mueang Nov89 code RR.17-21 / '17'; To Aerodef Asia Pte Ltd 2002; TT 5,789:00hrs |
| SF-260C/W | RR.18-21 | F.15-18/21 | | 33-006/368 | Code '60415' (Jan95); noted stripped down at Don Mueang Jly96; code '40248' (Jan98, Jun98 & Jan00); to Aerodef Asia Pte Ltd 2002; TT 5,554:00hrs; retained for ChOr2 / ThOr6 project |
| | | | | | Code '40229' (Jan00) |
| | | | | | Code '40237' (Jan00) |
| | | | | | Code '40238' (Jun98) |
| | | | | | Code '40239' (Jun98 & Jan99) |
| | | | | | Code '40247' (Jun98 & Jan00) |
| B.F.16 = NZAI CT/4 Airtrainer | | | | | |
| | | | <ul style="list-style-type: none"> 24 CT/4A delivered 1974/75; 6 CT/4B delivered 1992; 16 CT/4E delivered 1999 thro' 2001; 8 CT/4E delivered 2004/05; surviving FTS CT/4A's (01, 02, 04, 05, 06, 07, 11, 13, 15, 17, 19, 20, 22, 23 & 24) transferred to 604 Squadron Feb01; all FTS CT/4B (25, 26, 27, 28, 29 & 30) transferred to 604 Squadron Apr12; surviving 604 Squadron CT/4A's (02, 05, 07, 11, 15, 22 & 24) retired 17Sep20 | | |
| CT/4A | RR.001 / '01' / '60432' | F.16-001/16 | ZK-DQT | 003 | ff 13Oct73; dd 13Nov73; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60432' (Jan04 thro' Jly20); to RTAF Museum 10Jly20 |
| CT/4A | RR.002 / '02' / '60433' | F.16-002/17 | ZK-DTC | 004 | ff 24Jan74; dd 15Feb74; transferred from FTS to 604 Sqdn early 2003 (f/n Apr03); code '60433' (May08 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' May24; <i>[dataplate found to be missing Oct18]</i> |
| CT/4A | RR.003 | F.16-003/17 | ZK-DTD | 005 | ff 22Feb74; dd 07Mar74; w/o 03Jly80 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|-------------------------|-------------|--------|-----|---|
| CT/4A | RR.004 / '04' / '60434' | F.16-004/17 | ZK-DTE | 006 | ff 11Mar74; dd 21Mar74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60434' (Jan04 thro' Aug20); to RTAF Academy, Bangkok by Aug20; moved to RTAF Academy, Muek Lek by Jan25; <i>[dataplate found to be missing Oct18]</i> |
| CT/4A | RR.005 / '05' / '60435' | F.16-005/17 | ZK-DTF | 007 | ff 27Mar74; dd 10Apr74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60435' (Aug05 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' May24; to display at ATTS by Jan26 |
| CT/4A | RR.006 | F.16-006/17 | ZK-DTG | 008 | ff 11Apr74; dd 30May74; transferred from FTS to 604 Sqdn early 2003; w/o 17Oct02 |
| CT/4A | RR.007 / '07' / '60436' | F.16-007/17 | ZK-DTH | 009 | ff 03May74; dd 23May74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60436' (Jan07 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' Jly22 |
| CT/4A | RR.008 | F.16-008/17 | ZK-DTI | 010 | ff 13May74; dd 08Jun74; w/o 28Feb84; reported to be the CT/4 displayed at 'War Camping & Coffee Army Surplus Store, Jomtien since 2015 |
| CT/4A | RR.009 | F.16-009/17 | ZK-DTJ | 011 | ff 14Jun74; dd 25Jun74; w/o 02Feb84 |
| CT/4A | RR.010 | F.16-010/17 | ZK-DTK | 012 | ff 06Jun74; dd 25Jun74; w/o 25May88 |
| CT/4A | RR.011 / '11' / '60437' | F.16-011/17 | ZK-DTL | 013 | ff 19Jun74; dd 12Jly74; transferred from FTS to 604 Sqdn early 2003 (f/n Oct03); code '60437' (Mar09 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' May24; to display at ATTS by Jan26; <i>[dataplate found to be missing Oct18]</i> |
| CT/4A | RR.012 | F.16-012/17 | ZK-DTN | 015 | ff 08Jly74; dd 29Jly74; fate unknown |
| CT/4A | RR.013 / '13' / '60438' | F.16-013/17 | ZK-DTO | 016 | ff 12Jly74; dd 08Aug74; transferred from FTS to 604 Sqdn early 2003 (f/n Oct03); code '60438' (Oct03 thro' Sep20); dismantled in 604 Squadron hangar Sep20; stored outside at Don Mueang thro' May24; to display at ATTS by Jan26 |
| CT/4A | RR.014 | F.16-014/17 | ZK-DTP | 017 | ff 31Jly74; dd 19Aug74; w/o 15Oct98 |
| CT/4A | RR.015 / '15' / '60439' | F.16-015/17 | ZK-DTQ | 018 | ff 06Aug74; dd 23Aug74; transferred from FTS to 604 Sqdn early 2003 (f/n Jan04); code '60439' (Jan04 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang; to display at ATTS by Jun22 (not there Jan22); <i>[dataplate found to be missing Oct18]</i> |
| CT/4A | RR.016 | F.16-016/17 | ZK-DTS | 019 | ff 24Aug74; dd 11Sep74; w/o 08Nov78 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|-------------------------|-------------|--------|--------------|---|
| CT/4A | RR.017 / '17' / '60440' | F.16-017/17 | ZK-DTW | 023 | ff 30Sep74; dd 24Nov74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60440' (Jan06 thro' Sep20); to Directorate of Air Operations Control, Don Mueang by Sep20; <i>[dataplate found to be missing Sep20]</i> |
| CT/4A | RR.018 | F.16-018/17 | ZK-DTX | 024 | ff 16Oct74; dd 23Nov74; w/o 05Jly99 |
| CT/4A | RR.019 / '19' / '60441' | F.16-019/17 | ZK-DTZ | 026 | ff 27Nov74; dd 11Dec74; noted Jan99; transferred from FTS to 604 Sqdn early 2003 (f/n Feb04); code '60441'; w/o 04Dec05 |
| CT/4A | RR.020 / '20' / '60442' | F.16-020/18 | ZK-DTT | (020) / 021* | mfg 05Sep74 (also reported by NZAI as ff date); dd 02Nov74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60442' (Dec08 thro' Aug18); last flight 30Aug18; to RTAF Museum Sep18; <i>[should be c/n 020 based on NZAI data, but dataplate shows c/n 021; see F16-024/18]</i> |
| CT/4A | RR.021 | F.16-021/18 | ZK-DTV | 022 | ff 14Sep74; dd 01Nov74; w/o 17Mar98 |
| CT/4A | RR.022 / '22' / '60443' | F.16-022/18 | ZK-DTY | 025 | ff 05Nov74; dd 06Dec74; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60443' (Aug04 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' May24; to display at Phitsanulok by Nov24 |
| CT/4A | RR.023 / '23' / '60444' | F.16-023/18 | ZK-DTM | 014 | ff 28Jun74; initial dd 18Jly74 but damaged during assembly, shipped back, repaired and re-dd 20Jan75; transferred from FTS to 604 Sqdn early 2003 (f/n Mar03); code '60444' (May04); w/o 08Jan05 |
| CT/4A | RR.024 / '24' / '60445' | F.16-024/18 | ZK-DTU | 021 ? | ff 29Aug74 ?; dd 01Nov74; transferred from FTS to 604 Sqdn early 2003; code '60445' (Aug04 thro' Sep20); wfs 17Sep20; stored outside at Don Mueang thro' Jly22; to display at Wing 6 Officers Mess, Don Mueang by Feb24; <i>[dataplate found to be missing Oct18; should be c/n 021 based on NZAI data, but see F16-020/18]</i> |
| CT/4B | RR.025 / '25' / '60452' | F.16-025/35 | ZK-FZD | 109 | ff 19Feb92; dd 29Feb92; transferred from FTS to 604 Sqdn Apr12; noted active thro' Jan14; code '60452' (Aug16 thro' May24) |
| CT/4B | RR.026 / '26' / '60453' | F.16-026/35 | ZK-FZE | 110 | ff 24Feb92; dd 01Apr92; transferred from FTS to 604 Sqdn Apr12; code '60453' (Jan15 thro' Jan26) |
| CT/4B | RR.027 / '27' / '60454' | F.16-027/35 | ZK-FZF | 111 | ff 25Mar92; dd 29Apr92; transferred from FTS to 604 Sqdn Apr12; code '60454' (Aug16 thro' Mar25) <i>Note: the cowling was swapped with '29' / '60456' briefly Apr-Jun17</i> |
| CT/4B | RR.028 / '28' / '60455' | F.16-028/35 | ZK-FZG | 112 | ff 14Apr92; dd 29Apr92; transferred from FTS to 604 Sqdn Apr12; code '60455' (Jan13 thro' Jan24) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|-------------------------|-------------|--------|-----|--|
| CT/4B | RR.029 / '29' / '60456' | F.16-029/35 | ZK-FZH | 113 | ff 15Apr92; dd 29Apr92; noted as wreck Jan96; noted active Mar12; transferred from FTS to 604 Sqdn Apr12; code '60456' (Aug16 thro' Sep24) <i>Note: the cowling was swapped with '27' / '60454' briefly Apr-Jun17</i> |
| CT/4B | RR.030 / '30' / '60457' | F.16-030/35 | ZK-FZI | 114 | ff 19May92; dd 30May92; transferred from FTS to 604 Sqdn Apr12; code '60457'; noted active thro' Jan25 |
| CT/4E | RR.1 | F.16k-01/42 | ZK-PTN | 214 | ff 18Jun99; dd 01Jly99; noted active thro' Jan22; noted at Khampaeng Saen Jan23 |
| CT/4E | RR.2 | F.16k-02/42 | ZK-PTP | 215 | ff 03Jly99; dd 22Jly99; noted active thro' Jly12; accident; to Takhli for repair; returned to service May20; noted active thro' Dec23 |
| CT/4E | RR.3 | F.16k-03/42 | ZK-JKO | 217 | ff 30Sep99; dd 30Oct99; noted active thro' Jan18; ran off runway at Khampaeng Saen Oct19 |
| CT/4E | RR.4 | F.16k-04/42 | ZK-JKQ | 218 | ff 07Nov99; dd 25Nov99, returned, & re-delivered 29Nov99; noted active thro' Feb22 |
| CT/4E | RR.5 | F.16k-05/42 | ZK-JKU | 219 | ff 30Nov99; dd 12Dec99; noted active thro' Jan14; noted hangared at Khampaeng Saen Jan20; reported active by FTS Mar20; noted at Khampaeng Saen Jan23 |
| CT/4E | RR.6 | F.16k-06/42 | ZK-JKV | 220 | ff 12Dec99; dd 23Dec99; noted Jan05; w/o 18Jan06 |
| CT/4E | RR.7 | F.16k-07/43 | ZK-JKX | 221 | ff 05Feb00; dd 09Mar00; noted active thro' Feb22 |
| CT/4E | RR.8 | F.16k-08/43 | ZK-JLQ | 222 | ff 17Mar00; dd 30Mar00; reported active by FTS Mar20; noted active thro' Jan24 |
| CT/4E | RR.9 | F.16k-09/43 | ZK-JKY | 223 | ff 08Apr00; dd 27Apr00; noted May06; w/o 17Jun10; wreck noted at Khampaeng Saen Jan13 |
| CT/4E | RR.10 | F.16k-10/43 | ZK-JLJ | 224 | ff 27Apr00; dd 07May00; reported active by FTS Mar20; w/o 29Apr23 |
| CT/4E | RR.11 | F.16k-11/43 | ZK-JLN | 225 | ff 15May00; dd 16May00; reported active by FTS Mar20; noted active thro' Feb22; noted at Khampaeng Saen Jan26 |
| CT/4E | RR.12 | F.16k-12/43 | ZK-JLS | 226 | ff 11May00; dd 20May00; noted hangared at Khampaeng Saen Jan20; reported active by FTS Mar20; noted active thro' Jan24 |
| CT/4E | RR.13 | F.16k-13/44 | ZK-JMX | 227 | ff 11Apr01; dd 05May01; noted hangared at Khampaeng Saen Jan20; reported active by FTS Mar20; noted active thro' Feb22 |
| CT/4E | RR.14 | F.16k-14/44 | ZK-JMZ | 228 | ff 31May01; dd 17Jun01; noted Jan04; w/o 15Jly04 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------|--------|-------------|--------|-----|---|
| CT/4E | RR.15 | F.16k-15/44 | ZK-JNA | 229 | ff 05Jly01; dd 23Jly01; noted hangared at Khampaeng Saen Jan20; reported active by FTS Mar20; noted active thro' Jan24 |
| CT/4E | RR.16 | F.16k-16/44 | ZK-JNB | 230 | ff 23Jly01; dd 04Aug01; reported active by FTS Mar20; noted active thro' Aug21 |
| CT/4E | RR.17 | F.16k-17/47 | ZK-JPT | 233 | <i>[ZK-JPT regd 31Mar04; canx 21Jly04]</i> ; ff 28Apr04; departed Hamilton on dd 14May04; reported active by FTS Mar20; noted active thro' Feb22; noted at Khampaeng Saen Jan23 & Jan26 |
| CT/4E | RR.18 | F.16k-18/47 | ZK-JIP | 234 | <i>[ZK-JIP regd 27May04; canx 21Jly04]</i> ; ff 16Jun04; departed Hamilton on dd 01Jly04; accident 19Feb14; noted active Jan19 thro' Jan23; noted at Khampaeng Saen Jan26 |
| CT/4E | RR.19 | F.16k-19/47 | ZK-JIQ | 235 | <i>[ZK-JIQ regd 29Jun04; canx 19Oct04]</i> ; ff 05Aug04; departed Hamilton on dd 20Aug04; arrived 24Aug04; noted active thro' Jan17; damaged in hard landing, possibly Apr17; to Takhli for repair, and believed re-entered service Jun19; noted active thro' Dec22 |
| CT/4E | RR.20 | F.16k-20/47 | ZK-JIR | 236 | <i>[ZK-JIR regd 30Aug04; canx 19Oct04]</i> ; ff 18Sep04; departed Hamilton on dd 1Oct04; noted active thro' Apr24; noted at Khampaeng Saen Jan25 & Jan26 |
| CT/4E | RR.21 | F.16k-21/47 | ZK-JIU | 237 | <i>[ZK-JIU regd 06Oct04; canx 02Dec04]</i> ; ff 28Oct04; departed Hamilton on dd 11Nov04; noted active thro' Jan20; reported active by FTS Mar20; noted active thro' Jan26 |
| CT/4E | RR.22 | F.16k-22/48 | ZK-JIV | 238 | <i>[ZK-JIV regd 10Nov04; canx 10Mar05]</i> ; ff 30Nov04; departed Hamilton on dd 12Dec04; noted active thro' Dec23; Khampaeng Saen static Jan24 |
| CT/4E | RR.23 | F.16k-23/48 | ZK-JJD | 239 | <i>[ZK-JJD regd 06Dec04; canx 03Mar05]</i> ; ff 13Jan05; departed Hamilton on dd 28Jan05; noted active thro' Feb22 |
| CT/4E | RR.24 | F.16k-24/48 | ZK-JJE | 240 | <i>[ZK-JJE regd 19Jan05; canx 03Mar05]</i> ; ff 30Jan05; departed Hamilton on dd 12Feb05; reported active by FTS Mar20; noted active thro' Dec23 |
| B.F.17 = RTAF 4 Chantra | | | | | |
| | | | | | <ul style="list-style-type: none"> • 1 prototype & 12 production conversions from Chipmunk T.20 1972-74; • Chipmunks 22/95, 25/95, 27/95, 30/95, 32/95, 33/95, 41/95, 45/95, 46/97, 48/97, 52/97 & 54/97 possibly converted to Chantras; • type withdrawn 1989; • accident to an unidentified Chantra 05Jan93; • most Chantra airframes are extant, usually in exotic paint schemes, but can generally not be identified to specific serial numbers. |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------|--------|-------------|--|------|---|
| | | F.17-1/17 | | 002 | Code '01' |
| | | F.17-2/17 | | 003 | Code '02'; reported w/o May78 |
| | | F.17-3/17 | | 004 | mfg 09Aug74; code '03'; RTAF Museum |
| | | F.17-4/17 | | 005 | Code '04'; wrecked cockpit section & port wing noted in 'Tango' Takhli store Feb04 thro' Jan05 (since gone) |
| | | F.17-5/17 | | 006 | Code '05'; reported w/o 03Aug82 |
| | | F.17-6/17 | | 007 | Code '06'; noted derelict at Jomtien, 'US Camping' store Nov13 |
| | | F.17-7/17 | | 008 | Code '07'; noted Jan76; 'Tango' Don Mueang |
| | | F.17-8/17 | | 009 | Code '08'; damaged 03Jun84; reported w/o Oct88 |
| | | F.17-9/17 | | 010 | Code '09'; noted derelict at Jomtien, 'US Camping' store Nov13 |
| | | F.17-10/17 | | 011 | Code '10'; noted derelict at Jomtien, 'US Camping' store Nov13 |
| | | F.17-11/17 | | 012 | Code '11'; noted derelict at Jomtien, 'US Camping' store Nov13 |
| | | F.17-12/17 | | 013 | Code '12' |
| B.F.18 = RFB Fantrainer | | | | | |
| | | | <ul style="list-style-type: none"> • 31 Fantrainer 400 & 16 Fantrainer 600 ordered plus 16 Fantrainer 600 options; • one 400 & one 600 delivered complete Dec84 and the remainder in kit form for local assembly; • planned to produce 7 in 1984, 22 in 1985 & 18 in 1986, but apparently only 11 Fantrainer 400 and 15 Fantrainer 600 actually completed; • c/ns 001, 005, 010, 011, 026 & 036 are not listed below, but: <ul style="list-style-type: none"> 001 = not allocated to Thailand; remained in Germany as D-EATR 005 = not allocated to Thailand; remained in Germany as D-EIWZ 010 = to Thailand & unaccounted for 011 = not allocated to Thailand; remained in Germany as D-EATP 026 = to Thailand & unaccounted for 036 = to Thailand & unaccounted for • type withdrawn 1994; • also noted in store Jan00 were Fantrainer 600's codes '40212' & '40219'; • other codes noted have been '606', '608', '610', '613', '808', '810', '6001', '6002' (Aug87), '6003', '6005', '6008', '6010' & '6013' | | |
| 400 | 4001 | F.18-01/27 | D-EIWK | 003* | mfg 1984; h/o to Thai Government 17Aug84; remained at Monchengladbach for training until shipped Dec84; RTAF Museum |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|------|---|
| 400 | 02 | F.18-2/32 | | 021* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; restored for static display at Takhli by Aug09; noted stored in Takhli revetments thro' Apr12; to GI airframe at Takhli by Jan13 & ; noted thro' Jan18 |
| 400 | 03 | F.18-3/32 | | 027* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to 'Paisal Phoprasert' yard, Muek Lek by Jun15 & noted thro' Mar16; to Nakhon Pathom Aircraft Market by May16; believed to be the one repainted in three-tone blue camo scheme by Aug16 & noted thro' Feb22 |
| 400 | 04 | F.18-4/32 | | 022* | Noted Jan94; stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Apr12; to 'Tango' Chiang Mai as 40204 by Apr14 |
| 400 | 05 | F.18-5/32 | | 023* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; restored for static display at Takhli by Aug09; noted stored in Takhli revetments by Apr12 |
| 400 | 40236 | F.18-6/35 | | 024* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Apr12; noted stored at Khampaeng Saen Jan13 coded '40236'; moved to display near golf course, unmarked, by Mar14 & noted thro' Mar21 |
| 400 | | F.18-07/35 | | 025 | Reported w/o Oct93 |
| 400 | 08 | F.18-08/35 | | 028* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to Nakhon Pathom Aircraft Market by Aug16 (gone by Dec16); [c/n 028 from data plate] |
| 400 | 09 | F.18-9/35 | | 029* | Damaged 16Feb94; reported repaired but stored badly damaged at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored without canopy in Takhli revetments Apr12 thro' Jan13 |
| 400 | 10 | F.18-10/32* | | 030* | Stored at Takhli mid-1990's thro' 2006; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to 'Paisal Phoprasert' store, Muek Lek by Jan16; to 'Jirapat Wora' yard, Nakhon Pathom mid-Jan16; being repainted there mid-Feb16 (gone by May16); to Hangar Café by Oct16 (probably earlier) & noted thro' Feb21; removed from display pole & derelict by May21; [c/n 030 from data plate] |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-----------|-------------|--------|------|--|
| 400 | 11 | F.18-11/35 | | 031* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to Lam Lu Ka by Sep15 & noted thro' Mar22 |
| 400 | 12 | F.18-12/?? | | 032 | Uncompleted airframe to RTAF Museum Jan09 |
| 400 | 13 | F.18-13/?? | | 033 | Noted stored with TAI, Don Mueang Oct95 thro' Jun12; believed gone by 2014 |
| 400 | | F.18-14/?? | | 035 | Uncompleted airframe to RTAF Museum Jan09 |
| 400 | 15 | F.18-15/?? | | 034* | Uncompleted airframe to RTAF Museum Nov08 |
| 400 | 16 | F.18-16/?? | | 037* | Uncompleted airframe to RTAF Museum Nov08 |
| 400 | | | | 038 | Uncompleted airframe noted stored with TAI, Don Mueang Jun12; believed gone by 2014 |
| 400 | | | | 039 | Uncompleted airframe noted stored with TAI, Don Mueang Jun12; believed gone by 2014 |
| 400 | | | | 040 | Uncompleted airframe noted stored with TAI, Don Mueang Jun12; believed gone by 2014 |
| 400 | | | | 041 | Uncompleted airframe to RTAF Museum Jan09 |
| 600 | 40211 | F.18k-1/27 | D-EIWG | 002 | h/o to Thai Government 17Aug84; remained at Monchengladbach for training until shipped Dec84; reported w/o 27Dec94; wreck noted at 'Tango' Takhli Feb04 thro' Jan07; to 'US Camping' store, Jomtien by Dec07 (gone by Mar09) |
| 600 | | F.18k-02/30 | | 006 | Stored at Takhli mid-1990's thro' 2006; offered for sale 2006 (gone by Sep07) |
| 600 | 603 / 03 | F.18k-3/30 | | 007* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Jan13; to 'Paisal Phoprasert' store, Muek Lek by Jan16 & noted thro' Mar16; to display at Aircraft Market by May16; repainted pale green & dark brown camo scheme, grey nose & lower rear fuselage as 21331; noted thro' Jun18 (gone by Dec18) |
| 600 | 6004 / 04 | F.18k-4/30 | | 008* | Stored at Takhli Sep07; noted stored in Takhli revetments Apr12 thro' Jan13; to Chokchai Museum by Sep15 (not there Apr15) & noted thro' Jan20 |
| 600 | 40215 | F.18k-5/30 | | 009* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Jan13; to Nakhon Phanom by Nov13 & noted thro' Nov19 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------------|-------------|----|------|--|
| 600 | 6006 / 40216 | F.18k-6/30 | | 012* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to 'Paisal Phoprasert' store, Muek Lek by Jan16 & noted thro' Mar16; to Nakhon Pathom Aircraft Market by May16; noted in very poor condition, without canopies & dataplate thro' Feb22 |
| 600 | | F.18k-07/30 | | 013 | Reported w/o 17Feb92 |
| 600 | 40217 | F.18k-8/30 | | 014* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Apr12; noted displayed at Chiang Rai military airfield by Mar14 & thro' Dec19 |
| 600 | 40221 | F.18k-9/30 | | 015* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Apr12; displayed at RTAFB Khampaeng Saen [14.098406°, 99.926113°] by Jan13 coded '2315' & noted thro' Jan18; coded '2800' by Jan19 & noted thro' Nov22; removed from display mid-2023 (replaced by RSiAF F-5T) & moved to open store |
| 600 | 40222 | F.18k-10/30 | | 016* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to 'Paisal Phoprasert' Army Surplus Store, Muek Lek by Nov15 (not there Aug15); to Mu Si by Jan16 & noted thro' Feb16; returned to 'Paisal Phoprasert' Army Surplus Store, Muek Lek by Mar16 (gone by Jly16) |
| 600 | 40223 | F.18k-11/30 | | 017* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006 noted stored in Takhli revetments Apr12 thro' Jan13; to 'Paisal Phoprasert' store, Muek Lek by Jan16; to 'Jirapat Wora' yard, Nakhon Pathom mid-Jan16 (gone by late-May16); to Nak Khok, Samut Sakhon by Apr16 & noted thro' Mar22; [c/n 017 from data plate] |
| 600 | 40224 | F.18k-12/30 | | 018* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments Apr12 thro' Jan13; to display at RTAFB Wattana Nakhon by Feb14 & noted thro' Nov20 |
| 600 | 40225 | F.18k-13/30 | | 019* | Stored at Takhli mid-1990's thro' Sep07; offered for sale 2006; noted stored in Takhli revetments thro' Jan13; to 'Paisal Phoprasert' store, Muek Lek by Jan16 & noted thro' Mar16; to Nakhon Pathom Aircraft Market by May16; repainted pale green & dark brown camo scheme, grey nose & lower rear fuselage as 21331 & noted thro' Jun18 (gone by Dec18) |
| 600 | | F.18k-14/30 | | 020 | Reported w/o Aug89 |
| 600 | 40226 | F.18k-15/32 | | 004* | RTAF Museum |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------|------------|-----------------------|---|-----|--|
| B.F.19 = Pilatus PC-9 | | | | | |
| | | | <ul style="list-style-type: none"> • 26 delivered 1991 thro' 1996; • 3 lost by early 2002 in accidents; 1 lost 23Feb04 (possibly 14/34); • Type withdrawn from service 02Feb24 | | |
| 01 | F.19-1/34 | HB-HQP (canx 28Oct91) | 192 | | Last recorded flight 21Nov23; noted in static at Khampaeng Saen Dec23 |
| 02 | F.19-2/34 | HB-HQQ (canx 28Oct91) | 193 | | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); repainted in standard scheme; last recorded flight 01Dec16; noted stored at Khampaeng Saen Jan20, Jan23 & Dec23 (engineless & wfu); roaded to RTAF Museum 16Sep24 |
| 03 | F.19-3/34 | HB-HQR (canx 29Nov91) | 194 | | Last recorded flight 11Sep20; noted stored complete at Khampaeng Saen Nov22, Jan23 & Jan25 |
| 04 | F.19-4/34 | HB-HQS (canx 23Oct91) | 195 | | Noted thro' Mar05; w/o 15Dec05 |
| 05 | F.19-5/34 | HB-HQT (canx 23Oct91) | 196 | | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); still in 'Blue Phoenix' scheme Jan18; last recorded flight 20May21; noted stored at Khampaeng Saen Dec22, Dec23 & Jan25 (engineless); to display at ATTS by Jan26 |
| 06 | F.19-06/34 | HB-HQU (canx 06Nov91) | 197 | | Ferried to Don Mueang 23May18 (last recorded flight) for RTAF Museum; stored in Wing 6 hangar until roaded to RTAF Museum 22Aug18 |
| 07 | F.19-7/34 | HB-HQV (canx 06Nov91) | 198 | | 'Blue Phoenix' marks by Apr12 (<i>team only operated for 100th Anniversary, 2012</i>); still in 'Blue Phoenix' scheme Jan18; took part in PC-9 retirement flypast 02Feb24; noted stored complete at Khampaeng Saen Jan25 |
| 08 | F.19-8/34 | HB-HQW (canx 14Nov91) | 199 | | Last recorded flight 05Sep18; to display on Khampaeng Saen gate by Jan20 |
| 09 | F.19-9/34 | HB-HQX (canx 14Nov91) | 200 | | Last recorded flight 05Sep18; noted stored complete at Khampaeng Saen Dec22, Dec23 & Jan25 |
| 10 | F.19-10/34 | HB-HQY (canx 29Nov91) | 201 | | Last recorded flight 22Nov23; noted stored at Khampaeng Saen Dec23; roaded to RTAF Museum 18Sep24 |
| 11 | F.19-11/34 | HB-HQZ (canx 11Dec91) | 202* | | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); last recorded flight 11Sep19; to Lopburi (still in 'Blue Phoenix' scheme), no propeller, by Jan23 (gone by Jan24) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|-----------------------|-----|--|
| | 12 | F.19-12/34 | HB-HRA (canx 16Dec91) | 203 | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); still in 'Blue Phoenix' scheme Jan19; standard livery by Jan20; last recorded flight 26Dec23; noted stored complete at Khampaeng Saen Jan24 & Jan25 |
| | 13 | F.19-13/34 | HB-HRB (canx 23Dec91) | 204 | Last recorded flight 28Jan20; noted stored at Khampaeng Saen Dec22, Jan23, Dec23 & Jan25 (engineless); to display at ATTS by Jan26 |
| | 14 | F.19-14/34 | HB-HRC (canx 23Dec91) | 205 | Damaged 21Oct92; possibly w/o 23Feb04 |
| | 15 | F.19-15/35 | HB-HRD (canx 29Jan92) | 206 | Last recorded flight 07Feb22; noted stored at Khampaeng Saen Jan23, Dec23 & Jan25 (engineless) |
| | 16 | F.19-16/35 | HB-HRE (canx 29Jan92) | 207 | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); still in 'Blue Phoenix' scheme Jan19; standard livery by Jan20; last recorded flight 17Jan23; noted stored at Khampaeng Saen Dec23 & Jan25 (engineless) |
| | 17 | F.19-17/35 | HB-HRF (canx 05Mar92) | 208 | Believed w/o 01Mar95 |
| | 18 | F.19-18/35 | HB-HRG (canx 05Mar92) | 209 | Believed w/o 20Oct92 |
| | 19 | F.19-19/35 | HB-HRH (canx 25Mar92) | 210 | Last recorded flight 30Jan23; noted engineless on the ramp at Hat Yai Jan25 |
| | 20 | F.19-20/35 | HB-HRI (canx 25Mar92) | 211 | Last recorded flight 23Jan20; to display at Phitsanulok by Jan22 |
| | 21 | F.19-21/36 | HB-HRJ (canx 10Jan94) | 217 | Last recorded flight 21Nov23; noted stored at Khampaeng Saen Dec23 & Jan25 (engineless) |
| | 22 | F.19-22/36 | HB-HRK (canx 10Jan94) | 218 | Took part in PC-9 retirement flypast 02Feb24; noted stored at Khampaeng Saen Jan25 |
| | 23 | F.19-23/36 | HB-HRL (canx 10Jan94) | 219 | Took part in PC-9 retirement flypast 02Feb24; noted stored complete at Khampaeng Saen Jan25 |
| | 24 | F.19-24/39 | HB-HRB (canx 09Aug96) | 245 | Believed w/o pre-2001 |
| | 25 | F.19-25/39 | HB-HRC (canx 09Aug96) | 246 | w/o 30Aug07; wreck at Khampaeng Saen Jan08; rebuilt by TAI, Kampaeng Saen & operational by Mar12; took part in PC-9 retirement flypast 02Feb24; noted stored complete at Khampaeng Saen Jan25 |
| | 26 | F.19-26/39 | HB-HRD (canx 09Aug96) | 247 | 'Blue Phoenix' marks by Mar12 (<i>team only operated for 100th Anniversary, 2012</i>); standard livery by Jan20; last recorded flight 08Nov23; noted stored at Khampaeng Saen Dec23 (engineless) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|-------------|----------------|----------------|---------|---|
| | | None allocated | | 248 | Never dd, and still in store at Stans in RThaiAF marks Jan06; to HB-HRH Jun06, then Chad AF TT-OAG |
| B.F.20 = Diamond DA42 | | | | | |
| <ul style="list-style-type: none"> 6 DA42 ordered 22Oct08 & delivered 2009, for 604 Squadron; moved to FTS, Khampaeng Saen Nov16; 2 returned to 604 Squadron late 2017; returned to FTS, Khampaeng Saen by 2020; 3 DA42M MPP delivered to 402 Squadron 2010, followed by 2 more in 2011; 4 DA42NG delivered to FTS 2017, followed by 8 more in 2021; 3 DA42M-NG MPP delivered to 402 Squadron 2020, followed by 8 more in 2022; Unknown number of unmanned Aeronautics' Dominator DA42 UAV's operated by 404 Squadron | | | | | |
| DA42 | '60446 / 1' | F.20-1/52* | OE-VDO, OE-UDK | 42.383* | Noted at Wiener Neustadt 30May09, dd 08Jun09; coded 'K' (noted Jan10); recoded '60446' / '1' Feb10; to FTS & recoded 'RR.01' 2017; returned to 604 Squadron late 2017 & recoded '60446' / '1' by Dec17; returned to FTS & recoded 'RR.09' by 2020; noted active thro' Feb22; returned to 604 Squadron 2022 & recoded '60446' / '1'; noted active thro' Feb24; noted static at Don Mueang Jan25; noted active thro' Apr25; noted at Don Mueang Jan26 |
| DA42 | '60447 / 2' | F.20-2/52* | OE-VDP, OE-UDL | 42.384* | Noted at Wiener Neustadt 30May09, dd 08Jun09; coded 'L' (noted Jan10); recoded '60447' / '2' by Mar10; to FTS & recoded 'RR.02' 2017; returned to 604 Squadron late 2017 & recoded '60447' / '2' by Jan18; returned to FTS & recoded 'RR.10' by 2020; noted active thro' Feb22; returned to 604 Squadron 2022 & recoded '60447' / '2'; noted active thro' Nov24; believed belly-landed at Don Mueang 14Nov24; noted active by Apr25 & thro' May25 |
| DA42 | 'RR.01' | F.20-3/52* | OE-VPI, OE-UDM | 42.386* | Noted at Wiener Neustadt 30May09; dd Jun09; coded 'M' (noted Jan10); recoded '60448' / '3' by Mar10; to FTS 2017 & recoded 'RR.03'; recoded 'RR.01' by Jan18; noted active thro' Nov22; noted hangared at Khampaeng Saen Jan23; Khampaeng Saen static Jan24 |
| DA42 | '60449 / 4' | F.20-4/52* | OE-UDK | 42.409* | dd Nov09; coded 'DK' (noted Jan10); recoded '60449' / '4' by Mar10; to FTS 2017 & recoded 'RR.04'; recoded RR.02 late 2017; noted active thro' May21; returned to 604 Squadron 2022 & recoded '60449' / '4'; noted active thro' Jan26 |
| DA42 | 'RR.03' | F.20-5/52* | OE-UDL | 42.413* | dd Nov09; coded 'DL' (noted Jan10); recoded '60450' / '5' by Mar10; to FTS 2017 & recoded 'RR.05'; believed recoded RR.03 late 2017; noted active thro' Jan25; noted at Khampaeng Saen Jan26 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|---------|----------------|--------------------------|----------|--|
| DA42 | 'RR.04' | F.20-6/52* | OE-VDM, OE-UDM | 42.414* | Noted at Wiener Neustadt 30Oct09; dd Nov09; coded 'DM' (noted Jan10); recoded '60451' / '6' by Mar10; to FTS 2017 & recoded 'RR.06'; recoded RR.04 late 2017; noted active thro' Nov22 |
| DA42M MPP | '40209' | T.F.20-7/53* | OE-VDM, OE-UDO | 42.M015* | Noted at Wiener Neustadt 02Aug10; dd Oct10; noted active thro' Jan23 |
| DA42M MPP | '40210' | T.F.20-8/53* | OE-VDK, OE-UDR | 42.M019 | Noted at Wiener Neustadt 02Aug10; dd Oct10; noted active thro' Dec21 |
| DA42M MPP | '40211' | T.F.20-9/53* | OE-VDO, OE-UDS | 42.M022 | Noted at Wiener Neustadt 02Aug10; dd Oct10; noted active thro' Jan25 |
| DA42M MPP | '40212' | T.F.20-10/54 | (OE-VDN), OE-VDI, OE-UDM | 42.M025 | Departed Wiener Neustadt on dd 18Jun11 & arrived in Thailand 26Jun11; noted active thro' Mar25 |
| DA42M MPP | '40213' | T.F.20-11/54* | OE-VDL, OE-UDH | 42.M026* | Departed Wiener Neustadt on dd 18Jun11 & arrived in Thailand 26Jun11; noted active thro' Jan23 |
| DA42NG | 'RR.05' | F.20k-1/60 ? | OE-UDO | 42.N225 | Departed Wiener Neustadt 06May17 on dd; coded RR.07; believed recoded RR.05 late 2017; noted active thro' Mar24 |
| DA42NG | 'RR.06' | F.20k-2/60* | OE-UDP | 42.N226* | Departed Wiener Neustadt 06May17 on dd; noted hangared at Don Mueang Jun17; coded RR.08; recoded RR.06 late 2017; noted active thro' Nov22; static at Lopburi Jan23 |
| DA42NG | 'RR.07' | F.20k-3/60* | OE-UDR | 42.N227* | Departed Wiener Neustadt 06May17 on dd; coded RR.09; believed recoded RR.07 late 2017; noted active thro' Mar24 |
| DA42NG | 'RR.08' | F.20k-4/60 ? | OE-UDS | 42.N228 | Departed Wiener Neustadt 06May17 on dd; coded RR.10; believed recoded RR.08 late 2017; noted active thro' Mar24 |
| DA42M-NG MPP | '40215' | T.F.20k-5/63 | OE-UDA, OE-UDK or OE-UDS | 42.MN... | Departed Wiener Neustadt 03Sep20 on dd & arrived at Suvarnabhumi 07Sep20; ferried to Don Mueang; ferried to Takhli 19Sep20; noted active thro' Jan26 |
| DA42M-NG MPP | '40216' | T.F.20k-6/63 ? | OE-UDA, OE-UDK or OE-UDS | 42.MN... | Departed Wiener Neustadt 03Sep20 on dd & arrived at Suvarnabhumi 07Sep20; ferried to Don Mueang; ferried to Takhli 19Sep20 |
| DA42M-NG MPP | '40217' | T.F.20k-7/63* | OE-UDA, OE-UDK or OE-UDS | 42.MN... | Departed Wiener Neustadt 03Sep20 on dd & arrived at Suvarnabhumi 07Sep20; ferried to Don Mueang; ferried to Takhli 19Sep20 |
| DA42NG | 'RR.11' | F.20k-8/64 | OE-UDB or OE-UDN | 42.N258* | Arrived at Suvarnabhumi 19Dec20; ferried to Don Mueang 21Dec20; ferried to Khampaeng Saen 03Feb21; noted active thro' Feb25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------|--|-----------------|------------------|----------|---|
| DA42NG | 'RR.12' | F.20k-9/64 | OE-UDB or OE-UDN | 42.N259* | Arrived at Suvarnabhumi 19Dec20; ferried to Don Mueang 21Dec20; ferried to Khampaeng Saen 03Feb21; noted active thro' Feb22; noted active thro' Nov24; noted at Khampaeng Saen Jan26 |
| DA42NG | 'RR.13' | F.20k-10/64 | OE-UDP or OE-UDR | 42.N260* | Arrived at Suvarnabhumi 19Dec20; ferried to Don Mueang 21Dec20; ferried to Khampaeng Saen 03Feb21; noted active thro' Sep24 |
| DA42NG | 'RR.14' | F.20k-11/64 | OE-UDP or OE-UDR | 42.N261* | Arrived at Suvarnabhumi 19Dec20; ferried to Don Mueang 21Dec20; ferried to Khampaeng Saen 03Feb21; noted active thro' Mar24 |
| DA42NG | 'RR.15' | F.20k-12/64 ? | OE-UDK | 42.N262* | Arrived at Don Mueang 17Sep21; airtest from Don Mueang 01Nov21; ferried to Khampaeng Saen 02Nov21; noted active thro' Apr24; noted at Khampaeng Saen Jan26 |
| DA42NG | 'RR.16' | F.20k-13/64 ? | OE-UDL | 42.N263* | Arrived at Don Mueang 17Sep21; airtest from Don Mueang 01Nov21; ferried to Khampaeng Saen 02Nov21; noted active thro' Mar24; noted at Khampaeng Saen Jan26 |
| DA42NG | 'RR.17' | F.20k-14/64 ? | OE-UDM | 42.N264* | Arrived at Don Mueang 17Sep21; airtest from Don Mueang 01Nov21; ferried to Khampaeng Saen 02Nov21; noted active thro' Mar24; noted at Khampaeng Saen Jan26 |
| DA42NG | 'RR.18' | F.20k-15/64 | OE-UDN | 42.N265* | Arrived at Don Mueang 17Sep21; airtest from Don Mueang 01Nov21; ferried to Khampaeng Saen 02Nov21; noted active thro' Jan26 |
| DA42M-NG MPP | these 2 believed coded '40218' & '40219' | T.F.20k-?/65 | OE-UDK | 42.MN... | Arrived at Don Mueang 10Jly22; airtests from Don Mueang thro' 31Aug22; ferried to Takhli 02Sep22; overall grey livery; noted active thro' Nov24 |
| DA42M-NG MPP | | T.F.20k-?/65 | OE-UDL | 42.MN... | Arrived at Don Mueang 11Jly22; airtests from Don Mueang thro' 18Aug22; ferried to Takhli 02Sep22; overall grey livery; noted active thro' Jan26 |
| DA42M-NG MPP | '40220' | T.F.20k-18/65 ? | OE-UDM | 42.MN... | Arrived at Don Mueang 10Jly22; airtests from Don Mueang thro' 18Aug22; ferried to Takhli 02Sep22; overall grey livery |
| B.F.21 = Diamond DA40NG | | | | | |
| | | | | | <ul style="list-style-type: none"> 8 ordered to replace 604 Squadron CT/4A fleet; All 8 passed factory acceptance tests at Wiener Neustadt during the week 11-14Aug20; Shipped to TAI facility at Khampaeng Saen Sep20 for assembly and testing; All dd to Don Mueang 29 & 30Oct20 with small temporary codes '1' to '8', but these <u>not</u> in RThaiAF serial order:- F21-1/63, 3/63, 7/63 & 8/63 were dd 30Oct20 coded '1' to '4', but order unknown. F21-2/63, 4/63, 5/63 & 6/63 were dd 29Oct20 coded '5' to '8' (as noted below) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---------------|-------------|--------|----------|--|
| | '60462' / '1' | F.21-1/63 | | 40.N493* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 30Oct20; repainted and recoded Dec20; noted active thro' May25 |
| | '60463' | F.21-2/63 | | 40.N495* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 29Oct20 with temporary code '6'; repainted and recoded Dec20; noted active thro' Apr24 |
| | '60464' / '3' | F.21-3/63 | | 40.N498* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 30Oct20; repainted and recoded Dec20; noted active thro' Jan24 |
| | '60465' / '4' | F.21-4/63 | | 40.N499* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 29Oct20 with temporary code '8'; repainted and recoded Dec20; noted active thro' Jan26 |
| | '60466' / '5' | F.21-5/63 | | 40.N500* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 29Oct20 with temporary code '5'; repainted and recoded Dec20; noted active thro' Jan26 |
| | '60467' / '6' | F.21-6/63 | | 40.N501* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 29Oct20 with temporary code '7'; repainted and recoded Dec20; noted active thro' Jan26 |
| | '60468' / '7' | F.21-7/63 | | 40.N502* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 30Oct20; repainted and recoded Dec20; noted active thro' Jan25 |
| | '60469' / '8' | F.21-8/63 | | 40.N503* | dd to 604 Squadron, Don Mueang from Khampaeng Saen 30Oct20; repainted and recoded Dec20; noted active thro' Jan26 |
| B.F.22 = Beechcraft T-6C Texan II | | | | | |
| | | | | | <ul style="list-style-type: none"> Initially designated T-6TH, but reverted to T-6C on delivery; Order for 12 announced 28Sep20, for delivery late 2022 / early 2023; 8 crated & shipped to TAI by Nov22; 2 dd by air Nov22; 2 retained in USA for training, later delivered; All 12 assembled at Takhli & dd Dec22 thro' Jun23; Official acceptance ceremony 22Aug23 |
| | '01' | F.22-1/?? | N2773B | PM-147* | noted test flying in USA Mar22; ferried Wichita, KS) - Sault Ste. Marie, Canada - Val D'or, Canada - Goose Bay - Keflavik - Glasgow - Turin - Heraklion - Dammam - Dubai (DWC) - Muscat - Ahmadabad - Calcutta - Chiang Mai 01/12Nov22; ferried to Khampaeng Saen 14Nov22; noted static at Khampaeng Saen Air Show 08Dec22; noted active thro' Mar25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|--------|---------|---|
| | '02' | F.22-2/?? | N2792B | PM-148* | noted test flying in USA Jly22; ferried Wichita, KS) - Sault Ste. Marie, Canada - Val D'or, Canada – Goose Bay – Keflavik – Glasgow – Turin – Heraklion – Dammam – Dubai (DWC) – Muscat – Ahmadabad – Calcutta – Chiang Mai 01/12Nov22; ferried to Khampaeng Saen 14Nov22; noted at Khampaeng Saen Air Show 08Dec22 & 14Dec23; noted active thro' Jan26 |
| | '03' | F.22-3/?? | | | dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 21Dec22; last recorded flight 15Aug23; noted static at Khampaeng Saen Air Show 14Dec23; apparently unflown until test flight 25Feb25 |
| | '04' | F.22-4/?? | | | dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 22Dec22; noted active thro' Aug24 |
| | '05' | F.22-5/?? | | | dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 23Dec22; noted active thro' Nov24 |
| | '06' | F.22-6/?? | N2826B | | dd containerised & assembled at TAI Takhli; noted assembled at Takhli early-Jan23; dd Takhli – Khampaeng Saen 16Jan23; noted active thro' Nov24 |
| | '07' | F.22-7/66 | | PM-153* | dd containerised & assembled at TAI Takhli; noted assembled at Takhli early-Jan23; dd Takhli – Khampaeng Saen 17Jan23; noted active thro' Nov24 |
| | '08 | F.22-8/?? | | PM-154* | dd containerised & assembled at TAI Takhli; noted assembled at Takhli early-Jan23; dd Takhli – Khampaeng Saen 20Jan23; noted active thro' Oct24 |
| | '09' | F.22-9/?? | N2840B | | noted test flying in USA Aug22; dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 13Jun23; noted at Khampaeng Saen Air Show 14Dec23; noted active thro' Nov24 |
| | '10' | F.22-10/?? | N2843B | | noted test flying in USA Oct22; dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 14Jun23; noted active thro' Nov24; noted at Khampaeng Saen Jan26 |
| | '11' | F.22-11/?? | | PM-157* | dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 20Jun23; noted active thro' Jan26 |
| | '12' | F.22-12/?? | | PM-158* | dd containerised & assembled at TAI Takhli; dd Takhli – Khampaeng Saen 26Jun23; noted active thro' Nov24 |

| Type | Serial | RTAF Serial | ex | c/n | notes | | | | | | | | | | | | |
|---------------------------------------|--|-------------|----------------|----------|--|-----|-----|------|----|--------|--|------|---|-------|------|---------|------------------|
| (B.)H.1 = Westland S-51A | | | | | | | | | | | | | | | | | |
| | | | G-17-1, G-AMAK | WA/H/20 | w/o 07Jun50 at Yeovil before dd | | | | | | | | | | | | |
| | | | G-17-2, G-AMAS | WA/H/26 | ff 21Jly50; shipped to Bangkok by sea 11Aug50 | | | | | | | | | | | | |
| | | | G-17-3, G-AMAT | WA/H/27 | ff 25Jly50; shipped to Bangkok by sea 11Aug50 | | | | | | | | | | | | |
| | | H.1-4/96 | G-17-2, G-AMJW | WA/H/120 | ff 29Apr53; dataplate dated 03May53; shipped to Bangkok by sea 19May53; to RTAF Museum by 1967 | | | | | | | | | | | | |
| B.H.1k = Sikorsky YH-5A | | | | | | | | | | | | | | | | | |
| | | H.1k-1/96 | 43-46607 | 151 | dd 1953; RTAF Museum | | | | | | | | | | | | |
| (B.)H.2 = Hiller 360 / UH-12 | | | | | | | | | | | | | | | | | |
| | <ul style="list-style-type: none"> 1 Hiller 360 bought 1950, then 4 UH-12B (for \$40,774 each) 1953 | | | | | | | | | | | | | | | | |
| 360 / UH-12 | | | (N8156H) | 156 | Exported to "Royal Air Force, Bangkok" 14Jly50 (E22105) | | | | | | | | | | | | |
| UH-12B | | | | 596 | Exported to Sanghar Bhanich Co Ltd., Bangkok 17Sep53 (E22188) | | | | | | | | | | | | |
| UH-12B | | H.2k-4/96 | | 597 | Exported to Sanghar Bhanich Co Ltd., Bangkok 17Sep53 (E22189); code '4'; to RTAF Museum | | | | | | | | | | | | |
| UH-12B | | | | 598 | Exported to Sanghar Bhanich Co Ltd., Bangkok 17Sep53 (E22190) | | | | | | | | | | | | |
| UH-12B | | | | 599 | Exported to Sanghar Bhanich Co Ltd., Bangkok 17Sep53 (E22191) | | | | | | | | | | | | |
| (B.)H.3 = Sikorsky S-55 / H-19 | | | | | | | | | | | | | | | | | |
| | <p>MAP deliveries:-</p> <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th><th>Serial numbers of aircraft probably involved</th></tr> </thead> <tbody> <tr> <td>SG07</td><td>2</td><td>H-19A</td><td>1963</td><td>PR USAF</td><td>51-3866, 51-3881</td></tr> </tbody> </table> <p> <ul style="list-style-type: none"> 6 S-55 bought 1954 (for \$152,150 each); 2 H-19A acquired through MAP FY57 Q4 (ie. Apr57 to Jun57); type withdrawn 1965 </p> <p>Reported, but believed in error, are:-</p> <ul style="list-style-type: none"> 6 ex French AF H-19A reported acquired through MAP FY57 Q3 (Bu 127789, Bu127790, Bu127797, Bu127818, Bu127832, 27599). These are believed in fact to have been transferred to Vietnam and possibly Taiwan. | | | | | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | SG07 | 2 | H-19A | 1963 | PR USAF | 51-3866, 51-3881 |
| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | | | | | | | | | | | | |
| SG07 | 2 | H-19A | 1963 | PR USAF | 51-3866, 51-3881 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------------|-------------|---------|-----------------------------|--|-----|------|----|--------|--|------|----|--------|------|---------|--|------|----|--------|------|---------|---|------|----|-------|------|--------------------------|---|------|----|-------|------|--------------------------|---|------|---|-------|------|---------|---|------|---|--------|------|-----------------------------|--|
| S-55 | HS-1 / '6311' | H.3-1/97 | | 55744 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 25Jun54 (E23771); toc 25Dec54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-55 | HS-2 / '6312' | H.3-2/97 | | 55745 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 29Jun54 (E23772); toc 25Dec54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-55 | HS-3 / '6313' | H.3-3/97 | | 55757 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 23Jly54 (E23779); toc 25Dec54; RTAF Museum | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-55 | HS-4 / '6414' | H.3-4/97 | | 55758 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 18Aug54 (E23780); toc 17Feb55; w/o 15Jun59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-55 | HS-5 / '6315' | H.3-5/97 | | 55771 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 31Aug54 (E23784); toc 03Mar55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-55 | HS-6 / '6316' | H.3-6/97 | | 55772 | Exported to Air Attaché, Embassy of Thailand, 4713 Colorado Avenue, N.W. Washington, D.C. 30Sep54 (E23787); toc May55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SH-19A | '6317' | H.3-7/00 | 51-3866 | 55122 | MAP San Francisco 16Jun57; toc Aug57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SH-19A | '6318' | H.3-8/00 | 51-3881 | 55152 | MAP San Francisco 16Jun57; toc Aug57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B.)H.4 = Sikorsky S-58 / H-34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MAP deliveries (65):- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RCN | No. | Type | FY | Source | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SF67 | 13 | CH-34A | 1963 | PR USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ZB88 | 21 | UH-34D | 1963 | PR USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | YG15 | 10 | CH-34 | 1966 | PR ARMY (listed to Army) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ZC88 | 12 | CH-34 | 1967 | PR ARMY (listed to Army) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CT68 | 4 | UH-34 | 1969 | XS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TE82 | 5 | UH-34D | 1976 | REDIS NAVY (listed to Navy) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th><th>Serial numbers of aircraft probably involved</th></tr> </thead> <tbody> <tr> <td>SF67</td><td>13</td><td>CH-34A</td><td>1963</td><td>PR USAF</td><td>53-4519, 53-4520, 54-0910, 54-0911, 54-0924, 54-0926, 54-0928, 54-0929, 54-0930, 54-0933, 54-0934, 54-3021 & 55-4502</td></tr> <tr> <td>ZB88</td><td>21</td><td>UH-34D</td><td>1963</td><td>PR USAF</td><td>63-8248 - 63-8259, 63-13006, 63-13007, 63-13009 - 63-13014 & Bu153129</td></tr> <tr> <td>YG15</td><td>10</td><td>CH-34</td><td>1966</td><td>PR ARMY (listed to Army)</td><td>54-0908, 54-0931, 54-2881, 54-3015, 54-3030, 55-4466, 57-1746, 57-1763, 57-1766 & 58-1721</td></tr> <tr> <td>ZC88</td><td>12</td><td>CH-34</td><td>1967</td><td>PR ARMY (listed to Army)</td><td>53-4532, 53-4534, 54-0890, 54-0895, 54-0902, 54-2886, 54-2913, 54-3001, 54-3010, 54-3024, 55-4475 & 55-4480</td></tr> <tr> <td>CT68</td><td>4</td><td>UH-34</td><td>1969</td><td>XS USAF</td><td>Bu145743, Bu150218, Bu148756 & Bu152686</td></tr> <tr> <td>TE82</td><td>5</td><td>UH-34D</td><td>1976</td><td>REDIS NAVY (listed to Navy)</td><td></td></tr> </tbody> </table> <ul style="list-style-type: none"> • 63 delivered 1962-76, plus 1 from Kaset 1987; • 13 (11 active & 2 inactive) end Q3 1962 (was zero at end Q2 1962); • accident to unidentified H-34 (63 Squadron) on 25Aug62; | | | | | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | SF67 | 13 | CH-34A | 1963 | PR USAF | 53-4519, 53-4520, 54-0910, 54-0911, 54-0924, 54-0926, 54-0928, 54-0929, 54-0930, 54-0933, 54-0934, 54-3021 & 55-4502 | ZB88 | 21 | UH-34D | 1963 | PR USAF | 63-8248 - 63-8259, 63-13006, 63-13007, 63-13009 - 63-13014 & Bu153129 | YG15 | 10 | CH-34 | 1966 | PR ARMY (listed to Army) | 54-0908, 54-0931, 54-2881, 54-3015, 54-3030, 55-4466, 57-1746, 57-1763, 57-1766 & 58-1721 | ZC88 | 12 | CH-34 | 1967 | PR ARMY (listed to Army) | 53-4532, 53-4534, 54-0890, 54-0895, 54-0902, 54-2886, 54-2913, 54-3001, 54-3010, 54-3024, 55-4475 & 55-4480 | CT68 | 4 | UH-34 | 1969 | XS USAF | Bu145743, Bu150218, Bu148756 & Bu152686 | TE82 | 5 | UH-34D | 1976 | REDIS NAVY (listed to Navy) | |
| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SF67 | 13 | CH-34A | 1963 | PR USAF | 53-4519, 53-4520, 54-0910, 54-0911, 54-0924, 54-0926, 54-0928, 54-0929, 54-0930, 54-0933, 54-0934, 54-3021 & 55-4502 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZB88 | 21 | UH-34D | 1963 | PR USAF | 63-8248 - 63-8259, 63-13006, 63-13007, 63-13009 - 63-13014 & Bu153129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YG15 | 10 | CH-34 | 1966 | PR ARMY (listed to Army) | 54-0908, 54-0931, 54-2881, 54-3015, 54-3030, 55-4466, 57-1746, 57-1763, 57-1766 & 58-1721 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZC88 | 12 | CH-34 | 1967 | PR ARMY (listed to Army) | 53-4532, 53-4534, 54-0890, 54-0895, 54-0902, 54-2886, 54-2913, 54-3001, 54-3010, 54-3024, 55-4475 & 55-4480 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CT68 | 4 | UH-34 | 1969 | XS USAF | Bu145743, Bu150218, Bu148756 & Bu152686 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TE82 | 5 | UH-34D | 1976 | REDIS NAVY (listed to Navy) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|------------------------------------|--------------|--|--------|--|
| | | | <ul style="list-style-type: none"> • H-34 IRAN programme commenced 1966; 1st moved into IRAN 22Aug66 & 2nd on 06Sep66 (both then non-operational aircraft); 3rd moved into IRAN on 21Oct66 & 4th on 14Nov66 (both crash-damaged aircraft); • On 13Aug66, the Deputy SECDEF authorized the withdrawal of 12 CH-34's from Europe to fill the Thailand requirement. These were rehabilitated in the CONUS, were shipped on <i>USNS Crotan</i> on 15Dec66, and arrived in Thailand on 15Jan67; • 18 UH-34 converted locally to S-58T from Sep77 (?) thro' 1982; first completed Apr78 & passed to RTAF 24Jan79; • 14 active 1995; • type withdrawn 2003 | | |
| H-34C | | H.4-01/05 | 53-4519 | 5881 | MAP Q3 1962 |
| H-34C | | H.4-02/05 | 53-4520 | 5882 | MAP Q3 1962 |
| H-34C | | H.4-03/05 | 54-910 | 58180 | MAP Q3 1962 |
| H-34C | | H.4-04/05 | 54-911 | 58181 | MAP Q3 1962 |
| H-34C | | H.4-05/05 | 54-924 | 58215 | MAP Q3 1962 |
| H-34C | | H.4-06/05 | 54-926 | 58217 | MAP Q3 1962 |
| H-34C | | H.4-07/05 | 54-928 | 58219 | MAP Q3 1962 |
| H-34C | | H.4-08/05 | 54-929 | 58220 | MAP Q3 1962 |
| H-34C | | H.4-09/05 | 54-930 | 58221 | MAP Q3 1962 |
| H-34C / S-58T | '6343' / '3153' / '20153' | H.4(k)-10/05 | 54-933 | 58236 | MAP Q3 1962; converted to S-58T 1980; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| H-34C / S-58T | '6344' / '3311' / '3151' / '20151' | H.4(k)-11/05 | 54-934 | 58237 | MAP Q3 1962; noted as '3151' Jun71; converted to S-58T 21Jun82 |
| H-34C | '6345' | H.4-12/05 | 54-3021 | 58367 | MAP Q3 1962; Royal Flight |
| H-34C | '6346' | H.4-13/05 | 55-4502 | 58568 | MAP Q3 1962 |
| UH-34D | | H.4-14/06 | 63-8248 | 581615 | |
| UH-34D / S-58T | '6352' / '3126' / '20126' | H.4(k)-15/06 | 63-8249 | 581640 | Converted to S-58T 31May79 |
| UH-34D | | H.4-16/06 | 63-8250 | 581641 | |
| UH-34D / S-58T | '6354' / '3132' / '20132' | H.4(k)-17/06 | 63-8251 | 581642 | Converted to S-58T 03Oct80; current Jan03; noted wfu at Lopburi Jan04 thro' Jan05; to Lopburi main gate by May06 |
| UH-34D | | H.4-18/06 | 63-8252 | 581653 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|--|--------------|------------------------------|---------|---|
| UH-34D | | H.4-19/06 | 63-8253 | 581654 | |
| UH-34D / S-58T | ‘3133’ / ‘20133’ | H.4(k)-20/06 | 63-8254 | 581655 | Converted to S-58T 28Mar79; current Feb81 & Feb83; noted dumped at Lopburi Apr98 thro’ May06 |
| UH-34D / S-58T | ‘6301’ / ‘3103’ / ‘3154’ / ‘20154’ / ‘20144’ | H.4(k)-21/07 | 63-8255* | 581686* | Royal Flight; converted to S-58T by ThaiAm 17Apr79; noted wfu at Lopburi by Jan04 |
| UH-34D | | H.4-22/07 | 63-8256 | 581687 | |
| UH-34D / S-58T | ‘3135’ / ‘20135’ | H.4(k)-23/07 | 63-8257 | 581701 | Converted to S-58T 2Mar79; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| UH-34D | 38258 / ‘6302’ / ‘3102’ | H.4-24/07 | 63-8258 | 581702 | Royal Flight |
| UH-34D | ‘6303’ / ‘3103’ | H.4-25/07 | 63-8259 | 581714 | |
| UH-34D | | H.4-26/07 | 63-13010 | 581730 | |
| UH-34D / S-58T | ‘3141’ / ‘20141’ | H.4(k)-27/07 | 63-13011 | 581731 | Converted to S-58T 02Mar79; w/o 29Nov96; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| UH-34D / S-58T | ‘6323’ / ‘3142’ / ‘20142’ | H.4(k)-28/07 | 63-13012 | 581734 | Converted to S-58T 30Aug82; Phitsanulok SAR detachment Apr96 |
| UH-34D | | H.4-29/07 | 63-13013 | 581735 | |
| UH-34D | | H.4-30/07 | 63-13014 | 581736 | |
| UH-34D / S-58T | ‘6326’ / ‘3126’ / ‘3143’ / ‘20143’ | H.4(k)-31/07 | 63-13009 | 581729 | Converted to S-58T 20Oct82; noted wfu at Lopburi Jan04 thro’ Nov08; to Khampaeng Saen for display by Jan10 |
| UH-34D | | H.4-32/08 | 63-13006, H-24 (Air America) | 581726 | Released by Air America to RTAF 30Jan65 |
| UH-34D | | H.4-33/08 | 63-13007, H-25 (Air America) | 581727 | Released by Air America to RTAF 30Jan65 |
| UH-34D / S-58T | ‘6301’ / ‘3101’ / ‘3121’ / ‘20121’ | H.4(k)-34/09 | Bu153129 | 581767 | MAP Apr66 at FR North Island, CA; converted to S-58T 31Jan79; current Jan03; noted wfu at Lopburi Jan04 thro’ Jan20 |
| H-34C | | H.4-35/09 | probably 54-0908 | | |
| H-34C | | H.4-36/09 | probably 54-0931 | | |
| H-34C | | H.4-37/09 | probably 54-2881 | | tail boom noted at Rayong Army Surplus Store Jan16 |
| H-34C | | H.4-38/09 | probably 54-3015 | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------|------------------|--------------|------------------|--------|---|
| H-34C | | H.4-39/09 | probably 54-3030 | | |
| H-34C | | H.4-40/09 | probably 55-4466 | | |
| H-34C | '3322' | H.4-41/09 | probably 57-1746 | | |
| H-34C / S-58T | '3157' / '20157' | H.4(k)-42/09 | 57-1763 | 581019 | Listed as RTAF in Sikorsky list; converted to S-58T 26Jly83; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| H-34C | | H.4-43/09 | probably 57-1766 | 581023 | Listed as RTAF in Sikorsky list |
| UH-34D | | H.4-44/09 | probably 58-1721 | 581034 | |
| CH-34C | | H.4-45/10 | probably 53-4532 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C | | H.4-46/10 | probably 53-4534 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| H-34C | | H.4-47/10 | probably 54-0890 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| H-34C | | H.4-48/10 | probably 54-0895 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C | | H.4-49/10 | probably 54-0902 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C | | H.4-50/10 | probably 54-2886 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C | | H.4-51/10 | probably 54-2913 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C | | H.4-52/10 | probably 54-3001 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| CH-34C / S-58T | '3161' / '20161' | H.4(k)-53/10 | 54-3010 | 58349 | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67; converted to S-58T 03Dec82; w/o 1997 |
| CH-34C | | H.4-54/10 | probably 54-3024 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| H-34C | | H.4-55/10 | probably 55-4475 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------------------------|------------------------------|--------------|--|---------|--|
| H-34C | | H.4-56/10 | probably 55-4480 | | Believed shipped on <i>USNS Crotan</i> 15Dec66, and arrived in Thailand 15Jan67 |
| UH-34D | | H.4-57/12 | Bu145743, SVNAF | 58811 | <i>[soc by SVNAF 11May69]</i> |
| UH-34D / S-58T | ‘3147’ / ‘20147’ | H.4(k)-58/12 | Bu150218 (USN soc 29Feb68), SVNAF | 581558 | <i>[soc by SVNAF 05Apr69]</i> ; converted to S-58T 08Mar79; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| UH-34D / S-58T | ‘20148’ | H.4(k)-59/12 | Bu148756 (USN soc 17Jun64), SVNAF | 581292 | <i>[soc by SVNAF 06Apr69]</i> ; converted to S-58T 11Mar81; w/o 11Aug87 |
| UH-34D | | H.4-60/12 | Bu152686, SVNAF | 581761 | <i>[soc by SVNAF 07Apr69]</i> |
| UH-34D / S-58T | ‘3171’ / ‘20171’ | H.4(k)-61/19 | Bu149378 USN soc 06Aug70) | 581480 | Converted to S-58T 21Jan80; dumped at Lopburi by Jan04; to ‘celebrity row’ display by Jan06 |
| UH-34D / S-58T | ‘20172’ | H.4(k)-62/19 | Bu149341 (USN soc 22Apr70) | 581440 | Converted to S-58T 27May80; current Feb81 & Jan03; noted at Lopburi complete but wfu Jan04 thro’ Jan07; believed to be the S-58 parked by the tower thro’ Feb15 |
| UH-34D / S-58T | ‘3173’ / ‘20173’ | H.4(k)-63/19 | Bu153123 (USN soc 22Apr70) | 581788 | Converted to S-58T 18Jly80; dumped at Lopburi; moved to Phuket early 2008 and sunk as diving attraction approx. 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08 |
| S-58T | ‘20117’ | H.4k-64/30 | French AF, N1170U, Kaset 911 | 581117 | RTAF Museum |
| UH-34D | ‘3334’ | | | | |
| S-58T | ‘20120’ | | | | |
| S-58T | ‘20177’ | | | | |
| S-58T | ‘20326’ | | | | Current Jan81 |
| | Other possible RTAF H-34's:- | | | | |
| UH-34D | | H.4- | Bu148767 (soc 22Apr70), H-89 (Air America) | 58-1318 | Due to be converted to S-58T, but dbr before conversion; {the UH-34D displayed at Discovery Park of America, Union City, TN as Marines 148767 ‘ET/44’ is believed to be a different airframe, falsely painted] |
| UH-34D | | | 63-13008 | 58-1728 | Leased to Air America as H-26 1964/65 |
| UH-34D | | | 55-5243, Bu144644 | 58-572 | |
| (B.)H.5 = Kaman HH-43B | | | | | |
| | MAP deliveries (4):- | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|-------------|----------|---------|--|-----|-----|------|----|--------|--|------|---|--------|------|---------|--|------|----|-------|------|---------|--|------|---|-------|------|---------|--|------|---|-------|------|---------|--|------|---|-------|------|---------|--|
| | <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th><th>Serial numbers of aircraft probably involved</th></tr> </thead> <tbody> <tr> <td>SF66</td><td>4</td><td>HH-43B</td><td>1963</td><td>PR USAF</td><td>60-0290, 60-0291, 60-0292, 61-2920</td></tr> </tbody> </table> <ul style="list-style-type: none"> • 4 delivered 1962; • Initially allocated to 63 Squadron (Wing 6); to 31 Squadron (Wing 3) 1967; • type withdrawn 1972 | | | | | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | SF66 | 4 | HH-43B | 1963 | PR USAF | 60-0290, 60-0291, 60-0292, 61-2920 | | | | | | | | | | | | | | | | | | | | | | | | |
| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SF66 | 4 | HH-43B | 1963 | PR USAF | 60-0290, 60-0291, 60-0292, 61-2920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | H.5-1/05 | 60-0292 | 116 | dd 29Apr62; code '6321' (1962-65), then '6316' (1965-67), then '3104' (1967-72); soc 1972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 60-0291 | 115* | dd 29Apr62; code '6322' (1962-65), then unknown (1965-67), then '3105' (1967-72); damaged by gunfire 09Mar69; soc 1972; RTAF Museum | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | H.5-3/05 | 60-0290* | 114 | dd 12Jly62; code '6323' (1962-65), then unknown (1965-67), then '3106' (1967-72); current Oct70; soc 1972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 61-2920 | 117 | dd 12Jly62; code '6324' (1962-65), then unknown (1965-67), then '3107' (1967-72); soc 1972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B.)H.6 = Bell 205/UH-1H | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>MAP deliveries (34):-</p> <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th><th>Serial numbers of aircraft probably involved</th></tr> </thead> <tbody> <tr> <td>AQ52</td><td>8</td><td>UH-1H</td><td>1968</td><td>PR USAF</td><td>67-19479 to 67-19482, 68-15265 to 68-15269, 68-15499 to 68-15502, 68-16166 to 68-16169, 68-16266 to 68-16269, 68-16369 to 68-16372 (H6-1/11 to H6-25/12)</td></tr> <tr> <td>AQ52</td><td>17</td><td>UH-1H</td><td>1969</td><td>PR USAF</td><td></td></tr> <tr> <td>AT56</td><td>2</td><td>UH-1H</td><td>1971</td><td>PR USAF</td><td></td></tr> <tr> <td>AT56</td><td>2</td><td>UH-1H</td><td>1973</td><td>PR ARMY</td><td></td></tr> <tr> <td>FP51</td><td>5</td><td>UH-1H</td><td>1976</td><td>XS ARMY</td><td></td></tr> </tbody> </table> <ul style="list-style-type: none"> • 4 acquired 1968; • 21 in 1969; • 12 1973-75; • 1 in 2003; • 19 active Apr99 & upgraded by IAI from Sep01 • Type withdrawn from service 23Sep21 | | | | | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | AQ52 | 8 | UH-1H | 1968 | PR USAF | 67-19479 to 67-19482, 68-15265 to 68-15269, 68-15499 to 68-15502, 68-16166 to 68-16169, 68-16266 to 68-16269, 68-16369 to 68-16372 (H6-1/11 to H6-25/12) | AQ52 | 17 | UH-1H | 1969 | PR USAF | | AT56 | 2 | UH-1H | 1971 | PR USAF | | AT56 | 2 | UH-1H | 1973 | PR ARMY | | FP51 | 5 | UH-1H | 1976 | XS ARMY | |
| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AQ52 | 8 | UH-1H | 1968 | PR USAF | 67-19479 to 67-19482, 68-15265 to 68-15269, 68-15499 to 68-15502, 68-16166 to 68-16169, 68-16266 to 68-16269, 68-16369 to 68-16372 (H6-1/11 to H6-25/12) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AQ52 | 17 | UH-1H | 1969 | PR USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AT56 | 2 | UH-1H | 1971 | PR USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AT56 | 2 | UH-1H | 1973 | PR ARMY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FP51 | 5 | UH-1H | 1976 | XS ARMY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|------------------|-------------|-----------|--------|--|
| | | | | | |
| | '3211' | H.6-1/11 | 67-19479 | 10085 | <i>[mfg 04Nov68; dd 12Nov68 to US Army, Fort Hood, TX]</i> ; dd new Nov68; w/o 02Mar72 |
| | '20312' | H.6-2/11 | 67-19480 | 10086 | <i>[mfg 30Oct68; dd 01Nov68 to US Army, Fort Hood, TX]</i> ; dd new Nov68; current Jan81; Don Mueang SAR detachment Jan07 thro' Dec10; noted at Lopburi Jan12 thro' Jan19; repainted as 9480 / '3212' in retro brown scheme for 50 th anniversary celebration 06Sep19; took part in decommissioning ceremony for UH-1H 23Sep21; noted static at Khok Kratiem Jan25 |
| | '20313' | H.6-3/11 | 67-19481 | 10087 | <i>[mfg 04Nov68; dd 05Nov68 to US Army, Fort Hood, TX]</i> ; dd new Nov68; current Jan96; noted active Jan12 thro' Jan17; noted hangared at Khok Kratiem Jan25 |
| | '3214' / '20314' | H.6-4/11 | 67-19482 | 10088 | <i>[mfg 31Oct68; dd 01Nov68 to US Army, Fort Hood, TX]</i> ; dd new Nov68; w/o 12Dec84 |
| | '20315' | H.6-5/12 | 68-15265 | 10195 | <i>[mfg 17Dec68; dd 03Jan69 to US Army, Fort Hood, TX]</i> ; dd new Jan69; noted active thro' Jan17; took part in decommissioning ceremony for UH-1H 23Sep21; noted static at Khok Kratiem Jan23 & Jan25 |
| | '3216' | H.6-6/12 | 68-15266 | 10196 | <i>[mfg 16Dec68; dd 03Jan69 to US Army, Fort Hood, TX]</i> ; dd new Jan69; reported w/o 02Feb85 |
| | '3201' / '20337' | H.6-7/12 | 68-15267* | 10197* | <i>[mfg 18Dec68; dd 04Jan69 to US Army, Fort Hood, TX]</i> ; dd new Jan69; initially Royal Flight; Takhli SAR detachment Jan06; noted active Jan07; Don Mueang SAR detachment Jan10; noted active at Chiang Mai Apr12; noted active at Khampaeng Saen Jan13; noted active at Don Mueang Jan14 & Jan18; noted active at Takhli Jan19; last flight 29Sep21; to RTAF Museum 03Nov21 |
| | '20322' | H.6-8/12 | 68-15268* | 10198* | <i>[mfg 18Dec68; accepted Dec68; dd 03Jan69 to US Army, Fort Hood, TX]</i> ; dd new Jan69; Don Mueang SAR detachment Dec06 thro' Jan07; noted active thro' Jun12; noted bare metal in TAI hangar, Lopburi Jan13; to RTAF Museum 01Jly20 |
| | | H.6-9/12 | 68-15269 | 10199 | <i>[mfg 37Dec68; dd 03Jan69 to US Army, Fort Hood, TX]</i> ; dd new Jan69; reported w/o 24Oct72 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|---------|-------------|-----------|--------|---|
| | ‘20321’ | H.6-10/12 | 68-15499 | 10429 | <i>[mfg 02Apr69; dd 03Apr69 to US Army, Fort Hood, TX]</i> ; dd new Apr69; noted Jan06; Kamphaeng Saen SAR detachment Jan10; noted at Don Mueang Jan12; noted at Khok Kratiem Jan13 & Jan19; to display on ‘celebrity row’ 2022; noted thro’ Jan24; (replaced RTN UH-1H 2202 ‘20311’ on ‘celebrity row’) |
| | ‘20324’ | H.6-11/12 | 68-15500 | 10430 | <i>[mfg 28Mar69; dd 02Apr69 to US Army, Fort Hood, TX]</i> ; dd new Apr69; Don Mueang SAR detachment Nov07; noted at Khok Kratiem Nov08 thro’ Jan12; noted on Khok Kratiem dump by Jan23 |
| | ‘20325’ | H.6-12/12 | 68-15501 | 10431 | <i>[mfg 28Mar69; dd 02Apr69 to US Army, Fort Hood, TX]</i> ; dd new Apr69; noted active thro’ Jun12; noted at Lopburi Jan13; noted active at Don Mueang Jan14 thro’ Jan17; noted active at Takhli Jan18; noted active at Udon Thani May18; noted active at Khok Kratiem Jan19; noted static at Khok Kratiem Jan23 & Jan25 |
| | ‘3226’ | H.6-13/12 | 68-15502 | 10432 | <i>[mfg 28Mar69; dd 02Apr69 to US Army, Fort Hood, TX]</i> ; dd new Apr69; w/o 18Jly90 |
| | ‘3231’ | H.6-14/12 | 68-16166 | 10825 | <i>[mfg 14Aug69; dd 15Aug69 to US Army, Fort Hood, TX]</i> ; dd new Aug69; w/o 30Mar72 |
| | | H.6-15/12 | 68-16167 | 10826 | <i>[mfg 18Aug69; dd 22Aug69 to US Army, Fort Hood, TX]</i> ; dd new Aug69; w/o 12Jly73 |
| | ‘20333’ | H.6-16/12 | 68-16168 | 10827 | <i>[mfg 18Aug69; dd 19Aug69 to US Army, Fort Hood, TX]</i> ; dd new Aug69; current Dec04; cabin noted derelict at Lopburi by Jan07; moved to car park / building site behind RTAF Museum, Don Mueang by Jly08 & noted there thro’ Jan10; moved to compound on south side of airfield [13.893950°, 100.599886°] by Nov10; still there Feb13 (gone by early 2014) |
| | ‘20334’ | H.6-17/12 | 68-16169* | 10828* | <i>[mfg 15Aug69; accepted Aug69; dd 19Aug69 to US Army, Fort Hood, TX]</i> ; dd new Aug69; noted active thro’ Jan14; noted active at Chiang Mai May18; to RTAF Museum 01Jly20; to Lopburi by Sep21, then to display at a Royal palace |
| | | H.6-18/12 | 68-16266 | 10925 | <i>[mfg 15Sep69; dd 17Sep69 to US Army, Fort Hood, TX]</i> ; dd new Sep69; w/o 29May71 |
| | ‘3236’ | H.6-19/12 | 68-16267 | 10926 | <i>[mfg 16Sep69; dd 19Sep69 to US Army, Fort Hood, TX]</i> ; dd new Sep69; w/o 31Jan75 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|------------------|-------------|-----------|--------|---|
| | ‘20341’ | H.6-20/12 | 68-16268* | 10927* | <i>[mfg 16Sep69; dd 18Sep69 to US Army, Fort Hood, TX]</i> ; dd new Sep69; Don Mueang SAR detachment Feb11; noted at Lopburi Jan12; displayed at RTAF Institute of Aviation Medicine by 2020 |
| | | H.6-21/12 | 68-16269 | 10928 | <i>[mfg 16Sep69; dd 18Sep69 to US Army, Fort Hood, TX]</i> ; dd new Sep69; reported w/o 04Mar70 |
| | ‘6369’ / ‘20343’ | H.6-22/12 | 68-16369 | 11028 | <i>[mfg 20Oct69; dd 21Oct69 to US Army, Fort Hood, TX]</i> ; dd new Oct69; current Oct70 (6369), then Mar96, Jan04 (20343) & Feb05; noted active Jan12 thro’ Dec15; w/o 25Jun16 |
| | ‘20344’ | H.6-23/12 | 68-16370 | 11029 | <i>[mfg 22Oct69; dd 24Oct69 to US Army, Fort Hood, TX]</i> ; dd new Oct69; Don Mueang SAR detachment May07; w/o 06Aug08 |
| | | H.6-24/12 | 68-16371 | 11030 | <i>[mfg 17Oct69; dd 21Oct69 to US Army, Fort Hood, TX]</i> ; dd new Oct69; reported w/o 15Apr70 |
| | ‘20346’ | H.6-25/12 | 68-16372* | 11031* | <i>[mfg 21Oct69; dd 29Oct69 to US Army, Fort Hood, TX]</i> ; dd new Oct69; Khampaeng Saen SAR detachment Jan08; pod & separate boom noted dumped at Lopburi by Jan12; noted assembled but unairworthy at Lopburi by Jan15; [ex 68-16372 c/n 11031 from dataplate] |
| | ‘3211’ | H.6-26/15 | 67-17822 | 10020 | <i>[mfg 02Oct68; dd 03Oct68 to US Army, Fort Hood, TX]</i> ; w/o 31Jan75 |
| | ‘3231’ | H.6-27/15 | 68-15420 | 10350 | <i>[mfg 26Feb69; dd 15Apr69 to US Army, Fort Hood, TX]</i> ; reported w/o 06Oct80 |
| | ‘3235’ / ‘20335’ | H.6-28/15 | 68-15729 | 10659 | <i>[mfg 25Jun69; dd 27Jun69 to US Army, Fort Hood, TX]</i> ; w/o 23Apr80; stored at Khampaeng Saen; wreck in Commando Training Centre by May06 |
| | ‘20347’ | H.6-29/15 | 71-20204 | 13028 | <i>[mfg 22Aug72; dd 26Sep72 to US Army, Amarillo, TX]</i> ; w/o 04Oct08; noted dumped at Lopburi by Jan12 |
| | ‘20342’ | H.6-30/15 | 71-20205 | 13029* | <i>[mfg 23Aug72; dd 26Sep72 to US Army, Amarillo, TX]</i> ; noted active thro’ Sep20; took part in decommissioning ceremony for UH-1H 23Sep21; to display at RTAF Resort Hua Hin by Apr24 |
| | ‘3223’ | H.6-31/16 | 67-19535 | 10141 | <i>[mfg 22Nov68; dd 22Nov68 to US Army, Fort Hood, TX]</i> ; w/o 10Feb77 |
| | ‘20345’ | H.6-32/16 | 68-15430 | 10360 | <i>[mfg 05Mar69; dd 07Mar69 to US Army, Fort Hood, TX]</i> ; w/o 02Nov95 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------------|--------------------|-------------|------------------------------|--------|--|
| | | H.6-33/18 | 68-16449, Khmer AF | 11108 | <i>[mfg 10Nov69; dd 13Nov69 to US Army, Fort Hood, TX]</i> ; Listed as 'Impounded By Thai Authorities, Surin' 24Apr75; reported w/o 14Dec88 |
| | '20317' | H.6-34/18 | 70-15868, SVNAF | 12478 | <i>[mfg 12May71; dd 24May71 to US Army, Fort Hood, TX]</i> ; Surat Thani SAR detachment Jan09; noted at Lopburi Jan12 thro' Jan13; noted on Khok Kratiem dump by Jan23 |
| | '20327' | H.6-35/18 | 71-20085*, SVNAF | 12909* | <i>[mfg 12Apr72; dd 01May72 to US Army, Amarillo, TX]</i> ; noted active thro' Jan13; noted dumped at Lopburi by Jan18; to RTAF Museum Jun23 |
| | | H.6-36/18 | 71-20100, SVNAF | 12924 | <i>[mfg 24Apr72; dd 29Jun72 to US Army, Amarillo, TX]</i> ; reported w/o 12Jan91 |
| | '20336' | H.6-37/18 | 72-21608*, Khmer AF | 13307* | <i>[mfg 06Dec73; accepted Nov73; dd 07Dec73 to US Army, Corpus Christi, TX]</i> ; escaped to Thailand 17Apr75; listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; Don Mueang SAR detachment Nov05; noted May08; noted in TAI hangar, Lopburi Jan13; noted active Jan14 thro' Jan17; to display at Phitsanulok by Jan22 |
| | '20318' | H.6-38/46 | 71-20239, Khmer AF, RTN 2203 | 13063 | <i>[mfg 15Sep72; dd 06Oct72 to MAP, Cambodia]</i> ; listed as 'Impounded By Thai Authorities, Surin' 24Apr75; current Jan04; noted at Lopburi Jan12 & Jan14; noted active at Udon Thani Jan18; noted active at Takhli Jan20; noted active at Udon Thani Oct20; took part in decommissioning ceremony for UH-1H 23Sep21; noted hangared at Khok Kratiem Jan25 |
| | '20328' | H.6-39/46 | 68-16208, Khmer AF, RTN 2201 | 10867* | <i>[mfg 27Aug69; dd 29Aug69 to US Army, Fort Hood, TX]</i> ; noted active thro' Jan17; noted static at Khok Kratiem Jan23, Jan24 & Jan25; roaded from Khok Kratiem to display at Air Base Security Battalion, Chiang Mai Jun25 |
| | '20320' | | | | Current Jan02 |
| | '20326' | | | | |
| | '20332' | | | | Noted Apr98 |
| | '20318' | | | | Current Jan01 (not H6-38/46) |
| B.H.6k = Bell UH-1N | | | | | |
| | • 2 delivered 1976 | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---|-------------|----------------------------|--------|--|
| | | H.6k-1/19 | | 31692 | 'Registered' 13Oct75; w/o 15Oct82; repaired by 1985 & flights recorded until 1999; to RTAF Museum by Feb02 |
| | | H.6k-2/19 | | 31693 | |
| (B.)H6.Kh / Kh2 / Ng = Bell 412 | | | | | |
| | <ul style="list-style-type: none"> 2 412 acquired 1982; 3 412SP/HP acquired 1992 (2 for Royal Flight & 1 as spare); 4 412EP acquired 1998; 2 412EP acquired 2003; Survivors transferred from 201 Squadron to 202 Squadron 2020; 6 survivors wfs 20Oct21 | | | | |
| 412 | 33035 | H.6Kh-1/25 | N2232B | 33035 | Commissioning ceremony 25Nov82; belatedly canx to Thailand 18Aug88; noted thro' Jan06; noted dismantled in TAI hangar, Lopburi Jly12 thro' Jan13; noted at Lopburi Jan14; noted active Jan16; noted static at Khok Kratiem Jan25 |
| 412 | 33039 | H.6Kh-2/25 | N22306 | 33039* | Canx to Thailand 11Mar82; commissioning ceremony 25Nov82; noted thro' Jan12; noted dismantled in TAI hangar, Lopburi Jly12 thro' Jan13; noted active by Jan15 & thro' Jan19; noted static at Khok Kratiem Jan25 |
| 412SP | 36010 | H.6Kh2-1/34 | C-FJBG (canx 1990), N6602Z | 36010 | Commissioning ceremony 21Jan92; belatedly canx to Singapore 17Dec99; noted thro' Jan05 (camouflaged); noted active Jan15 (grey scheme); noted static at Khok Kratiem Jan24 & Jan25 |
| 412SP | 36021 | H.6Kh2-2/34 | C-FJSO (canx 1991), N65362 | 36021 | Commissioning ceremony 21Jan92; belatedly canx to Singapore 04Dec00 (VIP scheme); noted thro' Jan12; noted at Koke Katiem Jan23, Jan24, Jan25 & Jan26 |
| 412HP | 36025 | H.6Kh2-3/34 | C-FKDV (canx 1991), N4303K | 36025 | Commissioning ceremony 21Jan92; belatedly canx to Singapore 04Dec00; noted active thro' Jan18; noted static at Khok Kratiem Jan23 & Jan25 |
| 412EP | 36172 | H.6Ng-1/41 | N63203 | 36172 | Canx to Thailand 19Jun98; noted thro' Jan16 (grey scheme); noted static at Khok Kratiem Jan25 |
| 412EP | 36193 | H.6Ng-2/41 | N7076L | 36193* | mfg Feb98; canx to Thailand 19Jun98; noted thro' Jan13 (grey scheme) |
| 412EP | 36194 | H.6Ng-3/41 | N70774 | 36194 | Canx to Thailand 19Jun98; noted thro' May07 (grey scheme) |
| 412EP | 36195 | H.6Ng-4/41 | N7031U | 36195 | Canx to Thailand 19Jun98; noted thro' Jan13 |

| Type | Serial | RTAF Serial | ex | c/n | notes | |
|--|--------|---|----------------|-------|---|--|
| 412EP | 36302 | H.6Ng-5/46 | C-GAED, N3063B | 36302 | Canx to Thailand 26Feb03; noted thro' Aug22 | |
| 412EP | 36303 | H.6Ng-6/46 | C-GFNK, N3064C | 36303 | Canx to Thailand 26Feb03; noted active thro' Jly19 | |
| (B.)H.7 = Bell 47G / OH-13H | | | | | | |
| | | <ul style="list-style-type: none"> 9 OH-13H reported delivered 1972, probably formally dd to Army, but loaned initially to RTAF; Survivors transferred to Army c.1973 | | | | |
| | | H.7-1/15 | 58-1539 | 2303 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-2/15 | 59-4916 | 2499 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; substantially damaged 16Jun72 | |
| | | H.7-3/15 | 57-6228 | 2157 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; substantially damaged 12Jly72 | |
| | | H.7-4/15 | 59-4948 | 2531 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-5/15 | 57-6227 | 2156 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-6/15 | 59-4940 | 2523 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-7/15 | 56-2178 | 1890 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-8/15 | 58-5347 | 2360 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to Army 1973 | |
| | | H.7-9/15 | 56-2182 | 1894 | [Last US Army report 15Dec71 W0Y6AA 'in transit'] ; to RTAF Museum 27Jun73 | |
| (B.)H.8 = Bell 206B JetRanger III | | | | | | |
| | 01 | H.8-01/38 | N9295A | 4362 | Canx to Thailand 12Dec95; noted thro' May06; soc 01Oct06; to RTAF Museum Jly07 | |
| | 02 | H.8-02/38 | N8164M | 4363 | Canx to Thailand 08Dec95; noted thro' May06; soc 01Oct06; stored (believed with TAI, Takhli); sold to San Juan Aviation (Wilmington, DE) 2010 & to N363SJ Mar11; shipped to USA & arrived May11 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|--|------|---|
| | 03 | H.8-03/38 | N9224H | 4366 | Canx to Thailand 08Dec95; dbr in hard landing 17Mar05 (TT 2645 hrs); wreck noted on Lopburi dump Jan06 thro' Jan07; moved to car park / building site behind RTAF Museum, Don Mueang by Jly08 & noted there thro' Jan10; moved to compound on south side of airfield [13.893950°, 100.599886°] by Nov10; still there Feb13 (gone by early 2014); believed to be the JetRanger noted all white with red trim and 'Dinosaur Planet' titles at 'Paisal Phoprasert' Army Surplus Store, Muek Lek Feb16; to Dinosaur Planet, Bangkok by Sep16; Dinosaur Planet closed 2017; noted at 'Paisal Phoprasert' yard, Muek Lek Dec17; boom replaced with one from UH-12; to Runway 3119 Night Market by Jan18 (not there Dec17) |
| | 04 | H.8-04/38 | N9231M | 4367 | Canx to Thailand 08Dec95; noted thro' May06; soc 01Oct06; stored (believed with TAI, Takhli); sold to San Juan Aviation (Wilmington, DE) 2010 & to N367SJ Mar11; shipped to USA & arrived May11 |
| | 05 | H.8-05/38 | C-GAJN, N8056H | 4368 | Canx to Thailand 08Dec95; damaged 07Apr01 (may have been '03); noted thro' May06; soc 01Oct06; stored (believed with TAI, Takhli); sold to San Juan Aviation (Wilmington, DE) 2010 & to N368SJ May11; shipped to USA & arrived Jun11 |
| | 06 | H.8-06/40 | N1208M | 4455 | Canx to Thailand 29Dec97; noted thro' May06; soc 01Oct06; stored (believed with TAI, Takhli); sold to San Juan Aviation (Wilmington, DE) 2010 & to N455SJ Jun11; shipped to USA & arrived Jun11 |
| (B.)H.9 = Eurocopter AS332L-2 Super Puma | | | | | |
| | | | <ul style="list-style-type: none"> • 3 bought 1996 for Royal Flight; • first two shipped 26Oct96 | | |
| | 2388 | H.9-1/39 | F-WQDY | 2388 | Stored from late 1997 following crash of c/n 2455; refurbished & returned to service 2002; current Mar03; departed Phuket 21Nov03 to Eurocopter (Singapore); to Saudi Police as PS-01 |
| | 2390 | H.9-2/39 | | 2390 | Stored from late 1997 following crash of c/n 2455; refurbished & returned to service 2002; current Jan03; departed Phuket 21Nov03 to Eurocopter (Singapore); to Saudi Police as PS-02 |
| | | H.9-3/39 ? | | 2455 | W/o 19Sep97 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------------|-----------|-------------|---|--------|---|
| (B.)H.10 = Sikorsky (Keystone) S-92A | | | | | |
| | | | <ul style="list-style-type: none"> 3 ordered 16Oct07; 2 (Royal Flight) handed over at Don Mueang 11Apr11; 3rd equipped as medical facility; 4th & 5th delivered Nov18; Operated by 201 Squadron | | |
| | H.10-1/54 | N129PL | | 920129 | <p>[Request from Keystone Helicopter (Coatesville, PA) to FAA to allocate N129PL to 920129 14Jan10; Standard CofA issued 29Apr10 (TT 3:80hrs); VIP interior fitted Sep/Oct10; various CofA's issued 29Sep10 to 24Jan11 for testing etc; Aircraft Registration Application by Keystone Helicopter Corp for N129PL 12Jan11; TT 167:50hrs at 24Jan11; request from Keystone Helicopter to FAA to deregister N129PL on export to Saudi Arabia; canx as exported to Saudi Arabia 08Mar11; note: Sikorsky paperwork error to FAA, shows 920123 N2145L as to Thailand, and 920129 N129PL to Saudi Arabia]; dd to Don Mueang late Mar11; c/s 'Spider 129'; noted active thro' Mar25</p> |
| | H.10-2/54 | N131RF | | 920131 | <p>[Request from Keystone Helicopter (Coatesville, PA) to FAA to allocate N131RF to 920131 14Jan10]; canx to Thailand 08Mar11; dd to Don Mueang late Mar11; c/s 'Spider 131'; noted active thro' Jan24</p> |
| | H.10-3/54 | N1138T | | 920133 | <p>Canx to Thailand 08Mar11; dd to Don Mueang late Mar11; c/s 'Spider 133'; repainted in all grey scheme by Jun18; noted active thro' Sep22; noted at Don Mueang Jan26</p> |
| | H.10-4/61 | N286U | | 920286 | <p>[N286U assigned 12Sep14; Standard CofA issued 27Jun15 (TT 2:90hrs); Experimental CofA (R&D) issued 23Aug18 (TT 8:50hrs); Experimental CofA canx 20Sep18]; canx to Thailand 07Nov18; noted active thro' Dec22</p> |
| | H.10-5/61 | N298QT | | 920298 | <p>Noted at Coatsville, PA; canx to Thailand 07Nov18; noted active thro' Dec21</p> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---------|--------------|--|-------|---|
| (B.) H.11 = Eurocopter EC725 / H225M | | | | | |
| | | | <ul style="list-style-type: none"> 4 ordered 18Sep12 for 2015 delivery (Phase I, '20301' to '20304'); 2 ordered Oct14 for 2017 delivery, brought forward to Nov16 (Phase II, '20305' & '20306'); 2 ordered Oct16 for 2019 delivery, brought forward to Oct18 (Phase III, '20307' & '20308'); 4 ordered Sep18 for 2020/21 delivery; '20309' to '20312'); 2 ordered Sep25 Search & Rescue configured; for operation by Wing 2, Lopburi; Fleet grounded following EASA safety directive issued 02Jun16 as a result of the 29Apr16 loss of EC225 LN-OJF; back in service by 09Aug16 | | |
| | '20301' | H.11-1/58 | F-ZWBD | 2929 | Noted at Marignane 09Feb15; dd to U-Tapao 26May15 in An-124 UR-82027; accepted at Lopburi 03Jun15; noted active thro' Jan24 |
| | '20302' | H.11-2/58 | F-ZWBA | 2946 | Noted at Marignane Apr15; dd to U-Tapao 26May15 in An-124 UR-82027; accepted at Lopburi 03Jun15; noted active thro' Mar24 |
| | '20303' | H.11-3/58 | F-ZWBM | 2952 | dd to U-Tapao 26May15 in An-124 UR-82027; accepted at Lopburi 03Jun15; noted active thro' Jan26 |
| | '20304' | H.11-4/58 | F-ZWBP | 2960* | Noted active Aug15 thro' Apr20; static at Khok Kratiem 14Jan23 |
| | '20305' | H.11-5/59 | F-ZWCJ | 3007 | Noted at Marignane Jun16; dd to U-Tapao 26Nov16 in An-124 RA-82072; noted active thro' Aug22 |
| | '20306' | H.11-6/59 | F-ZWCO | 3010 | Noted at Marignane Mar16 & Jun16; dd to U-Tapao 26Nov16 in An-124 RA-82072; noted active thro' Nov22 |
| | '20307' | H.11-7/61 ? | F-ZWBW | 3040 | dd to U-Tapao 12Oct18 in An-124 RA-82027; noted active thro' Nov25 |
| | '20308' | H.11-8/61 ? | F-ZWDF | 3041 | Noted at Marignane Sep18; dd to U-Tapao 12Oct18 in An-124 RA-82027; noted active thro' Mar25 |
| | '20309' | H.11-9/64 ? | F-ZWBO | 3089 | Noted at Marignane May21; probably dd to U-Tapao 19Nov21 in An-124 UR-82027; ferried U-Tapao to Khok Kratiem 23Nov21; handed over to 203 Sqdn, Khok Kratiem 24Nov21; noted active thro' Sep25 |
| | '20310' | H.11-10/64 ? | F-ZWBT | 3092 | Noted at Marignane Oct21; probably dd to U-Tapao 19Nov21 in An-124 UR-82027; ferried U-Tapao to Khok Kratiem 23Nov21; handed over to 203 Sqdn, Khok Kratiem 24Nov21; noted active thro' Jan24 |
| | '20311' | H.11-11/64 | F-ZWDJ | 3105 | Noted at Marignane Oct21; probably dd to U-Tapao 26Nov21 in An-124 UR-82009; ferried U-Tapao to Khok Kratiem 01Dec21; noted active thro' Jan25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---|-----------------|--------------------|---------|---|
| | ‘20312’ | H.11-12/64 ? | F-ZWDT | 3106 | Noted at Marignane Aug21; probably dd to U-Tapao 26Nov21 in An-124 UR-82009; ferried U-Tapao to Khok Kratiem 01Dec21; noted active thro’ Jan26 |
| | | | | | |
| | | | | | |
| (B.)H.12 = Sikorsky S-70i | | | | | |
| | <ul style="list-style-type: none"> 5 reported ordered; 3 delivered 2020 | | | | |
| | | H.12-1/63 | SP-YVI, N740RT | 704040* | Grey scheme; noted active Jun21 thro’ Jan26 |
| | ‘94301’ / ‘01’ | H.12 VPR.3/65 ? | SP-YVD, N56RT | 704056 | Blue/white VVIP scheme; initially uncoded; noted active Jun21; coded ‘94301’ mid-2023; noted marked HS-HMS May25 |
| | ‘94302’ / ‘02’* | H.12 VPR.2/65* | SP-YVE, N760RT | 704060* | Blue/white VVIP scheme; initially uncoded; noted active Jun21; coded ‘94302’ mid-2023; noted active thro’ Sep24; noted marked HS-HMV May25 |
| | | H.12-4/65 | (line #71); SP-YVH | 704103* | Noted active thro’ Feb24 |
| | | H.12-5/65 | (line #72); SP-YVI | 704104* | Grey scheme; noted active Jan26 |
| (B.)H.13 = Eurocopter EC135T3H / H135 | | | | | |
| | <ul style="list-style-type: none"> 6 ordered Sep19; 3 due early-2021; 3 due autumn 2021 | | | | |
| | ‘20201’ | H.13-1/64 | D-HECC | 2126 | Noted on the line at Donauwörth Mar20; noted complete outside at Donauwörth Sep20; believed dd (containerised) to Lopburi 09May21; noted active thro’ Jan26 |
| | ‘20202’ | H.13-2/64 | D-HCBO | 2130 | Noted on the line at Donauwörth Mar20; noted complete outside at Donauwörth Sep20; believed dd (containerised) to Lopburi 09May21; noted active thro’ Jan26 |
| | ‘20203’ | H.13-3/64 | D-HECF | 2140 | ‘20203’ noted active Aug21 thro’ Jan23 |
| | ‘20204’ | H.13-4/65 ? | D-HCBJ | 2155* | Noted at Donauwörth Jun21 & Jly21; ‘20204’ noted active Jun22 thro’ Mar24 |
| | ‘20205’ | H.13-5/65 ? | D-HCBM | 2159 ? | Noted Nov21; noted at Lopburi Jan25 |
| | ‘20206’ | H.13-6/65 ? | D-HCBD | 2162 ? | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---|-------------|-------------------|-------|---|
| B.HPhT.1 = Bell 206B JetRanger II | | | | | |
| | 0872 | | 9V-BFM, Thai Army | 872 | Transferred from Army SCHQ Survey Dept to RTAF 1982; to Kaset 1987 |
| B.HPhT.2 = Kawasaki KH-4 | | | | | |
| | <ul style="list-style-type: none"> Transferred from Army SCHQ Survey Dept to RTAF 1982 | | | | |
| | 2042 | | Thai Army | 2042 | Withdrawn 1985 |
| Also probably operated by Army for RTSD, but not transferred to RTAF in 1982, were:- | | | | | |
| | 2019 | | | 2019 | dd 29Dec64 to 'Thai SCHQ' |
| | 2037 | | | 2037 | dd 29Dec64 to 'Thai SCHQ' |
| | 2039 | | | 2039 | dd 07Jan65 to 'Thai SCHQ'; GI airframe at Lopburi |
| | 2040 | | | 2040 | dd 07Jan65 to 'Thai SCHQ'; preserved in RTAF Museum |
| | 2050 | | | 2050 | dd 25Nov64 to 'Thai SCHQ' |
| B.HPhT.3 ? = Bell 412EP | | | | | |
| | 93306 | | C-GABL, N422AB | 36565 | Canx to Thailand 05Jly11; initially titled 'Royal Thai Survey Department'; 'Royal Thai Armed Forces' titles by Sep13; believed fitted with 'BLR Fastfin' and re-dd from Seletar Sep16; noted active thro' Apr20 |
| | 93307 | | C-FEXW, N393BH | 36567 | Noted in Thailand Jun11; canx to Thailand 05Jly11; initially titled 'Royal Thai Survey Department'; 'Royal Thai Armed Forces' titles by Sep13; believed fitted with 'BLR Fastfin' from Feb17 and re-dd from Seletar Sep17; noted active thro' Aug20 |
| B.HPhT.4 ? = Eurocopter EC155B-1 | | | | | |
| | 93308 | | F-WTCR | 6993 | Noted being assembled with Airbus Helicopters, Seletar Nov14; dd to Don Mueang 16Dec14; official handover ceremony 08Sep15; noted active thro' Feb25 |
| | 93309 | | F-WWOR, F-WTCX | 7000 | Noted at Marseille in primer 29Sep14; dd to Don Mueang 03Feb15; official handover ceremony 08Sep15 noted active thro' Feb18 |
| N/A = Hughes 269A | | | | | |
| | <ul style="list-style-type: none"> Probably acquired for RTSD survey use, but service use unconfirmed. | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|---|-------------|---------|---------|--|
| | | | N8766F | 62-0090 | Canx to Thailand 10Oct62; N8766F canx 26Oct62; probably that reported current 1972 with S.S.Motors, 217 Bangkok, Samutprakarn Road, Bangkok, who were probably importers; at CATC Bangkok since at least 1995 with 'Survey' titles on boom |
| (B.J1) = Type 23 = Vought V.93S Corsair | | | | | |
| | <ul style="list-style-type: none"> 9 V.93S (reconnaissance and light bomber) & 3 V.93SA (attack) ordered 30Mar33; shipped to Thailand Jly34 thro' Sep34 (1 shipped 26Jly34, 5 shipped 23Aug34, 6 shipped 13Sep34); the last four (three ?) had provision for four Vickers machine guns; local production under licence from 1936; 1st batch of 25 comprised 3 V.65 (P&W Hornet R-1890C ?), 12 V.92 (P&W Model T2D1 ?) & 10 V.93S to suit available engines; 2nd batch of 25 V.93S completed 1937; 3rd batch of 50 V.93S started 1940, but possibly not all completed; highest recorded serial is 23-86/84 suggesting 74 locally-built by 1941; total of 72 locally-built aircraft also reported; 53 (28 serviceable) active Apr45; 21 active Nov45; type withdrawn 1950; accidents to unidentified Corsairs on 09Dec40 (shot down), 10Dec40 (shot down) & 02Feb43 (7 destroyed) | | | | |
| | | | | 14682 ? | RTAF Museum |
| (B.J2) = Type 26 = Mitsubishi Ki-30 'Ann' | | | | | |
| | <ul style="list-style-type: none"> 12 delivered by air late Nov40 12 delivered early Dec40; 1 unidentified Ki-30 shot down 10Jan41; 21 (14 serviceable) active Apr45; 21 (14 serviceable) active Aug45; 12 active Nov45 | | | | |
| B.J.3 = Curtiss SB2C-5 Helldiver | | | | | |
| | <ul style="list-style-type: none"> 6 delivered on 'CVE-88 Cape Esperance' (in Bangkok 17-Apr to 25Apr51), but taken over by Air Force Jun51 following Navy failed coup; type withdrawn 1955 | | | | |
| | | J.3-1/94 | Bu83206 | | toc 29Jun51; soc 26Apr55 |
| | | J.3-2/94 | Bu83299 | | toc 29Jun51; soc 26Apr55 |
| | | J.3-3/94 | Bu83328 | | toc 29Jun51; soc 26Apr55 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------------------------|--------|-------------|----------------------|--------|--|
| | | J.3-4/94 | Bu83410 | 366 | toc 29Jun51; soc 26Apr55; code '4'; RTAF Museum |
| | | J.3-5/94 | Bu83711 | | toc 29Jun51; soc 23Jly54; noted Mar56; believed w/o |
| | | J.3-6/94 | Bu89458 | | toc 29Jun51; soc 26Apr55 |
| B.J.4 = Fairey Firefly | | | | | |
| | | | | | <ul style="list-style-type: none"> • 10 FR.1 & 2 T.2 ordered by Navy Apr50 for delivery 1951, but delivered to Air Force because of Jun51 Navy failed coup; • type withdrawn 1955; • one Firefly noted mid/late 1950's rotting outside Ayuthaya courthouse. |
| FR.1 | SF1 | J.4-1/94 | MB469 | F.7448 | First test flight by Fairey at Ringway 02Jun51; passed by Fairey 06Jun51; arrived Klong Toey by sea dd Nov51 |
| FR.1 | SF2 | J.4-2/94 | MB445 | F.7424 | Passed by Fairey at Ringway 16Jun51; first flight in Thailand 10Jan52 |
| FR.1 | SF3 | J.4-3/94 | DK483 | F.7726 | First test flight by Fairey at Ringway 17Jun51 |
| FR.1 | SF4 | J.4-4/94 | MB407 | F.7399 | First test flight by Fairey at Ringway 28Jun51; passed by Fairey 22Jly51; first flight in Thailand 04Mar52 |
| FR.1 | SF5 | J.4-5/94 | MB494 | F.7461 | First test flight by Fairey at Ringway 16Jly51; engine failed in flight 17Jly51 |
| T.2 | SF6 | J.4-6/94 | Z2037 | F.5611 | Converted from FR.1 by Fairey at Ringway & first test flight 27Sep51; passed by Fairey 02Oct51 |
| FR.1 | SF7 | J.4-7/94 | DT931 | F.6025 | First test flight by Fairey at Ringway 12Oct51 |
| FR.1 | SF8 | J.4-8/94 | MB439 | F.7418 | First test flight by Fairey at Ringway 14Oct51 |
| T.2 | SF9 | J.4-9/94 | MB750, G-AHYA, MB750 | F.7661 | Converted from FR.1 by Fairey at Ringway & first test flight 01Nov51 |
| FR.1 | SF10 | J.4-10/94 | MB435 | F.7414 | First test flight by Fairey at Ringway 06Nov51 |
| FR.1 | SF11 | J.4-11/94 | MB410 | F.7402 | First test flight by Fairey at Ringway 09Nov51; dd 21Jan52; RTAF Museum |
| FR.1 | SF12 | J.4-12/94 | Z2102 | F.5645 | First test flight by Fairey at Ringway 06Dec51 |
| B.J.5 = NA OV-10C Bronco | | | | | |
| | | | | | <ul style="list-style-type: none"> • 1st batch of 16 (soc 02Feb72) delivered on 'USS Okinawa' to Cam Ranh Bay Jun71; • 2nd batch of 16 (soc 17Dec73) delivered by air across the Pacific by Skyways Inc 1973 thro' 1974; • 19 active 1995 thro' 1999; |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---|--------|--|
| | | | <ul style="list-style-type: none"> • 15 operational Nov02; • 4 handed over to Philippine AF Sep03, with 4 more in May04; • type withdrawn 2004; • accidents to unidentified OV-10's have been on 21Dec77, 14Feb88 & 20Oct88 | | |
| | 158396 | . | Bu158396* | 342-1* | Code '41101'; noted active late 2003; to 'Tango' by Aug04 |
| | 158397 | J.5-2/13 | Bu158397 | 342-2 | Code '41102'; w/o 03Nov75 |
| | 158398 | J.5-3/14 | Bu158398 | 342-3 | Code '41103' (Jan00); also reported w/o 06Apr82 |
| | 158399 | J.5-4/14 | Bu158399 | 342-4 | Code '41104' (Jan96); current Jan04; to Philippine AF May04 & w/o 24Feb10 |
| | 158400 | J.5-5/14 | Bu158400 | 342-5 | Code '41105'; noted active late 2003; to 'Tango' Chiang Mai by Aug04; to Chao Fah Talay Kram restaurant next to 41 Wing HQ by Jly08 marked 158404 / '41109'; to Wing 41 gate by Apr12 marked 158404 / '41109'; returned to 'Tango' Chiang Mai by Jan26; [c/n 342-5 from dataplate] |
| | 158401 | J.5-6/14 | Bu158401 | 342-6 | Code '41106'; current Jan04; to 'celebrity row' display by Jan06 |
| | 158402 | J.5-7/14 | Bu158402 | 342-7 | Code '41107'; current Jan04; to Philippine AF May04 |
| | 158403 | J.5-8/14 | Bu158403 | 342-8 | Code '41108'; reported w/o 1987 |
| | 158404 | J.5-9/14 | Bu158404 | 342-9 | Code '41109'; current Jan04; to 'Tango' by Aug07 marked J5-05/14 / 158400 / '41105' |
| | 158405 | J.5-10/14 | Bu158405 | 342-10 | Code '41110'; current Jan04; to RTAF Museum Oct04 |
| | 158406 | J.5-11/14 | Bu158406 | 342-11 | Code '41111'; noted active late 2003; to Philippine AF May04; cockpit also reported as that with 'Tango' Chiang Mai following accident |
| | 158407 | J.5-12/14 | Bu158407 | 342-12 | Code '41112'; reported w/o 06Oct79 |
| | 158408 | J.5-13/14 | Bu158408 | 342-13 | Code '41113'; w/o 22Jly88 |
| | 158409 | J.5-14/14 | Bu158409 | 342-14 | Code '41114'; reported w/o 22Mar94 |
| | 158410 | J.5-15/14 | Bu158410 | 342-15 | Code '41115'; reported w/o Nov94; cockpit to 'Tango' by Aug02; moved to Eagle Flying Club, Khlong 11 Mar21 |
| | 158411 | J.5-16/14 | Bu158411 | 342-16 | Code '41116'; noted active late 2003; to Takhli as GI airframe by Jan05 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----------|--------|--|
| | 159134 | J.5-17/16 | Bu159134 | 360-1 | Code '41117'; to Philippine AF Sep03 |
| | 159135 | J.5-18/16 | Bu159135 | 360-2 | Code '41118' |
| | 159136 | J.5-19/16 | Bu159136 | 360-3 | Code '41119'; to Philippine AF Sep03 |
| | 159137 | J.5-20/16 | Bu159137 | 360-4 | Code '41120'; current Jan04; preserved at Prachuap by May06 |
| | 159138 | J.5-21/16 | Bu159138 | 360-5 | Code '41121'; preserved at Surat Thani |
| | 159139 | J.5-22/16 | Bu159139 | 360-6 | Code '41122'; to Philippine AF Sep03 |
| | 159140 | J.5-23/16 | Bu159140 | 360-7 | Code '41123'; reported w/o Feb77 |
| | 159141 | J.5-24/16 | Bu159141 | 360-8 | Code '41124'; reported w/o Jan77 |
| | 159142 | J.5-25/16 | Bu159142 | 360-9 | Code '41125'; to Philippine AF Sep03 |
| | 159143 | J.5-26/16 | Bu159143 | 360-10 | Code '41126'; reported w/o Jan80 |
| | 159144 | J.5-27/16 | Bu159144 | 360-11 | Code '41127'; reported w/o Jun74 |
| | 159145 | J.5-28/16 | Bu159145 | 360-12 | Code '41128'; current Jan04 & Mar04; to Philippine AF May04 |
| | 159146 | J.5-29/16 | Bu159146 | 360-13 | Code '41129'; reported w/o 23Sep99 |
| | 159147 | J.5-30/16 | Bu159147 | 360-14 | Code '41130'; reported w/o 20Oct88 |
| | 159148 | J.5-31/16 | Bu159148 | 360-15 | Code '41131'; noted active late 2003; to 'Tango' by Aug04; to Kasetsart University, Sakhon Nakhon 2006 |
| | 159149 | J.5-32/16 | Bu159149 | 360-16 | Code '41132'; reported w/o Aug75 |

B.J.6 = Cessna 318/A-37B

| | | | | | | |
|---|------------------|------------|-------------|-----------|---------------|---|
| | MAP deliveries:- | | | | | |
| | <u>RCN</u> | <u>No.</u> | <u>Type</u> | <u>FY</u> | <u>Source</u> | <u>Serial numbers of aircraft probably involved</u> |
| | ZB46 | 17 | A-37 | 1972 | PR USAF | 71-0796 to 71-0812 (J6-1/15 to J6-17/15) |
| | FP41 | 1 | A-37 | 1976 | XS USAF | 71-0825 |
| <ul style="list-style-type: none"> • 17 A-37B officially accepted 29Jly72, and entered service with 43 Squadron, Takhli, Sep72; • a SVNAF A-37B which escaped to Thailand in Apr75 became the 18th (although it did not enter service until 1982); • 43 Squadron renamed 403 Squadron 1977; • Survivors to 211 Squadron 1980/81; • accident to unidentified A-37B 03Feb85; • two attrition replacements were acquired in 1985; | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---|-------|---|
| | | | <ul style="list-style-type: none"> • 16 active 1976 thro' 1981; 30 (?) active 1982 thro' 1985; 12 active 1986; • type withdrawn Apr94; • a small number re-activated 1995 to 1996 for rain-making trials; • the fuselage of 68-10786 (SVNAF) was in 'Tango' Takhli store Feb04 thro' Jan05 (since gone); • 69-6439 c/n 43284 has been reported, in error, as RTAF; to VH-IVI Mar96 | | |
| | | J.6-1/15 | 71-0796 | 43334 | Code '4311', then '40311', then '21111'; w/o 15Apr84 |
| | | J.6-2/15 | 71-0797 | 43335 | Code '4312', then '40312', then '21112' (Jan81); at Don Mueang, assembled but in poor condition, Dec95; to Tung Sikan dump; to 'Tango', Saraburi 07Dec06 (gone by Sep07); noted at 'Paisal Phoprasert' yard, Muek Lek Dec18 (not there Nov18) |
| | | J.6-3/15 | 71-0798 | 43336 | Code '4313', then '40313', then '21113' (Jan81); w/o 08Apr83 |
| | | J.6-4/15 | 71-0799 | 43337 | Code '4314', then '40314', then '21114'; w/o 08Jan85 |
| | | J.6-5/15 | 71-0800 | 43338 | Code '4321', then '40321', then '21121'; w/o 17Apr91; restored for static displayed at Takhli |
| | | J.6-6/15 | 71-0801 | 43339 | Code '4322', then '40322', then '21122'; w/o 24Apr90 |
| | | J.6-7/15 | 71-0802 | 43340 | Code '4323', then '40323', then '21123'; 'Tango' Don Mueang |
| | | J.6-8/15 | 71-0804 | 43342 | Code '4324' , then '40324', then '21124'; displayed at Ubon Ratchathani |
| | | J.6-9/15 | 71-0803 | 43341 | Code '4331', then '40331', then '21131' (Jan81); 'Tango' Chiang Mai |
| | | J.6-10/15 | 71-0805 | 43343 | Code '4332'; w/o 03Dec74 |
| | | J.6-11/15 | 71-0806 | 43344 | Code '4333', then '40333'; w/o 22Jun78 |
| | | J.6-12/15 | 71-0807 | 43345 | Code '4334', then '40334', then '21132' (Jan81); Don Mueang fire section; to RTAF Museum Apr10 |
| | | J.6-13/15 | 71-0808 | 43346 | Code '4341', then '40341', then '21133'; RTAF Museum |
| | | J.6-14/15 | 71-0809 | 43347 | Code '4342', then '40342', then '21134'; possibly that displayed at Ubon Ratchathani as '21132' |
| | | J.6-15/15 | 71-0810 | 43348 | Code '4343', then '40343', then '21141' (Jan81); noted in 'Tango' Takhli store Feb04 thro' Jan07 (since gone) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|----------------|-------|---|
| | | J.6-16/15 | 71-0811 | 43349 | Code '4344', then '40344', then '21142'; at Don Mueang, assembled but in poor condition, Dec95; to Tung Sikan dump; to 'Tango', Saraburi 07Dec06 (gone by Sep07) |
| | | J.6-17/15 | 71-0812 | 43350 | Code '4345', then '40345', then '21143'; on Tung Sikan dump; to Tango, Saraburi 07Dec06 (gone by Sep07); to 'Paisal Phoprasert' yard, Muek Lek by Jly16 & noted stripped of paint thro' Dec17 (gone by early-Feb18) |
| | | J.6-18/25 | 71-0825, SVNAF | 43363 | Code '21144'; possibly displayed at Takhli |
| | | J.6-19/28 | 68-10818 | 43169 | Code '21111'; 'Tango' Don Mueang |
| | | J.6-20/28 | 69-6364 | 43209 | Code '21114'; displayed at Nakhon Nayok |
| B.J.7 = Dassault/Dornier Alpha Jet A | | | | | |
| | | | | | <ul style="list-style-type: none"> • 20 (+5 for spares use) delivered Sep00 thro' Aug01; • accident to unidentified Alpha Jet in 2005; • 14 to be upgraded to Alpha Jet TH as part of the Capability Improvement Programme announced by the DofAe on 12Jan21; first upgraded Alpha Jet TH ff 31Aug21 |
| Alpha Jet TH | | J.7-1/43 | 41+49, 98+49 | 0149 | dd Sep00; code '23111 (thro' Jan16); modified to Alpha Jet TH by Jan23; noted active thro' Jan24 |
| Alpha Jet TH | | J.7-2/43 | 41+56, 98+56 | 0156 | dd Sep00; code '23112' (thro' Dec19); modified to Alpha Jet TH by Jan23; noted active thro' Jun25 |
| Alpha Jet TH | | J.7-3/43 | 41+58, 98+58 | 0158 | dd Sep00; code '23113' (thro' Dec21); modified to Alpha Jet TH by Jly23; noted active thro' Jly23 |
| Alpha Jet TH | | J.7-4/43 | 41+63, 98+63 | 0163 | dd Sep00; code '23114' (thro' Jly12); modified to Alpha Jet TH by Dec21; noted active thro' Mar25 |
| | | J.7-5/43 | 41+66, 98+66 | 0166 | dd Sep00; code '23115' (thro' Sep20, <i>Jäger 40th anniversary</i> scheme, standard camo sheme by Dec21 & thro' Sep25) |
| | | J.7-6/44 | 41+26, 98+26 | 0126 | dd Mar01; code '23121' (thro' Feb03) |
| Alpha Jet TH | | J.7-7/44 | 41+37, 98+37 | 0137 | dd Mar01; code '23122' (thro' Sep25) |
| Alpha Jet TH | | J.7-8/44 | 41+67, 98+67 | 0167 | dd Mar01; code '23123' (thro' Mar24) |
| | | J.7-9/44 | 41+68, 98+68 | 0168 | dd Mar01; code '23124' (thro' Dec22) |
| | | J.7-10/44 | 41+72, 98+72 | 0172 | dd Mar01; code '23125' (thro' Jan04); to display at RTAF Resort Hua Hin by Dec22 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|---|------|---|
| | | J.7-11/44 | 41+74, 98+74 | 0174 | dd May01; code '23131' (thro' Feb14); to display at Wing 23 Museum, Udon Thani by mid-2023 |
| | | J.7-12/44 | 41+75, 98+75 | 0175 | dd May01; code '23132' (thro' Sep25) |
| | | J.7-13/44 | 40+03, 98+01 | 0003 | dd May01; code '23133'; w/o 07May02 |
| | | J.7-14/44 | 40+27, 98+27 | 0027 | dd May01; code '23134' (thro' Dec21) |
| Alpha Jet TH | | J.7-15/44 | 41+25, 98+05 | 0125 | dd May01; code '23135' (thro' Sep20, <i>Jäger 40th anniversary</i> scheme); modified to Alpha Jet TH by Aug24 |
| | | J.7-16/44 | 41+34, 98+34 | 0134 | dd Aug01; code '23141' (thro' Aug17); modified to Alpha Jet TH by Aug24 |
| | | J.7-17/44 | 41+36, 98+36 | 0136 | dd Aug01; code '23142' (thro' Dec22) |
| Alpha Jet TH | | J.7-18/44 | 41+45, 98+45 | 0145 | dd Aug01; code '23143' (thro' Mar16); modified to Alpha Jet TH by Jan23; noted active thro' Mar24 |
| | | J.7-19/44 | 41+61, 98+61 | 0161 | dd Aug01; code '23144' (thro' Mar16); roaded to RTAF Museum 20Feb19 |
| | | J.7-20/44 | 41+64, 98+64 | 0164 | dd Aug01; code '23145' (thro' Apr03); to display at King's Science Learning Centre, Royal Thai Armed Forces HQ, Sakae Rat, Nakhon Ratchasima by Feb23 (not there Jan21) |
| | | | 41+38 | 0138 | Spares use |
| | | | 41+53 | 0153 | Spares use; fin displayed at Wing 53, Udon Thani |
| | | | 40+11 | 0011 | Spares use |
| | | | 40+05 | 0005 | Spares use |
| | | | 41+59 | 0159 | Spares use; fin displayed at Wing 53, Udon Thani |
| B.J.8 = Beechcraft AT-6E Wolverine | | | | | |
| | | | <ul style="list-style-type: none"> Order for 8, worth ₧4.6 billion, announced 14Nov21, for delivery Nov21; Delivery delayed, with the first deliveries made to Takhli for re-assembly in late-May24; Officially commissioned 07Aug25 | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------------------|---------|-------------|----------------|---------|--|
| | '610AT' | | N610AT | AT-1* | attended Bahrain International Airshow Nov22; ferried Bahrain – Muscat – Ahmadabad – Calcutta – Chiang Mai 12/15Nov22; ferried to Khampaeng Saen 16Nov22; reported to be on a 3-year lease to RTAF; noted active from Khampaeng Saen 05Jan23; noted hangared at Khampaeng Saen Dec23; Khampaeng Saen static Jan24 & Jan25; ferried 07/11Nov25 to Dubai/DWC for Dubai Air Show; ferried back to Don Mueang 22/24Nov25 |
| | '41101' | J.8-1/67 ? | | AT-6* | noted being offloaded / assembled at Takhli 01Jun24; believed test flown 18Jun24; dd to Chiang Mai 01Jly24; acceptance ceremony 16Jly24; noted active thro' Jan26 |
| | '41102' | J.8-2/67 ? | | AT-7* | noted being offloaded / assembled at TAI, Takhli 01Jun24; dd to Chiang Mai 21Jun24; acceptance ceremony 16Jly24; noted active thro' Mar25 |
| | '41103' | | N2790B | | retained in US for AT-6TH Pilot Training Course at Textron Aviation Defense, Wichita, KS 12Feb/15May24; shipped to TAI, Takhli Dec24/Jan25; assembled by TAI; dd to Chiang Mai 05Feb25; noted active thro' Jan26 |
| | '41104' | | N2878B | AT-9* | shipped to TAI, Takhli; assembled by TAI; dd to Chiang Mai 25Sep24; noted active thro' Jan26 |
| | '41105' | | | | shipped to TAI, Takhli; assembled by TAI; dd to Chiang Mai 27Sep24; noted active thro' Nov24 |
| | '41106' | | | | shipped to TAI, Takhli Dec24/Jan25; assembled by TAI; dd to Chiang Mai 03Feb25 |
| | '41107' | J.8-7/68 ? | | AT-12* | shipped to TAI, Takhli Dec24/Jan25; assembled by TAI; dd to Chiang Mai 05Feb25; noted at Chiang Mai Jan26 |
| | '41108' | | | AT-13* | shipped to TAI, Takhli Dec24/Jan25; assembled by TAI; believed test flown 25Mar25; dd to Chiang Mai 26Mar25 |
| B.K.1 = Saab 340AEW Erieye | | | | | |
| | | | | | <ul style="list-style-type: none"> • 1 AEW Erieye 11Feb08 as part of Gripen deal for late-2010 delivery; • 2nd AEW Erieye ordered 12Feb09, but order put on hold 06May09 |
| | '70201' | K.1-1/53 | SE-B55, 100007 | 340-455 | ff 13Nov09; dd to Don Mueang 19Dec10; declared operational at Wing 7, Surat Thani, 08Jly11; noted active thro' Mar25 |
| | '70203' | K.1-2/55 | SE-C42, 100002 | 340-342 | at Doha on dd 07Oct12; dd to Don Mueang 09Oct12, then to Wing 7, Surat Thani, 10Oct12; noted active thro' Mar25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|--|------|-------------|
| (B.Kh.1) = Nieuport 11 (13m ²) | | | | | |
| | | | <ul style="list-style-type: none"> • 4 acquired | | |
| (B.Kh.2) = Nieuport 17, 21, 24 & 27 | | | <ul style="list-style-type: none"> • Local production from 1922 | | |
| (B.Kh.3) = S.P. = Spad VII & S.XIII | | | <ul style="list-style-type: none"> • 3 (also reported as 10) acquired 1919, with 30 manufactured locally from 1923 | | |
| (B.Kh.4) = N.L. = Type 19 = Nieuport Delage NiD29C.1 | | | <ul style="list-style-type: none"> • 12 bought as patterns 1923; others manufactured locally from 1924; • type withdrawn 1935 (or 1936) | | |
| (B.Kh.5) = Thai Prajhadhipok | | | <ul style="list-style-type: none"> • 1 known 1928 | | |
| (B.Kh.6) = Bristol Bulldog II | | | <ul style="list-style-type: none"> • 2 delivered Jan30 for comparison with Boeing 100 & He43; • still active mid-1936; • type withdrawn 1939 (or 1940) | | |
| | | | | 7387 | |
| | | | | 7388 | |
| (B.Kh.7) = B.O. = Boeing P-12E / 100E | | | <ul style="list-style-type: none"> • 2 delivered Dec31 for comparison with Bulldog & He43; • both still active late 1941 & Apr45; • type withdrawn 1949 | | |
| | | | | 1487 | |
| | | | | 1488 | RTAF Museum |
| (B.Kh.8) = H.K. = Heinkel HD.43 | | | <ul style="list-style-type: none"> • 2 bought 16Oct29 & delivered 12Jan30 for comparison with Boeing 100 & Bulldog; • type withdrawn 1939 (or 1940) | | |
| | | | | 344 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|----------|-------------|--|-------|--|
| | | | | 345 | |
| (B.Kh.9) = Type 18 = Curtiss 65 Hawk II | | | | | |
| | | | <ul style="list-style-type: none"> • 12 shipped to Thailand 8/34 thro' 9/34; • 2 crashed 18Mar38 following mid-air collision during 3-ship aerobatic practice over Don Mueang; • 1 built locally 1939, probably from wrecks; • 10 (5 serviceable) active Apr45; • 5 destroyed on ground 09Apr45; • 4 active Nov45; • type withdrawn 1949 | | |
| | | | | 11847 | |
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| | | | | 11857 | |
| | | | | 11858 | |
| | 18-13/80 | | | | believed built locally from wrecks of two Hawk II's which crashed 18Mar38; test flown 30Jan39 to 20Feb39 |
| (B.Kh.10) = Type 17 = Curtiss 68B Hawk III | | | | | |
| | | | <ul style="list-style-type: none"> • 12 ordered from Curtiss on Sales Order 148, followed by 12 more on Sales Order 151; • 24 shipped to Thailand Aug35 thro' Feb36; • local production started 1938 with 1st batch of 25, completed 1940; • 2nd batch of 25 started 1939; • highest recorded serial is 17-77/83 suggesting 53 built locally by 1940; • 50 reported in service 1940; | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|---------|-------------|--|-------|----------------|
| | | | <ul style="list-style-type: none"> • 42 (26 serviceable) active Apr45; • 19 active Nov45; • type withdrawn 1949; • One (Thai-built) in RTAF Museum; • accidents to unidentified Hawk III's 12Dec40 (shot down); 14Dec40; 08Dec41 (6 shot down); 08Apr44 (shot down) | | |
| | ၃၂ (7) | | | | photo of crash |
| | ၃၁ (30) | | | | photo of crash |
| | | | | 12061 | |
| | | | | 12062 | |
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| | | | | 12080 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|----------|-------------|----|-------|------------------------------|
| | | | | 12081 | |
| | | | | 12082 | |
| | | | | 12083 | |
| | | | | 12084 | |
| | 17-25/82 | | | | First locally-built Hawk III |

(B.Kh.11) = Type 16 = Curtiss Hawk 75N

- 12 ordered Apr38 for \$31,074.50 each;
- dd (shipped) by Curtiss 11Nov38 thro' 09Dec38;
- 9 active Apr41;
- 8 (2 serviceable) active Apr45;
- 1 active Nov45;
- accidents to unidentified Hawk 75N's were on 22Mar39, 13Dec40, 14Dec40, 18Apr42 & Jun42;
- type withdrawn 1949

| | | | | | |
|--|---|--|--|--------|----------------------------|
| | | | | 12756 | |
| | | | | 12757 | |
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| | | | | 12759 | |
| | | | | 12760 | |
| | | | | 12761 | |
| | | | | 12762 | |
| | 8 | | | 12763* | dd 29Nov38; to RTAF Museum |
| | | | | 12764 | |
| | | | | 12765 | |
| | | | | 12766 | |
| | | | | 12767 | |

(B.Kh.12) = Type 15 = Nakajima Ki-27b 'Nate'

- 12 (Mansyu-built) delivered 14Jan42;
- 3 shot down 11Nov44;
- 9 (2 serviceable) active Apr45;

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--------|-------------|---|-----------|--|
| | | | <ul style="list-style-type: none"> • 7 (3 serviceable) active Aug45; • 1 active Nov45 | | |
| (B.Kh.13) = Type 14 = Nakajima Ki-43 Hayabusa 'Oscar' | | | | | |
| | | | <ul style="list-style-type: none"> • 24 delivered from Singapore 1943; • 14 (4 serviceable) active Apr45; • 14 (4 serviceable) active Aug45; • 3 active Nov45; • type withdrawn 1949 | | |
| B.Kh.14 = Supermarine Spitfire | | | | | |
| | | | <ul style="list-style-type: none"> • agreement Feb50 between Siam & Vickers Armstrong to supply 18 Spitfire 14E & 6 FB14E, instead of 36 14E previously requested; • amended to 18 14E & 12 FR14E Mar50, and contract signed 18Apr50. This provided for two aircraft in 18 weeks from signing (i.e. Sep50), then five in each succeeding 4 weeks; • 30 Spitfires selected for Thailand and sold to Vickers May50; • first 2 (presumably 1/93 and 2/93) accepted Sep50 by Wing Commander Smik Magsara at Vickers works, and left by ship for Siam 24Oct50; • 5 (7?) expected to leave Nov50, then at 5 per month; • ultimately 24 Spitfire 14's, plus 6 for spares use, arrived in Thailand between February 1951 and January 1952; • in June 1954 three ex-FEAF Spitfire PR.19's were delivered for instructional use, and a fourth went to Trat as an instructional airframe; | | |
| FR.14 | 1 | Kh.14-1/93 | SM914, G.15-111 | 6S-585092 | toc 20Feb51; to 41 Squadron; soc 26Apr55; preserved at the RTAF Museum |
| FR.14 | 2 | Kh.14-2/93 | MV352, G.15-112 | 6S-585074 | toc 16Feb51; to 41 Squadron; soc 22Jly52 ('cannibalised') |
| F.14 | 3 | Kh.14-3/93 | RB184, G.15-113 | 6S-364205 | toc 05Jun51; to 41 Squadron; w/o 08Jun51 |
| F.14 | 4 | Kh.14-4/93 | NH657, G.15-114 | 6S-507148 | toc 16Mar51; to 41 Squadron; soc 27Jan54 ('cannibalised') |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|----------------|-----------------|-----------|--|
| F.14 | 5 | Kh.14-5/93 | RM747, G.15-115 | 6S-432296 | <p>[RM747 issued to 322 (Dutch) Sqdn at Deanland 05Aug44; that unit exchanged it's aircraft with those of 350 (Belgian) Sqdn at Hawkinge 09Aug44; after a very short time 350 Sqdn engaged incoming V-1's on "Anti Diver" patrols and RM747 was first flown as such by F/O Verpoorten on the afternoon of 13Aug44; it is believed to have been coded "MN-D"; it's last sortie with 350 Sqdn was in the late afternoon of 31Aug44 when the squadron provided top cover for a force of 100 Lancasters bombing St Omer. Although there is no record of any damage being incurred, RM747 is thought to have sustained Cat. B damage on or about 01Sep44 and was dispatched to Air Service Training, probably at Hamble, for repairs on 09Sep44; repairs were not completed until 10Mar45. RM747 was allocated to 451 (Australian) Sqdn on 29Jun45 as part of the British Occupation Forces and was based at Fassberg, Germany, until disbanded the following month; RM747 returned to the UK for storage at 29 MU, High Ercall on 29Jly45. Selected for sale to Vickers Armstrong in May50 and reconditioned for RThaiAF]</p> <p>toc 20Mar51; to 41 Squadron; fitted with wings & cowlings from Kh14-6/93 (RM873) at some stage; soc 27Jan54 ('cannibalised'); derelict at Sawankalok; wings (from RM873) sold to Peter Sledge in rebuild of RR232 (later G-BRSF) 1981; wings later re-used in rebuild of MV262 (G-CCVV, N808U); unrestored fuselage still at Sawankalok 1985 thro' 1989; to RTAF Museum workshop by Feb94 & noted thro' 1996; to 'Tango' Takhli store by 2002 & noted there thro' Jan05; to Saraburi Aero Park site by Apr07 & noted there thro' Jan09; to Historic Flying Ltd (Duxford) cSep09; [bt by Vintage Wings of Canada 2010 & moved to Gatineau, Quebec Apr11; noted there in a container Oct17; reported to Belgium by Aug19]</p> |
| F.14 | 6 | Kh.14-6/93 | RM873, G.15-116 | 6S-507129 | <p>[RM873 received attention at Air Service Training, probably at Hamble, between 08Dec44 and 15Jan45; later to 401 "Ram" Sqdn RCAF until it was returned to Brize Norton on 20Mar46; RM873 went into storage at 29 MU, High Ercall in Apr46. Selected for sale to Vickers Armstrong in May50 and reconditioned for RThaiAF]</p> <p>toc 20Mar51; to 41 Squadron; wings & cowlings fitted to Kh14-5/93 (RM747) at some stage; soc 25Aug53 ('cannibalised')</p> |
| F.14 | 7 | Kh.14-7/93 | RB189, G.15-117 | 6S-501102 | toc 16May51; to 41 Squadron; soc 27Jan54 ('cannibalised') |
| F.14 | | Kh.14-8/93 (1) | NH800, G.15-135 | 6S-501086 | toc 1951; crashed |
| F.14 | 8 | Kh.14-8/93 (2) | RM728, G.15-118 | 6S-585007 | toc 22Aug51; to 41 Squadron; soc 27Jan54 ('cannibalised') |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|-----------------|-----------|--|
| FR.14 | 9 | Kh.14-9/93 | NH714, G.15-119 | 6S-687154 | toc 27Mar51; to 41 Squadron; soc 26Apr55 ('cannibalised') |
| FR.14 | 10 | Kh.14-10/93 | NH698, G.15-120 | 6S-648264 | toc 16May51; to 41 Squadron; soc 26Apr55 ('cannibalised'); noted intact at a school in Phrae 1969; believed later scrapped |
| FR.14 | 11 | Kh.14-11/93 | TP236, G.15-121 | 6S-501127 | toc 23Mar51; to 41 Squadron; w/o 22Jly52 |
| FR.14 | 12 | Kh.14-12/93 | NH794, G.15-122 | 6S-507158 | toc 12Jly51; to 41 Squadron; soc 20Oct51 ('cannibalised') |
| F.14 | 13 | Kh.14-13/93 | RM621, G.15-123 | 6S-432256 | toc 14Jun51; to 41 Squadron; soc 22Jly52 ('cannibalised') |
| F.14 | 14 | Kh.14-14/93 | TX993, G.15-124 | 6S-364209 | toc 28May51; to 41 Squadron; soc 27Jan54 ('cannibalised') |
| F.14 | 15 | Kh.14-15/93 | RB164, G.15-125 | 6S-364202 | toc 27Jun51; to 41 Squadron; soc 27Jan54 ('cannibalised') |
| F.14 | 16 | Kh.14-16/93 | RM797 G.15-126 | 6S-507183 | <i>[Built by Supermarine as a Spitfire FXIVe for the RAF with serial RM797. Delivered to 33MU 01.09.44. To 41 Squadron 14.09.44 with unit code EB-E. To 409 RSU 04.05.45. To Air Service Training. To 29MU High Ercall 22.10.55 and stored until sold to Vickers 10.05.50 for export to the RThaiAF; test flown as G-15-126 during 12.50]; toc 27Jun51; to 41 Squadron; soc 27Jan54 ('cannibalised'); displayed at the Province Administration building, Surin AFB from about 1956; derelict airframe discovered there in 1973 by Garry Cooper; [Recovered from Surin and taken by rail to RAAF Butterworth, Malaysia. Airfreighted to Darwin, Australia by an RAAF Lockheed C-130A 19.08.73. Stored at Darwin pending restoration. Damaged at Darwin during Cyclone Tracy 25.12.74. Restoration began at Darwin, then moved to Sydney 06.79. Further moves to Albury NSW, Dural NSW, Seaford Vic and Alstonville NSW 09.96. With R McFarlane, Brisbane 05.02 - 2011 and regd VH-XIV. Cld from the Australian Register 03.02.09. To P Bond, Brisbane, arrived Archerfield 08.11 to complete the fuselage restoration. Wings restored at Gisborne Vic then at Perth WA. Wings back at Archerfield workshop by 2019. Fuselage stored at Eagle Farm 2019. Arrived at the Biggin Hill Heritage Hangar in early 12.25. Registered as G-CNBD to Warbird Experiences Ltd at Biggin Hill 04.12.25]</i> |
| FR.14 | 17 | Kh.14-17/93 | RM682, G.15-127 | 6S-687152 | toc 27Jun51; to 41 Squadron; soc 26Apr55 ('cannibalised') |
| FR.14 | 18 | Kh.14-18/93 | RB188, G.15-128 | 6S-585072 | toc Aug51; to 41 Squadron; w/o 26Jan53 |
| F.14 | 19 | Kh.14-19/93 | RB181, G.15-129 | 6S-432266 | toc 11Aug51; to 41 Squadron; soc 27Jan54 ('cannibalised') |
| FR.14 | 20 | Kh.14-20/93 | RM757, G.15-130 | 6S-643807 | toc Aug51; to 41 Squadron; soc 22Jly52 ('cannibalised') |
| FR.14 | 21 | Kh.14-21/93 | TZ183, G.15-131 | 6S-643790 | toc 22Aug51; to 41 Squadron; w/o 22Jly52 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------------|------------------|----------------|-----------------|-----------|--|
| F.14 | 22 | Kh.14-22/93 | MV350, G.15-132 | 6S-364195 | toc 22Aug51; to 41 Squadron; w/o 22Jly52 |
| FR.14 | 23 | Kh.14-23/93 | RN198, G.15-133 | 6S-642797 | toc 22Aug51; to 41 Squadron; w/o 27Jan54 |
| FR.14 | 24 | Kh.14-24/93 | RM692, G.15-134 | 6S-643806 | toc 25Jan52; to 41 Squadron; soc 25Aug53 ('cannibalised') |
| F.14 | | none allocated | NH834, G.15-136 | 6S-432239 | toc 1951; for spares use only ('cannibalised') |
| FR.14 | | none allocated | NH639, G.15-137 | 6S-676463 | toc 1951; for spares use only ('cannibalised') |
| F.14 | | none allocated | RB174, G.15-138 | 6S-364185 | toc 1951; for spares use only ('cannibalised') |
| F.14 | | none allocated | NH646, G.15-139 | 6S-663414 | toc 1951; for spares use only ('cannibalised') |
| FR.14 | | none allocated | NH833, G.15-140 | 6S-648270 | toc 1951; for spares use only ('cannibalised') |
| PR.19 | | Kh.14-25/97 | PS888 | | ex RAF Seletar; dd to Don Mueang 03Jun54, via Butterworth & escorted by Mosquito PR.34 PF662; toc 21Jun54 ('in imperfect condition'); GI airframe only; soc 26Apr55 |
| PR.19 | | Kh.14-26/97 | PS890 | 6S-585110 | <i>[Built as a PR.19 with a Griffon 66 engine in 1944 and given production prototype engine mount modifications 29Nov44; arrived at 6MU 09Apr45; moved to RAF Benson (PRU) for storage 30Apr45; joined 542 Squadron 13Jun45, followed by 81 Squadron at Seletar 22Jan51]</i> ex RAF Seletar; dd to Don Mueang 03Jun54, via Butterworth & escorted by Mosquito PR.34 PF662; toc 21Jun54 ('in imperfect condition'); GI airframe only; soc 26Apr55; donated to Ed Maloney, The Air Museum, Claremont, CA 1962-70 & stored; to Planes of Fame, Chino, CA 1970 & restored with a Shackleton engine; ff May02 as NX219AM, then G-CDGK Feb05 & F-AZJS Apr05 |
| PR.19 | | Kh.14-27/97 | PS836 | | ex RAF Seletar; dd to Don Mueang 03Jun54, via Butterworth & escorted by Mosquito PR.34 PF662; toc 21Jun54 ('in imperfect condition'); GI airframe only; soc 26Apr55; later to 'Tango' |
| PR.19 | | none allocated | PM630 | 6S-683527 | toc Aug54; spare; soc 1955; GI airframe only; believed fitted with wings from PS888; stored outside at Trat at least 1960-86; to Bang Sue workshops at least 1987-2002; to Crown Prince collection |
| B.Kh.15 = Grumman F8F Bearcat | | | | | |
| | MAP deliveries:- | | | | |
| | RCN | No. | Type | FY | Source |
| | SG04 | 207 | F-8F | 1963 | PR USAF |

| Type | Serial | RTAF Serial | ex | c/n | notes | | | | |
|------|---|-------------------------------|--------------------------|---------------------------|-----------------------|------------------------|--------------------------|------------------------|---------------------------|
| | Procurement of these 207 split as below:- | | | | | | | | |
| | Number - Date | RTAF serial | Number - Date | RTAF serial | | | | | |
| | 50 - Aug51 | Kh15-01/94 to 50/94 | 35 - QE 30Sep54 | Kh15-123/97 to 157/97 | | | | | |
| | 36 - Oct52 | Kh15-51/95 to 86/95 | 10 - QE 31Mar55 | Kh15-158/98 to 167/98 | | | | | |
| | 3 - Nov53 | Kh15-87/96 to 89/96 | 12 - QE 30Jun55 | Kh15-168/98 to 179/98 | | | | | |
| | 12 - Dec53 | Kh15-90/96 to 101/96 (or /97) | 10 - QE 30Sep55 | Kh15-180/98 to 189/98 | | | | | |
| | 21 - May54 | Kh15-102/97 to 122/97 | 10 - QE 31Dec55 | Kh15-190/98 to 199/98 | | | | | |
| | | | 8 - QE 31Mar56 | Kh15-200/98 to 207/98 | | | | | |
| | These 207 believed to be:- | | | | | | | | |
| | October 1951 (50) | June 1952 (14) | October 1952 (23) | February 1954 (15) | June 1954 (34) | August 1954 (7) | October 1955 (11) | | |
| | 94915 | 95378 | 94818 | 95056 | 94773 | 94798 | 95155 | 94898 | 94967 |
| | 94919 | 95390 | 94820 | 95086 | 94775 | 94817 | 95188 | 94909 | 94974 |
| | 94925 | 95391 | 94823 | 95181 | 94979 | 94846 | 95206 | 95030 | 95017 |
| | 94944 | 95450 | 94851 | 95275 | 94984 | 94864 | 95212 | 95214 | 95057 |
| | 94971 | 95498 | 94918 | 95368 | 95020 | 94865 | 95243 | 95240 | 95065 |
| | 95009 | 121471 | 94965 | 121476 | 95071 | 94931 | 95257 | 95299 | 95088 |
| | 95044 | 121477 | 95401 | 121494 | 95081 | 94934 | 95277 | 95376 | 95175 |
| | 95080 | 121486 | 95477 | 121508 | 95292 | 94957 | 95279 | April 1955 (10) | 95217 |
| | 95098 | 121492 | 121475 | 121598 | 95331 | 94961 | 95316 | 94759 (ex French) | 95259 |
| | 95103 | 121497 | 122111 | 122088 | 95339 | 94978 | 95346 | 94788 (ex French) | 95272 |
| | 95164 | 121513 | 122113 | 122090 | 95348 | 94992 | 95367 | 94835 (ex French) | 95370 |
| | 95219 | 121516 | 122120 | 122097 | 95412 | 95012 | 95377 | 94856 (ex French) | December 1955 (11) |
| | 95226 | 121519 | 122125 | 122101 | 95413 | 95058 | 95389 | 94893 (ex French) | 95014 (ex French) |
| | 95235 | 122089 | 122150 | 122103 | 95474 | 95073 | 95400 | 94951 (ex French) | 95116 (ex French) |
| | 95242 | 122091 | | 122107 | 95493 | 95096 | 95417 | 94970 (ex French) | 95196 (ex French) |
| | 95248 | 122092 | | 122110 | May 1954 (15) | 95104 | 95478 | 95040 (ex French) | 95381 (ex French) |
| | 95260 | 122093 | | 122114 | 94806 | 95126 | 95485 | 95144 (ex French) | 95461 (ex French) |
| | 95264 | 122095 | | 122115 | 94827 | | | 95184 (ex French) | 95464 (ex French) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------|-------------|--------------------------------|--------|---|
| | 95268 | 122096 | | 122116 | 94921 |
| | 95271 | 122102 | | 122119 | 94952 |
| | 95290 | 122109 | | 122122 | 94980 |
| | 95300 | 122134 | | 122129 | 94981 |
| | 95306 | 122135 | | 122130 | 94995 |
| | 95319 | 122143 | | | 95027 |
| | 95328 | 122149 | | | 95124 |
| | | | | | 95207 |
| | | | | | 95321 |
| | | | | | 95423 |
| | | | | | 95434 |
| | | | | | 95436 |
| | | | | | 95438 |
| | | | | | July 1955 (9) |
| | | | | | 94795 (ex French) |
| | | | | | 95083 (ex French) |
| | | | | | 95105 (ex French) |
| | | | | | 95142 (ex French) |
| | | | | | February 1956 (8) |
| | | | | | 95228 (ex French) |
| | | | | | 95280 (ex French) |
| | | | | | 95314 (ex French) |
| | | | | | 95333 (ex French) |
| | | | | | 95232 (ex French) |
| | | | | | 95233 (ex French) |
| | | | | | 95265 (ex French) |
| | | | | | 121514 (ex French) |
| | | | | | 122152 (ex French) |
| | | | | | |
| | | | | | <ul style="list-style-type: none"> • 38 F8F-1 & F8F-1B were delivered by air from French AF stocks in Indo-China in 1955/56; • 'six squadrons' of F8Fs supplied to RTAF under the FY 1950/1956 MDAP; • type withdrawn 1960; • accidents to unidentified Bearcats were on 08Aug52 (2), 10Apr53, 10Sep53, 12Oct53, 27Jan54, 28Jan54, 09Mar54, 29Aug55, 12Sep55 & 07Dec55 <p>F8F-1 N747NF flies with Rod Lewis in RThaiAF colours, but is not ex RThaiAF</p> |
| | | | | | 50 F8F-1 delivered on <i>CVE-88 Cape Esperance</i> (in Bangkok 28Aug51 to 07Sep51) & formally handed over 06Sep51 (10 of these diverted from Navy). RTAF serials Kh15-1/94 to 50/94, including:- |
| F8F-1B | 1492 | Kh.15-04/94 | Bu121492 (soc Alameda 24Oct51) | | |
| F8F-1B | 1519 | Kh.15-08/94 | Bu121519 (soc Alameda 24Oct51) | | Code '234' (1953-54) |
| F8F-1B | 2135 | Kh.15-18/94 | Bu122135 (soc Alameda 24Oct51) | | Code '241' (1951-52) |
| F8F-1 | 5219 | Kh.15-32/94 | Bu95219 (soc Alameda 22Oct51) | | Code '326' (1953-54) |
| F8F-1B | | Kh.15-43/94 | Bu122095 (soc Oct51) | D.779 | Code '201'; displayed at AFPS, Bangkok at least 1965 thro' 1987; to La Ferte Alais 1987, then G-BUCF (regd 18Feb92; canx 12Nov92), N2209 |
| | | | | | 36 F8F-1 shipped Oct52 on <i>CVE-92 Windham Bay</i> (in Bangkok 08Nov52); RTAF serials Kh15-51/95 to 86/95, including:- |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------|--------------|--|-------|---|
| F8F-1B | 103 | Kh.15-72/95 | Bu122103 (soc Oct52) | | Code '431' (1952-53) |
| F8F-1B | 120 | Kh.15-81/95 | Bu122120 (soc Jun52) | D.804 | Code '442' (1953-54); 'Tango' code '1234' |
| F8F-1B | 508 | | Bu121508 (soc Oct52) | | Code '1342' |
| | | | 3 procured Nov53. RTAF serials Kh15-87/96 to 89/96. | | |
| | | | 12 procured Dec53. RTAF serials Kh15-90/96 to 101/96 (or /97). | | |
| | | | 21 F8F-1 delivered on <i>CVE-88 Cape Esperance</i> 23Jun54. RTAF serials Kh15-102/97 to 122/97, including:- | | |
| F8F-1 | 434 | | Bu95434 (soc May54) | | Code '2333' |
| | | | 35 procured QE 30Sep54. RTAF serials Kh15-123/97 to 157/97, including :- | | |
| F8F-1 | 485 | Kh.15-154/97 | Bu95485 (soc Jun54) | | Code '312' |
| F8F-1 | 012 | | Bu95012 (soc Jun54) | | Code '5322' |
| | | | 10 procured QE 31Mar55. Returned by French AF (ex Bien Hoa storage) to USAF 06Apr55 for issue to Thailand . RTAF serials Kh15-158/98 to 167/98:- | | |
| F8F-1 | | | Bu94759, French AF | | dd to Bangkok 01Apr55 |
| F8F-1 | | | Bu94788, French AF | | |
| F8F-1 | | | Bu94835, French AF | | dd to Bangkok 01Apr55 |
| F8F-1 | | | Bu94856, French AF | | |
| F8F-1 | | | Bu94893, French AF | | dd to Bangkok 01Apr55 |
| F8F-1 | | | Bu94951, French AF | | |
| F8F-1 | | | Bu94970, French AF | | |
| F8F-1 | | | Bu95040, French AF | | |
| F8F-1 | | | Bu95144, French AF | | dd to Bangkok 01Apr55 |
| F8F-1 | | | Bu95184, French AF | | |
| | | | 12 procured QE 30Jun55. Returned by French AF (ex Bien Hoa storage) to USAF 07Jly55 for issue to Thailand. RTAF serials Kh15-168/98 to 179/98, including:- | | |
| F8F-1 | | | Bu94795, French AF | | |
| F8F-1 | | | Bu95083, French AF | | |
| F8F-1 | | | Bu95105, French AF | | |
| F8F-1 | | | Bu95142, French AF | | |
| F8F-1 | | | Bu95163, French AF | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--|----------------|---------------------|-----|---|
| F8F-1 | | | Bu95228, French AF | | |
| F8F-1 | | | Bu95280, French AF | | |
| F8F-1 | | | Bu95314, French AF | | |
| F8F-1 | | | Bu95333, French AF | | |
| | 10 procured QE 30Sep55 & 10 procured QE 31Dec55. RTAF serials Kh15-180/98 to 199/98, including:- | | | | |
| | 175 | Kh.15-172/98 ? | Bu95175 (soc Oct55) | | |
| F8F-1 | | | Bu95014, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1 | | | Bu95196, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1 | | | Bu95116, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1 | | | Bu95381, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1 | | | Bu95461, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1 | | | Bu95464, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1B | | | Bu121469, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1B | | | Bu121473, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1B | | | Bu121500, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1B | | | Bu121521, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| F8F-1B | | | Bu122098, French AF | | dd to Bangkok by air from Vietnam 07Dec55 |
| | 8 procured QE 31Mar56. RTAF serials Kh15-200/99 to 207/99 | | | | |
| F8F-1 | | | Bu94813, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1 | | | Bu94869, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1 | | | Bu94906, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1B | | | Bu95232, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1 | | | Bu95233, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1B | | | Bu95265, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1B | | | Bu121514, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| F8F-1B | | | Bu122152, French AF | | dd to Bangkok by air from Vietnam 27Feb56 |
| | Unknown delivery | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------------|--------------|--|-------|---|
| | | | | | Code '113' |
| | | | | | Code '121' |
| | | | | | Code '123' |
| | | | | | Code '242' |
| | | | | | Code '244' |
| | | | | | Code '245' |
| | | | | | Code '312'; w/o 22Jly54 |
| | | | | | Code '322'; w/o 22Jly54 |
| | | | | | Code '325' |
| | | | | | Code '331'; forced landing 1953 Bangmod, Thonburi |
| | | "Bu95342" | | | Code '342'; reported at Takhli Wing 4 gate 1967, 1971, 1974 & 1987 (this may be the same aircraft as below) |
| | 4000 / 43104 | | | | noted at Takhli 1974 & Aug89; probably the Bearcat with '104' on the fin noted stored at Takhli for Crown Prince 2003 thro' Feb04 (gone by Jan07); also reported sold to USA (this may be the same aircraft as above) |
| | | | | | Code '1314' |
| | | | | | Code '1323' |
| | | | | | Code '1335' |
| | | | | | Code '2300' |
| F8F-1 | | Kh.15-178/98 | Bu94956, French AF, SVNAF (toc May56) | D.205 | Code '4312'; RTAF Museum |
| | | | | | Code '4322' |
| | | | | | Code '4334' |
| | | | | | Code '4341' |
| | | | | | Code '4342' |
| | | | | | Code '4343' |
| | | | | | Code '5312' |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|-----|-------------|
| | | | | | Code '5323' |
| | | | | | Code '5324' |
| | | | | | Code '5325' |

B.Kh.16 = Republic F-84G Thunderjet

| <p>MAP deliveries (31):-</p> <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th></tr> </thead> <tbody> <tr> <td>SG02</td><td>18</td><td>F-84G</td><td>1963</td><td>XS USAF</td></tr> <tr> <td>SG03</td><td>13</td><td>F-84G</td><td>1963</td><td>PR USAF</td></tr> </tbody> </table> <ul style="list-style-type: none"> 13 (from European air forces, refurbished by OGMA at Alverca, then shipped to Kisarazu) & delivered Nov56; 18 (directly from the USAF, refurbished by Kawasaki at Kisarazu) delivered mid-1957; operated by 12 & 43 Squadrons; known accidents (serial tie-ups unknown) are:- <ul style="list-style-type: none"> 07Mar57 Crashed in the area of Hua Maak; pilot ejected 26May57 dbf whilst parked on apron 06Dec57 Crashed in Wang Noi district, Ayutthaya; pilot ejected 17May58 Crashed during practice bombing run at Koke Kathiem; pilot killed 07Jul58 Crashed at Koke Kathiem; pilot killed 20Mar59 Crashed at Koke Kathiem; pilot killed 21Sep59 Crashed on a training flight at Klong 14, Amphoe Hnong Jog, Bangkok; 1 killed (Plt Off Thawai Amphol) 10Mar60 Veered off the runway and left tyre blew on take-off from Don Mueang at 1035, whilst on an aerial-target-towing mission; sustained heavy damage, but reported repaired; pilot uninjured 14Apr60 An F-84, number four in a four-ship formation, returned from an aerial bombing training mission at Hin Shalam Island and landed wheels-up at Don Mueang at 1200; aircraft w/o; pilot uninjured 24May61 Crashed unknown location; pilot killed 20Jul61 Crashed unknown location; pilot killed type withdrawn 1963 | RCN | No. | Type | FY | Source | SG02 | 18 | F-84G | 1963 | XS USAF | SG03 | 13 | F-84G | 1963 | PR USAF | | | | |
|---|-------------|----------------------------|-----------|---|--------|------|----|-------|------|---------|------|----|-------|------|---------|--|--|--|--|
| RCN | No. | Type | FY | Source | | | | | | | | | | | | | | | |
| SG02 | 18 | F-84G | 1963 | XS USAF | | | | | | | | | | | | | | | |
| SG03 | 13 | F-84G | 1963 | PR USAF | | | | | | | | | | | | | | | |
| 839 | Kh.16-01/99 | 51-9839, Belgian AF FZ-27 | 2336-297B | MDAP 15Nov56 Kisarazu, Japan; code '1216' | | | | | | | | | | | | | | | |
| | Kh.16-02/99 | 51-9921, Italian AF | | MDAP 15Nov56 Kisarazu, Japan; code '1215' | | | | | | | | | | | | | | | |
| 923 | Kh.16-03/99 | 51-9923, Belgian AF FZ-37 | 2336-376B | MDAP 15Nov56 Kisarazu, Japan; code '1214' | | | | | | | | | | | | | | | |
| | Kh.16-04/99 | 51-10236, Belgian AF FZ-73 | 2242-689B | MDAP 15Nov56 Kisarazu, Japan; code '1213' | | | | | | | | | | | | | | | |
| | Kh.16-05/99 | 51-10552, French AF | | MDAP 15Nov56 Kisarazu, Japan; code '1212' | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---------------------------|-----------|--|
| | 582 | Kh.16-06/99 | 51-10582*, French AF | | MDAP 15Nov56 Kisarazu, Japan; code '1211', then '4314'; to RTAF Museum by 1967 as 582 code '4314'; mispainted as 878 code '1231' by Feb94; repainted as 582 code '4314' by Oct23 |
| | | Kh.16-07/99 | 51-9678, Belgian AF FZ-20 | 2336-131B | MDAP 15Nov56 Kisarazu, Japan; code '1231' |
| | | Kh.16-08/99 | 51-9702, Belgian AF FZ-18 | 2336-155B | MDAP 15Nov56 Kisarazu, Japan |
| | | Kh.16-09/99 | 51-9764, Belgian AF FZ-22 | 2336-217B | MDAP 15Nov56 Kisarazu, Japan; code '1225' |
| | | Kh.16-10/99 | 51-10540, French AF | | MDAP 28Nov56 Kisarazu, Japan |
| 851 | | Kh.16-11/99 | 51-10851, Italian AF | | MDAP 28Nov56 Kisarazu, Japan; code '1223' |
| | | Kh.16-12/99 | 51-10984, French AF | | MDAP 28Nov56 Kisarazu, Japan; code '1222' |
| 000 | | Kh.16-13/99 | 51-11000, French AF | | MDAP 28Nov56 Kisarazu, Japan; code '1221' |
| | | Kh.16-14/00 | 52-3262 | | MAP 11Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57 |
| | | Kh.16-15/00 | 52-3316 | | MAP 17Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57 |
| | | Kh.16-16/00 | 52-3304 | | MAP 17Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1232' |
| | | Kh.16-17/00 | 51-1322 | | MAP 11Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1233' |
| | | Kh.16-18/00 | 51-1308 | | MAP 17Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1234' |
| | | Kh.16-19/00 | 51-1267 | | MAP 11Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1235' |
| | | Kh.16-20/00 | 51-1249 | | MAP 11Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1236' |
| | | Kh.16-21/00 | 51-10348 | | MAP 22Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '1241' |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------|-------------|----------|-----|--|
| | | Kh.16-22/00 | 51-1009 | | MAP 11Jly57 Kisarazu, Japan; dd under operation 'Hawg Lift', departed Kisarazu 26Jly57 & arrived Don Mueang 29Jly57; code '4334' |
| | | Kh.16-23/00 | 51-1031 | | MAP 01Aug57 Kisarazu, Japan; code '1245' |
| | | Kh.16-24/00 | 51-1232 | | MAP 31Jly57 Kisarazu, Japan; code '1246' |
| | | Kh.16-25/00 | 51-1280 | | MAP 31Jly57 Kisarazu, Japan |
| | | Kh.16-26/00 | 51-1282 | | MAP 02Aug57 Kisarazu, Japan |
| | | Kh.16-27/00 | 52-3237 | | MAP 01Aug57 Kisarazu, Japan |
| | | Kh.16-28/00 | 52-3246 | | MAP 02Aug57 Kisarazu, Japan |
| | | Kh.16-29/00 | 52-3276 | | MAP 02Aug57 Kisarazu, Japan; code '1244' |
| 320 | | Kh.16-30/00 | 52-3320 | | MAP 02Aug57 Kisarazu, Japan; code '1243' |
| 448 | | Kh.16-31/00 | 51-10448 | | MAP 02Aug57 Kisarazu, Japan; code '1237' |
| 631174 | | Kh.17-5/04 | | | Code '4311'; displayed at Takhli |

B.Kh.17 = NA F-86 Sabre

| | MAP deliveries (64):- | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|------------|---------|---------|---|-----|-----|------|----|--------|------|----|-------|------|---------|------|----|-------|------|---------|------|---|-------|------|---------|
| | <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th></tr> </thead> <tbody> <tr> <td>ZC22</td><td>44</td><td>F-86F</td><td>1963</td><td>XS USAF</td></tr> <tr> <td>ZC21</td><td>18</td><td>F-86L</td><td>1963</td><td>XS USAF</td></tr> <tr> <td>CR57</td><td>2</td><td>F-86L</td><td>1965</td><td>XS USAF</td></tr> </tbody> </table> <ul style="list-style-type: none"> RTAF requested F-86's in Jan58; 1 test F-86F 1960; 54 F-86F delivered 1961-63; 20 F-86L 1962-66; accidents to unidentified F-86's on 04Jun62, 22Feb65 (2), 27Apr65, 11Apr68 ('4326') & 25Dec69; type withdrawn from service Jun67 (final formation flypast of 5 aircraft at Don Mueang 28Jun67), although last F-86F's not soc until 1972 | | | | | RCN | No. | Type | FY | Source | ZC22 | 44 | F-86F | 1963 | XS USAF | ZC21 | 18 | F-86L | 1963 | XS USAF | CR57 | 2 | F-86L | 1965 | XS USAF |
| RCN | No. | Type | FY | Source | | | | | | | | | | | | | | | | | | | | | |
| ZC22 | 44 | F-86F | 1963 | XS USAF | | | | | | | | | | | | | | | | | | | | | |
| ZC21 | 18 | F-86L | 1963 | XS USAF | | | | | | | | | | | | | | | | | | | | | |
| CR57 | 2 | F-86L | 1965 | XS USAF | | | | | | | | | | | | | | | | | | | | | |
| F-86F | 12907 | N/A | 51-2907 | 172-190 | Test aircraft, 1960 | | | | | | | | | | | | | | | | | | | | |
| F-86F | 4694 | Kh.17-1/04 | 52-4694 | 191-390 | MAP 30Oct60; toc 16Feb61; code '1322', later '4353' (1967); soc 24Jun70 | | | | | | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|----------|----------|--|
| F-86F | 4941 | Kh.17-2/04 | 52-4941 | 191-637 | MAP 30Oct60; toc 24Feb61; code '1313'; soc 19Jun68; displayed at Korat by May95 |
| F-86F | 4942 | Kh.17-3/04 | 52-4942 | 191-638 | MAP 29Oct60; toc 06Mar61; code '1334'; soc 27Nov62 |
| F-86F | | Kh.17-4/04 | 52-4957 | 191-653 | MAP 20Oct60; toc 10Feb61; code '1341'; soc 1961 |
| F-86F | 5000 | Kh.17-5/04 | 52-5000 | 191-696 | MAP 20Oct60; toc 04Mar61; code '1345', then '4351'; soc 10Apr69 |
| F-86F | 5019 | Kh.17-6/04 | 52-5019 | 191-715 | MAP 20Oct60; toc 09Mar61; code '1335'; soc 01Jly65 |
| F-86F | 5022 | Kh.17-7/04 | 52-5022 | 191-718 | MAP 27Oct60; toc 06Mar61; code '1315'; soc 25Jly66; preserved at RTAF Academy, Don Mueang; moved to form part of 4-ship RTAF Academy static 'diamond' formation display 2012 |
| F-86F | | Kh.17-8/04 | 52-5033 | 191-729 | MAP 20Oct60; toc 10Feb61; code '1312', then '4343'; soc 26May72 |
| F-86F | | Kh.17-9/04 | 52-5037 | 191-733 | MAP 20Oct60; toc 03Feb61; code '1311'; soc 27Nov62 |
| F-86F | 5060 | Kh.17-10/04 | 52-5060 | 191-756 | MAP 20Oct60; toc 03Mar61; code '1314'; soc 20Jly66; preserved in RTAF Museum coded '4322' since at least 1971 |
| F-86F | | Kh.17-11/04 | 52-5070 | 191-766 | MAP 20Oct60; toc 24Feb61; code '1323'; soc 16Sep64 |
| F-86F | | Kh.17-12/04 | 52-5072 | 191-768 | MAP 20Oct60; toc 03Feb61; code '1342'; soc 22Feb67 |
| F-86F | | Kh.17-13/04 | 52-5074 | 191-770 | MAP 20Oct60; toc 28Feb61; code '1333'; soc Mar64 |
| F-86F | | Kh.17-14/04 | 52-5076 | 191-772 | MAP 20Oct60; toc 06Mar61; code '1344'; soc 04Mar65 |
| F-86F | 5085 | Kh.17-15/04 | 52-5085t | 191-781* | MAP 20Oct60; toc 23Feb61; code '1332', then '4315'; soc 11Jly72; noted at 'Tango' Takhli store Feb04, then to 'Tango' Saraburi Aero Park site by Apr07 & noted there thro' Feb18; to Don Mueang Technical College 08/09Sep19 |
| F-86F | | Kh.17-16/04 | 52-5093 | 191-789 | MAP 20Oct60; toc 09Mar61; code '1325'; soc 20Jly66 |
| F-86F | 5095 | Kh.17-17/04 | 52-5095 | 191-791 | MAP 30Oct60; toc 06Mar61; code '1324'; soc 02Jan64 |
| F-86F | | Kh.17-18/04 | 52-5112 | 191-808 | MAP 20Oct60; toc 28Feb61; code '1343', then '4334'; soc 14Jly72; stored at Don Mueang Feb73; believed to be the F-86F serialled 5021 & coded '1314' preserved at Don Mueang at least 1992-2002; repainted as 5112 code '4334' 2003 |
| F-86F | 5134 | Kh.17-19/04 | 52-5134 | 191-830 | MAP 20Oct60; toc 10Feb61; code '1331'; soc 04Mar68 |
| F-86F | 5153 | Kh.17-20/04 | 52-5153 | 191-849 | MAP 20Oct60; toc 03Feb61; code '1321', then '4312', then '4352' (1967); soc 14Jly72 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|--------------------------------|---------|---|
| F-86F | 4482 | Kh.17-21/04 | 52-4482 | 191-178 | MAP 21Aug61; toc 28Sep61; code '1211', then '4311'; soc 26Sep72; stored at Don Mueang Feb73; to Bangkok Science Museum by Mar83 |
| F-86F | | Kh.17-22/04 | 52-4960 | 191-656 | MAP 21Aug61; toc 28Sep61; code '1212'; soc 26Jun63 |
| F-86F | 4964 | Kh.17-23/04 | 52-4964 | 191-660 | MAP 21Aug61; toc 28Sep61; code '1213'; soc 11Jly62 |
| F-86F | 4965 | Kh.17-24/04 | 52-4965 | 191-661 | MAP 21Aug61; toc 28Sep61; code '1214'; soc 04Mar68 |
| F-86F | 4970 | Kh.17-25/04 | 52-4970 | 191-666 | MAP 21Aug61; toc 28Sep61; code '1215'; soc 20Jan72 |
| F-86F | | Kh.17-26/04 | 52-4972 | 191-668 | MAP 21Aug61; toc 28Sep61; code '1221'; soc 26Sep72 |
| F-86F | | Kh.17-27/04 | 52-4985 | 191-681 | MAP 21Aug61; toc 28Sep61; code '1222', then '4322'; soc 04Mar68 |
| F-86F | | Kh.17-28/04 | 52-4996 | 191-692 | MAP 21Aug61; toc 28Sep61; code '1223'; soc 15Nov62 |
| F-86F | 5002 | Kh.17-29/04 | 52-5002 | 191-698 | MAP 21Aug61; toc 28Sep61; code '1224', then '4323'; w/o 25Dec69; soc 03Feb70 |
| F-86F | | Kh.17-30/04 | 52-5015 | 191-711 | MAP 21Aug61; toc 28Sep61; code '1225'; soc 14Jly72 |
| F-86F | 5017 | Kh.17-31/04 | 52-5017 | 191-713 | MAP 21Aug61; toc 28Sep61; code '1231', then 4331'; soc 16Feb67 |
| F-86F | 5018 | Kh.17-32/04 | 52-5018 | 191-714 | MAP 21Aug61; toc 28Sep61; code '1232', then '4332'; soc 14Jly72; noted at Don Mueang Feb73 & Apr73 |
| F-86F | 5027 | Kh.17-33/04 | 52-5027 | 191-723 | MAP 21Aug61; toc 28Sep61; code '1233'; soc 1965 |
| F-86F | | Kh.17-34/04 | 52-5030 | 191-726 | MAP 21Aug61; toc 28Sep61; code '1234', then '4334'; soc 1963 |
| F-86F | | Kh.17-35/04 | 52-5038 | 191-734 | MAP 21Aug61; toc 28Sep61; code '1235'; soc 03Feb70 |
| F-86F | | Kh.17-36/04 | 52-5044 | 191-740 | MAP 21Aug61; toc 28Sep61; code '1241'; soc 26May72; also reported as code '4335' Jan81 & with 'Tango' (see 52-5047) |
| F-86F | | Kh.17-37/04 | 52-5047 | 191-743 | MAP 21Aug61; toc 28Sep61; code '1242', then '4335'; soc 14Jly72 |
| F-86F | 5079 | Kh.17-38/04 | 52-5079 | 191-775 | MAP 21Aug61; toc 28Sep61; code '1243', then '4342'; at Don Mueang Oct70; soc 14Jly72; preserved at Takhli by 1996 |
| F-86F | | Kh.17-39/04 | 52-5080 | 191-776 | MAP 21Aug61; toc 28Sep61; code '1244'; soc 21Jan63 |
| F-86F | | Kh.17-40/04 | 52-5082 | 191-778 | MAP 21Aug61; toc 28Sep61; code '1245'; soc 24Nov65 |
| F-86F | 113211 | Kh.17-41/06 | 51-13211; C.5-146 (Spanish AF) | 176-142 | toc 07Feb63; code '1314', then '4314'; soc 11Jly72 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|---------|-------------|-------------------------------|---------|--|
| F-86F | | Kh.17-42/06 | 51-13220; C.5-48 (Spanish AF) | 176-151 | toc 07Feb63; code '1311'; soc 25Jly66; also reported Jan81 as front fuselage coded '1314'; reported to be the front fuselage in fire rescue area at Don Mueang & to RTAF Museum 2011 |
| F-86F | 113232 | Kh.17-43/06 | 51-13232; C.5-46 (Spanish AF) | 176-163 | toc 07Feb63; code '1316', then '4331'; soc 14Jly66; noted preserved at Takhli 1988/89 |
| F-86F | 113234 | Kh.17-44/06 | 51-13234; C.5-22 (Spanish AF) | 176-165 | toc 07Feb63; code '1326'; soc 23Mar71; believed to be the F-86 preserved at Lopburi since at least 1988; marked '83234 / '1326' by Jan07; recoded '1362' by Jly12 |
| F-86F | | Kh.17-45/06 | 51-13245; C.5-49 (Spanish AF) | 176-176 | toc 07Feb63; soc 30Jun66 |
| F-86F | | Kh.17-46/06 | 51-13288; C.5-33 (Spanish AF) | 176-219 | toc 07Feb63; code '4332'; soc 17Jan66 |
| F-86F | | Kh.17-47/06 | 51-13293; C.5-42 (Spanish AF) | 176-224 | toc 07Feb63; code '1336', then '4333'; soc 12Jun72 |
| F-86F | | Kh.17-48/06 | 51-13301; C.5-24 (Spanish AF) | 176-232 | toc 07Feb63; soc 02Jan64 |
| F-86F | | Kh.17-49/06 | 51-13312; C.5-35 (Spanish AF) | 176-243 | toc 07Feb63; code '1341'; soc 19May71 |
| F-86F | | Kh.17-50/06 | 51-13328; C.5-36 (Spanish AF) | 176-259 | toc 07Feb63; code '1346'; soc 01Jly65 |
| F-86F | | Kh.17-51/06 | 51-13331 | 176-262 | MAP 14Oct63; toc 19Nov63; code '4316'; soc 17Jun68 |
| F-86F | O-24349 | Kh.17-52/06 | 52-4349 | 191-45 | MAP 14Oct63; toc 19Nov63; code '4336'; soc 17Jun68 |
| F-86F | 5032 | Kh.17-53/06 | 52-5032 | 191-728 | MAP 14Oct63; toc 19Nov63; code '4345'; soc 14Jly72; displayed at Chiang Mai by 1991 marked '270326' / '051232' and code '4111'; repainted as 5032 / '4345' by Apr12 |
| F-86F | | Kh.17-54/06 | 52-5039 | 191-735 | MAP 14Oct63; toc 19Nov63; soc 26Apr65 |
| F-86F | | | | | Code '4341'; noted Takhli 1967 |
| F-86L | | Kh.17k-1/06 | 53-0609 | 201-53 | toc 28Dec62; code '1211'; soc 27Apr65 |
| F-86L | | Kh.17k-2/06 | 53-0621 | 201-65 | toc 28Dec62; code '1212'; soc 27Apr65 |
| F-86L | 30626 | Kh.17k-3/06 | 53-0626 | 201-70 | toc 28Dec62; code '1213'; soc 28Jun67; preserved at Armed Forces Preparatory School, Bangkok at least 1983 to 2001, then to Nakhon Nayok by 2005 (marked '30676') |
| F-86L | 30677 | Kh.17k-4/06 | 53-0677 | 201-121 | toc 28Dec62; code '1214'; soc 28Jun67; preserved near RTAF Academy, Don Mueang |
| F-86L | 30681 | Kh.17k-5/06 | 53-0681 | 201-125 | MAP 02Nov62; toc 28Dec62; code '1215'; soc 28Jun67; preserved in RTAF Museum since at least 1971 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|------------------|--------------|---------|---------|---|
| F-86L | 30843 | Kh.17k-6/06 | 53-0843 | 201-287 | MAP 02Nov62; toc 28Dec62; code '1221'; soc 28Jun67; probably that noted at 'Tango' Takhli store Feb04 |
| F-86L | 30848 | Kh.17k-7/06 | 53-0848 | 201-292 | toc 28Dec62; code '1222'; soc 28Jun67, but noted at Don Mueang Nov67 |
| F-86L | 30853 | Kh.17k-8/06 | 53-0853 | 201-297 | toc 28Dec62; code '1223'; soc 27Mar66, but noted at Don Mueang Aug66 |
| F-86L | 30862 | Kh.17k-9/06 | 53-0862 | 201-306 | toc 28Dec62; code '1224'; soc 28Jun67 |
| F-86L | 30866 | Kh.17k-10/06 | 53-0866 | 201-310 | toc 28Dec62; code '1231'; soc 28Jun67 |
| F-86L | 30892 | Kh.17k-11/06 | 53-0892 | 201-336 | toc 28Dec62; code '1232'; soc 28Jun67; preserved at RTAF Academy, Don Mueang |
| F-86L | | Kh.17k-12/06 | 53-0898 | 201-342 | toc 28Dec62; code '1233'; soc 22Jly66 |
| F-86L | 30916 | Kh.17k-13/06 | 53-0916 | 201-360 | toc 28Dec62; code '1234'; soc 28Jun67 |
| F-86L | 31013 | Kh.17k-14/06 | 53-1013 | 201-457 | toc 28Dec62; code '1241'; soc 28Jun67 |
| F-86L | 31046 | Kh.17k-15/06 | 53-1046 | 201-490 | toc 28Dec62; code '1242'; soc 28Jun67 |
| F-86L | 33683 | Kh.17k-16/06 | 53-3683 | 201-524 | toc 28Dec62; code '1243'; soc 28Jun67, but noted at Don Mueang Nov67 |
| F-86L | 34024 | Kh.17k-17/06 | 53-4024 | 201-558 | toc 28Dec62; code '1244'; soc 28Jun67 |
| F-86L | 30978 | Kh.17k-18/06 | 53-0978 | 201-422 | MAP 19Sep63; toc 06Nov63; code '1225'; w/o 07Jly65; soc 01Oct65 |
| F-86L | O-30557 / FU-557 | Kh.17k-19/09 | 53-0557 | 201-1 | toc 28Jan66; code '1235'; soc 28Jun67, but noted at Don Mueang Nov67 |
| F-86L | O-30920 / FU-920 | Kh.17k-20/09 | 53-0920 | 201-364 | toc 28Jan66; code '1245'; soc 28Jun67 |

B.Kh.18 = Northrop F-5

MAP deliveries (25):-

| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
|------|-----|-------|------|---------|--|
| XF86 | 2 | F-5B | 1966 | TR USAF | 63-8438, 63-8439 (Kh.18k-1/09, Kh.18k-2/09) |
| XE61 | 4 | F-5A | 1967 | PR USAF | 66-9159, 66-9160, 66-9161, 66-9169 (Kh.18-1/10 to Kh.18-4/10) |
| XE61 | 4 | F-5A | 1968 | PR USAF | 67-21236, 67-21237, 67-21257, 67-21258 (Kh.18-51/10 to Kh.18-8/10) |
| AT10 | 4 | RF-5A | 1969 | PR USAF | 69-7154, 69-7157, 69-7158, 69-7159 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|------|---------|---|
| | | | | | (TKh.18-1/13 to TKh.18-4/13) |
| XE61 | 4 | F-5A | 1970 | PR USAF | 66-9129, 70-1390, 70-1391, 70-1392 (Kh.18-9/12 to Kh.18-12/14) |
| EY21 | 6 | F-5A | 1973 | TR USAF | 63-8371, 63-8375, 63-8379, 71-0263 to 71-0265 (Kh.18-13/17 to Kh.18-18/17) |
| FP43 | 1 | F-5B | 1976 | XS USAF | 73-1609 (Kh.18k-3/18) |
| | | | | | <ul style="list-style-type: none"> • 29Mar66: 2 F-5B ('1301' & '1302') delivered to 13 Squadron (Don Mueang, later Korat) by sea, arriving 29Mar66; these 2 F-5B flew 12.1 hours in Apr66, 40.6 hours in May66 & 61.9 hours in Jun66; • mid-1967: 8 F-5A ('1311' to '1314' & '1321' to '1324') delivered to 13 Squadron; • 1969/70: 4 F-5A ('1311', '1313', '1314' & '1324') were w/o in 1969/1970; • 1969/71: 4 attrition replacements delivered to 13 Squadron, re-using the old codes; 1 ex-SVNAF F-5C ('1314') & 3 F-5A ('1311', '1313' & '1324'); • 1970: 4 RF-5A ('1341' to '1344') delivered to 13 Squadron; • 20Dec73: 6 F-5A ('1315', '1321', '1331' to '1334') handed over to 13 Squadron; • mid-1975: 1 F-5B ('1303'), an SVNAF escapee, delivered to 13 Squadron; • 01Oct77: 13 Squadron renumbered 103 Squadron; • 1978/79: 17 F-5E (full code allocation unclear, but in batches from '10211' to '10245') & 3 F-5F ('10241' to '10243') delivered to 102 Squadron (Korat); • 28Aug80: F-5B reported w/o, but may be confused with the two F-5A lost on that day; • 1981: 1 F-5F ('10246') delivered to 102 Squadron; • 1981: 17 F-5E (full code allocation unclear, but in batches from '40311' to '40344') & 2 F-5F ('40301' & '40302') delivered to 403 Squadron (Takhli); • Sep82: 2 ex-RMAF F-5B ('10302' & '10304') delivered to 103 Squadron; • 1987: 2 F-5B ('23105' & '23106') delivered to 231 Squadron (Udon Thani); previously a T-28 unit; • 1988: 103 Squadron re-equipped with F-16; surviving 103 Squadron F-5's generally to 231 Squadron; • 1988: 6 ex-Clark AFB F-5E (full code allocation unclear, but probably re-used from attrition losses) delivered to 102 Squadron; • 1990: first 904 Squadron F-5E ('904') noted; • 1993: 102 Squadron re-equipped with L-39; surviving 102 Squadron F-5's generally to 231 & 711 Squadrons; • 1993: 711 Squadron (Surat Thani) formed, largely with ex-102 & 231 Squadron F-5's; • 1994: 211 Squadron (Ubon) re-equipped (previously an A-37 unit), largely with ex-403 Squadron F-5's; • 1996: 403 Squadron re-equipped with F-16; surviving 403 Squadron F-5's generally to 211 Squadron; • 05Mar99: 711 Squadron renumbered 701 Squadron; • 2000: 231 Squadron re-equipped with Alpha Jet; surviving F-5's generally to 711 (initially), then 701 Squadron; • 2003: 12 F-5E & 3 F-5F upgraded to F-5T Tigris & F-5TF Tigris under contract with ELBIT awarded in 2003; • 2011: 701 Squadron re-equipped with Gripen; • Oct12: surviving 701 Squadron F-5's to 211 Squadron; • 2014: 10 (believed to be 7 F-5T & 3 F-5TF Tigris) further upgraded to F-5TH & F-5THF Super Tigris under contract with ELBIT awarded in 2014; |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--|-------------|------------------------------|--------|---|
| | <ul style="list-style-type: none"> • 2017: 4 further (believed to be F-5T Tigris) further upgraded to F-5TH Super Tigris under contract with ELBIT awarded in 2017; • 14Nov19: induction ceremony for F-5TH & F-5THF | | | | |
| F-5A | | N/A | 67-21167, 1258 (RoCAF) | N-6354 | Spares use; stored at Don Mueang; to RTAF Museum Nov08 |
| F-5A | | N/A | 69-7101, 1271 (RoCAF) | N-6467 | Spares use; stored at Don Mueang; to RTAF Museum Nov08 |
| F-5A | | N/A | 69-7110, 1275 (RoCAF) | N-6476 | Spares use; stored at Don Mueang; to RTAF Museum Nov08 |
| F-5A | 01389 | N/A | 70-1389, SVNAF, 1294 (RoCAF) | N-6511 | Spares use; noted 1996; noted Jan09 |
| F-5A | | N/A | 71-0276, SVNAF, 1295 (RoCAF) | N-6546 | Spares use; stored at Don Mueang; to RTAF Museum Nov08 |
| F-5A | 69159 | Kh.18-1/10 | 66-9159 | N-6263 | MAP 25Apr67; code '1311' (Oct68); w/o 02Jan70 |
| F-5A | 69160 | Kh.18-2/10 | 66-9160 | N-6264 | MAP 25Apr67; code '1312' (Sep70 thro' Jly71), then '10312', then '23121' ('23112' ?), then '71141' (1998), then '70141' (Feb02); GI airframe at Korat; to Nakhon Nayok 2006 as '1312' |
| F-5A | 69161 | Kh.18-3/10 | 66-9161 | N-6265 | MAP 25Apr67; code '1313' (Oct68 thro' Sep70); w/o 06Oct70; wreckage preserved at Khao Kho |
| F-5A | 69169 | Kh.18-4/10 | 66-9169 | N-6273 | MAP 25Apr67; code '1314' (Oct68); w/o 10Apr69 |
| F-5A | 21236 | Kh.18-5/10 | 67-21236 | N-6342 | Code '1321' (Oct68 thro' Sep70); w/o 27May71 |
| F-5A | 21237 | Kh.18-6/10 | 67-21237 | N-6343 | Code '1322' (Oct68 thro' Nov72), then '23122', then '10322'; w/o 28Aug80 |
| F-5A | 21257 | Kh.18-7/10 | 67-21257 | N-6340 | Code '1323' (Oct68 thro' Mar72), then '10323' (Jan81), then '23123', then '71142' (1998), then '70142'; retired 2000 & preserved at Surat Thani |
| F-5A | 21258 | Kh.18-8/10 | 67-21258 | N-6341 | Code '1324' (Feb69); w/o 04Sep70 |
| F-5C | 69129 | Kh.18-9/12 | 66-9129, SVNAF | N-6233 | Code '1314' (Sep70 thro' Mar72), then '10314' (Jan81), then '23114'; w/o 15Nov88 |
| F-5A | 01390 | Kh.18-10/14 | 70-1390 | N-6512 | Attrition replacement; code '1311' (Jly71 thro' Mar74), then '23111', then '10311'; w/o 28Aug80 |
| F-5A | 01391 | Kh.18-11/14 | 70-1391 | N-6513 | Attrition replacement; code '1313' (Nov72 thro' Nov75), then '23113', then '10313', then '23122'; w/o 08Nov95 |
| F-5A | 01392 | Kh.18-12/14 | 70-1392 | N-6514 | Attrition replacement; code '1324' (Mar72 thro' Nov75), then '10324' (Jan81), then '23124'; w/o 24Sep91 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|--------------|---------|---------|--|
| F-5A | 38371 | Kh.18-13/17 | 63-8371 | N-6008 | Handed over by Northrop 20Dec73; code '1315', then '10315', then '23133', then '71143' (1998), then '70143'; preserved at Udon Thani; RTAF Museum by Feb02 |
| F-5A | 38375 | Kh.18-14/17 | 63-8375 | N-6012 | Handed over by Northrop 20Dec73; code '1331' (1974), then '10331' (1976), then '23131'; w/o 27Mar87 |
| F-5A | 38379 | Kh.18-15/17 | 63-8379 | N-6016 | Handed over by Northrop 20Dec73; code '1332' (1974), then '10332' (1976 thro' Jan81), then '23132', then '71144' (1998), then '70144' (2000); retired 2000; noted at Don Mueang Oct00; noted coded '90409' Mar11, probably for display at one of the Royal palaces |
| F-5A | 10263 | Kh.18-16/17 | 71-0263 | N-6533 | Handed over by Northrop 20Dec73; code '1321', then '10321', then '23121'; w/o 19Sep81 |
| F-5A | 10264 | Kh.18-17/17 | 71-0264 | N-6534 | Handed over by Northrop 20Dec73; code '1333', then '10333' (1976); w/o 11Jun76 <i>Note: also reported as 11Jan76; the incident is however reported in The Straits Times of 14 June 1976</i> |
| F-5A | 10265 | Kh.18-18/17 | 71-0265 | N-6535 | Handed over by Northrop 20Dec73; code '1334' (1974), then '10334', then '23134'; w/o 27Mar87 |
| RF-5A | 97154 | T.Kh.18-1/13 | 69-7154 | RF-1034 | Code '1341' (Jun71 thro' Nov72), then '10341', then '23141'; w/o 27Mar87 |
| RF-5A | 97157 | T.Kh.18-2/13 | 69-7157 | RF-1037 | Code '1342' (Nov70 thro' Mar72); current Feb73, then '10342' (1976), then '23142'; w/o 14Oct92; repaired for static display with F-5A nose; noted in revetments at Udon Thani by Feb12 |
| RF-5A | 97158 | T.Kh.18-3/13 | 69-7158 | RF-1038 | Code '1343' (Nov70 thro' Mar74), then '10343', then '23143', then '71104' (1998), then '70104'; GI airframe at Surat Thani Jan06; soc 01Oct06; to RTAF Museum 07Dec06 |
| RF-5A | 97159 | T.Kh.18-4/13 | 69-7159 | RF-1039 | Code '1344' (Nov70 thro' Feb73), then '10344' (Jan81), then '23144'; w/o 25Jan87; repaired for static display as an F-5A & part of 4-ship RTAF Academy static 'diamond' formation display 2012 |
| F-5B | 38438 | Kh.18k-1/09 | 63-8438 | N-8001 | TL 09Feb66, Edwards, CA; dd on 'USS <i>Brenton</i> ' arriving 29Mar66 & ready for flight 05Apr66; code '1301' (Nov70 thro' Nov75), then '10301', then '23101', then '71101', then '70101' (Jan00 thro' Dec07); to RTAF Museum 18Dec07 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------------|----------------|--|-----------------|--------|---|
| F-5B | 38439 | Kh.18k-2/09 | 63-8439 | N-8002 | TL MAP 17Feb66 McLellan, CA; dd on 'USS <i>Brenton</i> ' arriving 29Mar66 & ready for flight 05Apr66; code '1302' (Oct68 thro' Nov75); w/o 14Sep76 |
| F-5B | 01609 / 31609 | Kh.18k-3/18 | 73-1609, SVNAF | N-8128 | Escaped to U-Tapao Apr75; code '1303' (1975), then '10303' (Jan80), then '23103'; retired at Udon Thani 1993; fuselage noted at TAI Don Mueang by Jan09; fuselage to ATTS, Aircraft Maintenance Practical Skills Workshop (building 4343) by Jan18; moved outside by Feb23 |
| F-5B | 00778 / 400778 | Kh.18k-4/25 | 74-0778, FM2201 | N-8136 | dd Sep82; code '10302' (1982), then '23102'; damaged by SAM 13Feb88; code '71102' (1998), then '70102' (Jan01 thro' Jan05); w/o 21Apr05 |
| F-5B | 00779 / 40779 | Kh.18k-5/25 | 74-0779, FM2202 | N-8137 | dd Sep82; code '10304' (1982), then '23104', then '71103' (1998), then '70103/SRT' (Jan01 thro' Jan09), then '70131' (Jun12), then '21101' (Jan13 thro' Aug16), then '90412' Mar19; noted outside at Don Mueang May25 |
| F-5B | 31602 | Kh.18k-6/30 | 73-1602 | N-8121 | Code '23105'; retired at Udon Thani after engine fire 1993; stored at Udon Thani Feb03 |
| F-5B | 31603 / 01603 | Kh.18k-7/30 | 73-1603 | N-8122 | Code '23106'; retired at Udon Thani 1993; preserved at Udon Thani |
| F-5E | 61664 | Kh.18Kh-1/21 | 76-1664 | R-1338 | At McLellan, CA pre-delivery Apr78; code '10211' (Aug87), then '71111/SRT', then '70111' (Jan00); w/o 29Apr02 |
| F-5E / F-5T / F-5TH | 61665 | Kh.18Kh-2/21 | 76-1665 | R-1339 | At McLellan, CA pre-delivery Apr78; code '10212', then '71112/SRT' (Jan99), then '70112/SRT' (Jan00 thro' Jan07); damaged 18Jan06 (repaired); noted Jan09; to code '21112' (May16 thro' May18, 211 Sqdn 40 th anniversary scheme); noted thro' Mar25 (Super Tigris scheme) |
| F-5E | 61666 | Kh.18Kh-3/21 | 76-1666 | R-1340 | At McLellan, CA pre-delivery Apr78; code '10213', then '71113/SRT'; w/o 31Dec96 |
| F-5E | 61667 | Kh.18Kh-4/21 | 76-1667 | R-1341 | At McLellan, CA pre-delivery Apr78; code '10214', then '71114/SRT'; w/o 08Jan96 |
| F-5E | 61668 | Kh.18Kh-5/21 <i>changed to</i> B.Kh.18Kh.MVK.1/21/41/VVIP <i>after transfer to Royal Flight</i> | 76-1668 | R-1342 | At McLellan, CA pre-delivery Apr78; code '10215', then '704' (1989), then '904' (Feb90 thro' Mar95), then '90401' (Oct95 thro' Mar98); the /41/ in the serial suggests transferred to Royal Flight 1998, then '904XXX' (Jan01), then '90400' (May01); noted in primer at Don Mueang May06, then '90401' (Dec06 thro' Mar25) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------------|--------|---------------|---------|---------|---|
| F-5E / F-5T / F-5TH | 61669 | Kh.18Kh-6/21 | 76-1669 | R-1343 | Code '10221', then '71121', then '70121/SRT' (Jan00 thro' Jan09), then '70141' (Mar11 thro' Jun12); then '21108' (Jan24 thro' Mar24) |
| F-5E / F-5T / F-5TH | 61670 | Kh.18Kh-7/21 | 76-1670 | R-1344 | Code '10222', then '71122/SRT', then '70122' (Jan00 thro' Feb08), then '70142' (Mar11), then '21107' (Sep23 thro' Mar24) |
| F-5E | 61671 | Kh.18Kh-8/21 | 76-1671 | R-1345 | Code '10223', then '71123 (Feb95), then '90405' (Oct95 thro' Dec08) |
| F-5E / F-5T / F-5TH | 61672 | Kh.18Kh-9/21 | 76-1672 | R-1346 | Code '10224', then '71124' (Dec97 thro' Aug99), then '70124/SRT' (Feb03 thro' Jan09), then '70143' (Jan12 thro' Jun12), then '21109' (Mar22 thro' Mar25) |
| F-5E / F-5T / F-5TH | 61673 | Kh.18Kh-10/21 | 76-1673 | R-1347 | Code '10231', then '71131/SRT', then '71113', then '70113' (Jan00 thro' Jan07), then '21110' (Mar23 thro' Mar24) |
| F-5E / F-5T / F-5TH | 61674 | Kh.18Kh-11/21 | 76-1674 | R-1353 | Code '10232', then '71132', then '71114' (Jan99), then '70114/SRT' (Jan02 thro' Jan09), then '70145' (Mar12), then '21111' Jan23) |
| F-5E | 61675 | Kh.18Kh-12/21 | 76-1675 | R-1354 | Code '10233', then '71133'; w/o 16Feb05 |
| F-5E | 61676 | Kh.18Kh-13/21 | 76-1676 | R-1355 | At McLellan, CA pre-delivery Apr78; code '10234', then '71134/SRT' (Feb95), then '90404' (Jan97 thro' Apr97), then '90406' (Dec98 thro' Dec08) |
| F-5E | 80770 | Kh.18Kh-14/21 | 78-0770 | R-1371 | Code '10225' (Jan81); midair collision with F-5E 61612 Brunei 31Jan90, but repaired, then '90406' (Oct95 thro' Feb97), then '90404' (Dec98 thro' Oct00), then '90407' (Jan01 thro' Jan13) |
| F-5E | 80771 | Kh.18Kh-15/21 | 78-0771 | R-1372 | Code '10235', then '71142'; reported w/o 07Oct93 |
| F-5E / F-5T / F-5TH | 80772 | Kh.18Kh-16/22 | 78-0772 | R-1374 | Code '10244', then '71143', then '70123/SRT' (Jan01 thro' Jan09), then '70146' (Mar12), then '21116' (Jan16 thro' Mar25) |
| F-5E | 80773 | Kh.18Kh-17/22 | 78-0773 | R-1375 | Code '10245' (Aug87), then '71144/SRT', then '90408/SRT' (Dec97 thro' May05); possibly to display at Sukhothai Palace by Jan10 (but that F-5 may be an F-5A falsely marked) |
| F-5E | 91681 | Kh.18Kh-18/24 | 79-1681 | TU-1001 | At McLellan, CA pre-delivery Oct80; code '40311', then '21118' (Feb06 thro' Feb08); w/o 23Dec09 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------|--------|--|---------|---------|--|
| F-5E / F-5T | 91682 | Kh.18Kh-19/24 | 79-1682 | TU-1002 | At McLellan, CA pre-delivery Oct80; code '40321' (Sep93), then '21119' (Jan99 thro' Jan18); failed structural requirements for upgrade to F-5TH; to RTAF Museum 19Dec19 |
| F-5E / F-5T | 91683 | Kh.18Kh-20/24 | 79-1683 | TU-1003 | Code '40331', then '21120' (Mar06 thro' Jan20) |
| F-5E | 91684 | Kh.18Kh-21/24 | 79-1684 | TU-1004 | Code '40341', then '21121', then '90403' (Jan97 thro' Aug97), then '90402' (Jan98 thro' May06) |
| F-5E | 91685 | Kh.18Kh-22/24 | 79-1685 | TU-1005 | Code '40312', then '21122' (Feb95), then '90402' (Dec97 thro' May98), then '90401' (Jan99 thro' Mar04) |
| F-5E / F-5T / F-5TH | 91686 | Kh.18Kh-23/24 | 79-1686 | TU-1006 | Code '40322'; starboard engine damaged by SAM7 1987; then '21123' (Jan97 thro' Mar23) |
| F-5E / F-5T / F-5TH ? | 91687 | Kh.18Kh-24/24 | 79-1687 | TU-1007 | Code '40332', then '21124' (Jan99 thro' Jan17) |
| F-5E | 91694 | Kh.18Kh-25/24 | 79-1694 | TU-1008 | Code '40342', then '21125'; w/o 04Feb88 |
| F-5E | 91695 | Kh.18Kh-26/24 | 79-1695 | TU-1009 | Code '40313'; burnt out at Takhli 1990; noted as a wreck Nov93, then '90408' (Jun97 thro' Aug97); to RTAF Museum by late 1998 as '71113'; to Nakhon Nayok 2006; forward fuselage still at TAI Don Mueang Jan13 |
| F-5E / F-5T | 91696 | Kh.18Kh-27/24 | 79-1696 | TU-1010 | Code '40323', then '21127' (Jan00 thro' Jan13); displayed at Navaminda Kasatriyadhiraj RTAF Academy, Muek Lek by Jly25 |
| F-5E / F-5T / F-5TH | 91697 | Kh.18Kh-28/24 | 79-1697 | TU-1011 | Code '40333', then '21128' (Jan02 thro' Jan19, 211 Sqdn 40 th anniversary scheme) |
| F-5E / F-5T / F-5TH | 91702 | Kh.18Kh-29/24 | 79-1702 | TU-1012 | Code '40343', then '21129' (May03 thro' Dec21) |
| F-5E / F-5T / F-5TH | 91703 | Kh.18Kh-30/24 | 79-1703 | TU-1013 | Code '40314', then '21130' (Jan99 thro' Mar19) |
| F-5E | 91704 | Kh.18Kh-31/24 <i>changed to</i> B.Kh.18Kh.MVK.3/22/41/VIP <i>after transfer to Royal Flight</i> | 79-1704 | TU-1014 | Code '40324', then '21131', then '90407' (Jan97 thro' Jan98), then '90403' (Jun98 thro' Aug21) |
| F-5E / F-5T / F-5TH ? | 91705 | Kh.18Kh-32/24 | 79-1705 | TU-1015 | Code '40334', then '21132' (Jan05 thro' Mar19) |
| F-5E | 91706 | Kh.18Kh-33/24 | 79-1706 | TU-1016 | Code '40344', then '21133' (Sep99 thro' Nov99), then '90404' (Mar00 thro' Apr11) |
| F-5E / F-5T | 91707 | Kh.18Kh-34/24 | 79-1707 | TU-1017 | Code '40315'; reported w/o before 2000 but presumably repaired; noted as '21134' (Feb06 thro' Mar13); failed structural requirements for upgrade to F-5TH; to RTAF Museum 19Dec19 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------|---------------|------------------------------------|-----------|---------|--|
| F-5E | 41561 | Kh.18Kh-35/31 | 74-1561 | R-1243 | Code '10226' (Jan98); grounded due to upper cockpit longeron crack pre-2000; parts used in the composite displayed at Surat Thani as 41573 / '70135' |
| F-5E / F-5T / F-5TH | 01574 / 41574 | Kh.18Kh-36/31 | 74-1574 | R-1273 | Code '10241', then '23112', then '71123'/SRT, then '70131/SRT' (Jan05 thro' Jan09), then '21136' (by Jun12) |
| F-5E / F-5T / F-5TH | 41575 | Kh.18Kh-37/31 | 74-1575 | R-1275 | Code '10243' then '23113', then '904-1' (Royal Flight), then '90402' (Oct95), then '71132', then '70132' (Jan00), then '70134' (Jun12), then '21137' (Nov19 thro' Aug22) |
| F-5E / F-5T / F-5TH | 50614 | Kh.18Kh-38/31 | 75-0614 | R-1309 | Code '10215', then '23114', then '70133/SRT' (Jan04 thro' Jan09), then '21138' (Dec21 thro' Jan23) |
| F-5E | 50615 | Kh.18Kh-39/31 | 75-0615 | R-1310 | dd 1988; code '10216', then '23115', then '71134' (Jan99), then '70134' (Sep02 thro' Feb08), then '21139' (Jan14) |
| F-5E | 50616 | Kh.18Kh-40/31 | 75-0616 | R-1316 | Code '10236'; w/o Oct91, then '23116' (May96); rear fuselage derelict at TAI Don Mueang by 1996; forward fuselage probably used for the F-5E displayed at Nakhon Nayok, Armed Forces Preparatory School since 2006 |
| F-5E | 41562 | (Kh.18Kh-41/31) | 74-1562 | R-1244 | Spares use only; noted derelict in 904 Sqn hangar, Don Mueang Oct95 & May97 (gone by 2001) |
| F-5S | | | RSiAF 8.. | | dd 2017 for spares use for F-5T programme |
| F-5S | | | RSiAF 8.. | | dd 2017 for spares use for F-5T programme |
| F-5F | 61611 | Kh.18Kh2-1/21 | 76-1611 | W-1014 | Code '10241'; w/o 24Mar81 |
| F-5F | 61612 | Kh.18Kh2-2/21 | 76-1612 | W-1015 | Code '10242'; midair collision with F-5E 80770 Brunei 31Jan90, but repaired, then '71101', then '21102' (Jan00 thro' Mar03); w/o 09Apr03 |
| F-5F | 61613 | Kh.18Kh2-3/21 Kh.18Kh2.MVK-3/21 | 76-1613 | W-1016 | Code '10243'; w/o 28Oct85; restored for static display, probably at Sanam Bin Nam Palace, by 1997; believed moved to Dusit Palace by Nov06 |
| F-5F / F-5TF / F-5THF | 91693 | Kh.18Kh2-4/24 | 79-1693 | TV-1002 | At McLellan, CA pre-delivery Oct80; code '10246', then '71102', then '21104' (Aug99 thro' Mar25) |
| F-5F / F-5TF / F-5THF | 91692 | Kh.18Kh2-5/24 | 79-1692 | TV-1001 | Code '40302', then '21105' (Dec01 thro' May18); rolled out, first F-5TF, May18; w/o 03Dec21 |
| F-5F / F-5TF / F-5THF | 91708 | Kh.18Kh2-6/24 | 79-1708 | TV-1003 | Code '40301', then '21106' (Jan05 thro' Mar24) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-----------------|--------------------|---------|--|
| F-5T | | | 77-0360, RSiAF 851 | HC-1002 | dd 2017 for spares use for F-5T programme; to display at ATTS, Don Mueang |
| F-5T | | | 77-0361, RSiAF 852 | HC-1003 | dd 2017 for spares use for F-5T programme; to display at Khampaeng Saen mid-2023 |
| F-5T | | (Kh.18Kh2-9/60) | 82-0187, RSiAF 853 | HO-1001 | dd 2017 for spares use for F-5T programme; to RTAF Museum Jly22 |

B.Kh.19 = General Dynamics F-16A & F-16B

- (*Peace Naresuan*): 12 F-16A ordered 1985 for delivery 1988 thro' 1991;
- (*Peace Naresuan II*): 2 F-16A & 4 F-16B ordered 1987 for delivery Jun88 thro' 1991;
- (*Peace Naresuan III*): 12 F-16A & 6 F-16B delivered Oct95 thro' Feb96;
- (*Peace Naresuan IV*): 15 used F-16A ADF & 1 used F-16B ADF, plus 2 spares airframes, delivered Aug02 (1st five) thro' Apr03;
- 3 F-16A & 4 F-16B delivered ex Singapore AF early 2005 in exchange for use of RTAF training facilities;
- 18 F-16 to be modified with 'Falcon Up' kits & 'Falcon Star' structural upgrades to Block 50 configuration by TAI from Jan06;
- 102 Squadron surviving F-16A/B ADF's transferred to 103 Squadron 01Oct21 (handover ceremony 28Sep21)

| | | | | | |
|-------|-------|-------------|---------|-------|--|
| F-16B | 86379 | Kh.19k-1/31 | 86-0379 | 2K-01 | dd 13Jun88; code '10301' (thro' Sep25) |
| F-16B | 86380 | Kh.19k-2/31 | 86-0380 | 2K-02 | dd 13Jun88; code '10302' (thro' Sep25, still with <i>RTAF 100th anniversary</i> tail marks) |
| F-16B | 86381 | Kh.19k-3/31 | 86-0381 | 2K-03 | dd 25Jun88; code '10303' (thro' Mar24) |
| F-16B | 87709 | Kh.19k-4/34 | 87-0709 | 2K-04 | Code '10304' (thro' Feb24) |
| F-16A | 86378 | Kh.19-5/31 | 86-0378 | 2J-01 | dd 26May88; code '10305' (thro' Nov15); hangared & wrapped in plastic at Korat Nov15, noted active Jan23 & thro' Sep25 |
| F-16A | 87702 | Kh.19-6/31 | 87-0702 | 2J-02 | dd 25Jun88; code '10306' (thro' Sep19) |
| F-16A | 87703 | Kh.19-7/31 | 87-0703 | 2J-03 | dd 25Jun88; code '10307' (thro' Jan19) |
| F-16A | 87704 | Kh.19-8/34 | 87-0704 | 2J-04 | Code '10308' (thro' Jan26) |
| F-16A | 87705 | Kh.19-9/34 | 87-0705 | 2J-05 | Code '10309' (thro' Sep19) |
| F-16A | 87706 | Kh.19-10/34 | 87-0706 | 2J-06 | Code '10310' (thro' Jan17) |
| F-16A | 87707 | Kh.19-11/34 | 87-0707 | 2J-07 | Code '10311'; Sukasom Hiranphan red/white/blue lightning scheme 2012-20 (thro' Jan26) |
| F-16A | 87708 | Kh.19-12/?? | 87-0708 | 2J-08 | Code '10312' (thro' Mar25) |
| F-16A | 91062 | Kh.19-13/35 | 91-0062 | 2J-09 | dd Apr91; code '10313' (thro' Sep25) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|--------------|---------|-------|--|
| F-16A | 91063 | Kh.19-14/37 | 91-0063 | 2J-10 | dd Apr91; code '10314' (thro' Jan18); displayed at Navaminda Kasatriyadhiraj RTAF Academy, Muek Lek by Jly25 |
| F-16A | 91064 | Kh.19-15/37 | 91-0064 | 2J-11 | dd Apr91; code '10315 (thro' Sep25) |
| F-16A | 91065 | Kh.19-16/37 | 91-0065 | 2J-12 | dd Apr91; code '10316' (thro' Feb15); w/o 20Feb15 |
| F-16A | 91066 | Kh.19-17/37 | 91-0066 | 2J-13 | dd Jly91; code '10317' (thro' Jan13), then '40319' (May15 thro' Aug23) |
| F-16A | 91067 | Kh.19-18/37 | 91-0067 | 2J-14 | dd Jly91; code '10318'; w/o 15Jan04 |
| F-16B | 90032 | Kh.19k-19/38 | 90-7032 | HP-01 | Code '40301' (thro' Mar24, with <i>30th Anniversary Cope Tiger since 1994</i> " tail markings); noted Jan26 |
| F-16B | 90033 | Kh.19k-20/38 | 90-7033 | HP-02 | Code '40302' (thro' Mar25) |
| F-16B | 90034 | Kh.19k-21/38 | 90-7034 | HP-03 | Code '40303' (thro' Jan26) |
| F-16B | 90035 | Kh.19k-22/38 | 90-7035 | HP-04 | Code '40304' (thro' Jan25); fin (presumably falsely painted) at Takhli Feb04 |
| F-16B | 90036 | Kh.19k-23/38 | 90-7036 | HP-05 | Code '40305' (thro' Sep19, <i>403 Sqdn 20th anniversary</i> scheme); noted thro' Jan23 (livery not noted) |
| F-16B | 90037 | Kh.19k-24/38 | 90-7037 | HP-06 | Code '40306' (thro' Jan25) |
| F-16A | 90020 | Kh.19-25/38 | 90-7020 | HN-01 | Code '40307' (thro' Mar25); a routine inspection whilst on TDY at U-Tapao 19Jun25 found cracks in part of the right landing gear assembly, dismantled & shipped to Takhli in an RTAF C-130 |
| F-16A | 90021 | Kh.19-26/38 | 90-7021 | HN-02 | Code '40308' (thro' Mar22) |
| F-16A | 90022 | Kh.19-27/38 | 90-7022 | HN-03 | Code '40309'; w/o 16Feb04; used as instructional airframe; later deemed repairable and to be integrated into the Falcon Up programme 2008; noted active thro' Jan19 |
| F-16A | 90023 | Kh.19-28/38 | 90-7023 | HN-04 | Accepted 10Sep95; code '40310' (thro' Mar25) |
| F-16A | 90024 | Kh.19-29/38 | 90-7024 | HN-05 | Code '40311' (thro' Mar14) |
| F-16A | 90025 | Kh.19-30/38 | 90-7025 | HN-06 | Code '40312' (thro' Mar25) |
| F-16A | 90026 | Kh.19-31/38 | 90-7026 | HN-07 | Code '40313' (thro' Jan23) |
| F-16A | 90027 | Kh.19-32/39 | 90-7027 | HN-08 | On line at Fort Worth, TX Oct95; code '40314' (thro' Jan25) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------|--------------|-------------|---------|---------------|--|
| F-16A | 90028 | Kh.19-33/39 | 90-7028 | HN-09 | Code '40315' (thro' Jan08); w/o 18Oct10 <i>Note: The F-16 displayed on the gate at Takhli as '90028' from Apr25 is really F-16A ADF 82-0987 '10215'</i> |
| F-16A | 90029 | Kh.19-34/39 | 90-7029 | HN-10 | On line at Fort Worth, TX Oct95; code '40316' (thro' Mar19) |
| F-16A | 90030 | Kh.19-35/39 | 90-7030 | HN-11 | On line at Fort Worth, TX Oct95; code '40317' (thro' Jan23) |
| F-16A | 90031 | Kh.19-36/39 | 90-7031 | HN-12 | On line at Fort Worth, TX Oct95; code '40318' (thro' Feb24) |
| F-16B ADF | # / 821032 | | 82-1032 | 62-98/M20-1 | Code '10201' (thro' Mar12); damaged on landing at Korat 14Sep09; repaired; noted thro' Sep19; to 103 Squadron 01Oct21; code '10326' (thro' Sep25) |
| F-16A ADF | # | | 81-0774 | 61-455/M19-8 | Code '10202'; believed w/o 14Feb11 |
| F-16A ADF | # / 810775 | | 81-0775 | 61-456/M19-9 | Code '10203' (thro' Sep19); to 103 Squadron 01Oct21; code '10327' (thro' Mar23) |
| F-16A ADF | # / 810797 | | 81-0797 | 61-478/M19-11 | Code '10204' (thro' Mar19); to 103 Squadron 01Oct21; code '10328' (thro' Mar23) |
| F-16A ADF | # | | 82-0981 | 61-574/M19-12 | Code '10205' (thro' Aug17) |
| F-16A ADF | # | | 80-0576 | 61-297/M19-2 | Code '10206' (thro' Feb18) |
| F-16A ADF | # | | 81-0690 | 61-371/M19-4 | Code '10207' (thro' Mar21); wfs following ceremony at Korat 30Mar21; displayed on main gate at Korat from Dec21 |
| F-16A ADF | # | Kh.19-43/45 | 81-0754 | 61-435/M19-6 | Code '10208'; w/o 24Jun15 |
| F-16A ADF | # / 810765 | | 81-0765 | 61-446/M19-7 | Code '10209' (thro' Jan13, 100 th anniversary scheme); to 103 Squadron 01Oct21; code '10330' (thro' Sep25) |
| F-16A ADF | # / 821008 ? | | 82-1008 | 61-601/M19-15 | Code '10210' (thro' Sep19); to 103 Squadron 01Oct21; code '10331'; w/o 08Mar22 |
| F-16A ADF | # / 800575 | | 80-0575 | 61-296/M19-1 | Code '10211' (thro' Sep19); to 103 Squadron 01Oct21; to 103 Squadron 01Oct21; code '10332' (thro' Mar23) |
| F-16A ADF | # | | 81-0668 | 61-349/M19-3 | Code '10212'; believed w/o 14Feb11 |
| F-16A ADF | # / 810703 | | 81-0703 | 61-384/M19-13 | Code '10213' (thro' Mar22); to 103 Squadron 01Oct21; code '10333' (thro' Sep25) |
| F-16A ADF | # / 810784 | | 81-0784 | 61-465/M19-10 | Code '10214' (thro' Aug17); to 103 Squadron 01Oct21; code '10334' (thro' Mar23) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---|---------------|--------------------|---------------|---|
| F-16A ADF | # | | 82-0987 | 61-580/M19-14 | Code '10215' (thro' Aug15); to display at Takhli east gate as 90028 / '40315' (replaces Cessna A-37 '4309') Apr25 |
| F-16A ADF | # / 820989 | | 82-0989 | 61-582/M19-13 | Code '10216' (thro' Sep15); to 103 Squadron 01Oct21; code '10335' (thro' Mar23) |
| F-16A Block 10 | | | 79-0324 | 61-109/M21-1 | 34 th TFS Sep80; to 310 th TFTS (Luke AFB, AZ) Nov83; 162 nd TFG, Arizona ANG Oct91 (Tucson, AZ); to AMARC 06Dec96; to Ogden ALC (Hill AFB, UT) 23Oct02; FMS to Thailand for spares use by Feb04, initially at Don Muang then Takhli by 2006; to RTAF Museum 08Mar12 |
| F-16A Block 10A | | | 79-0375 | 61-160/M21-2 | 428 th TFS (Nellis, NV) Feb81; to 184 th TFG, Kansas ANG (McConnell, Ks.) Sep89; to 162 nd TFG, Arizona ANG Oct91 (Tucson, AZ); to AMARC 01Aug96; to Ogden ALC (Hill AFB, UT) 22Oct02; FMS to Thailand for spares use by Feb04, initially at Don Muang then Takhli by 2006; to RTAF Academy, Don Mueang Feb12 as part of 4-ship static 'diamond' formation display |
| F-16A | 87397 | | 87-0397, RSiAF 880 | 27-1 | Code '10323' (thro' Nov15); hangared & wrapped in plastic at Korat Nov15 |
| F-16A | 87398 | | 87-0398, RSiAF 881 | 27-2 | Code '10324' (thro' Jan13) |
| F-16A | 87399 | | 87-0399, RSiAF 882 | 27-3 | Code '10325' (thro' Jan06) |
| F-16B | 87401 | | 87-0401, RSiAF 885 | 28-1 | Code '10319' (thro' Nov15); fin noted at RTAF Museum Aug23 |
| F-16B | 87402 | | 87-0402, RSiAF 886 | 28-2 | Code '10320' (thro' Jan16) |
| F-16B | 87403 | | 87-0403, RSiAF 887 | 28-3 | Code '10321' (thro' Mar21); wfs following ceremony at Korat 30Mar21; to display at RTAF Resort Hua Hun by Dec22 |
| F-16B | 87404 | | 87-0404, RSiAF 888 | 28-4 | Code '10322' (thro' Jan19); to RTAF Museum Sep23 |
| (B.Kh.20) = McDonnell Douglas F/A-18 | | | | | |
| | • 4 F/A-18C & 4 F/A-18D ordered, then cancelled Dec97 | | | | |
| F/A-18C | | (Kh.20-1/42) | Bu165683 | 1481 | Intended as code' 10204'; entered service with USMC |
| F/A-18C | | (Kh.20-2/42) | Bu165685 | 1491 | Intended as code' 10206'; entered service with USMC |
| F/A-18C | | (Kh.20-3/42) | Bu165686 | 1494 | Intended as code' 10207'; entered service with USMC |
| F/A-18C | | (Kh.20-4/42) | Bu165687 | 1496 | Intended as code' 10208'; entered service with USMC |
| F/A-18D | | (Kh.20k-1/42) | Bu165680 | 1469 | Intended as code' 10201'; entered service with USMC |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--------|---------------|---|--------|---|
| F/A-18D | | (Kh.20k-2/42) | Bu165681 | 1476 | Intended as code '10202'; entered service with USMC |
| F/A-18D | | (Kh.20k-3/42) | Bu165682 | 1479 | Intended as code '10203'; entered service with USMC (w/o 17Jan03) |
| F/A-18D | | (Kh.20k-4/42) | Bu165684 | 1487 | Intended as code '10205'; entered service with USMC |
| B.Kh.20 / Kh.20k = Saab JAS39C/D Gripen | | | | | |
| | | | <ul style="list-style-type: none"> 1st batch of 2 JAS39C & 4 JAS39D ordered 11Feb08; delivered to Surat Thani 22Feb11; declared operational at Wing 7, Surat Thani, 08Jly11; 2nd batch of 6 JAS39C ordered 12Feb09, order put on hold 06May09, approved by Thai government 26Aug10 & order finally confirmed Nov10; first 3 dd Apr13; second 3 dd 04Sep13; Order for 3rd batch of 4-6 pending (<i>Peace Suvarnabhumi III</i>); order for 4 reported May16 to be under consideration | | |
| JAS39D | 39860 | Kh.20k-1/54 | | 39-860 | ff 17Sep09; code '70101'; dd 22Feb11; noted active thro' Mar25 |
| JAS39D | 39861 | Kh.20k-2/54 | | 39-861 | Code '70102'; dd 22Feb11; noted active thro' Sep25 |
| JAS39D | 39862 | Kh.20k-3/54 | | 39-862 | Code '70103'; dd 22Feb11; carried out successful road landing & take-off trials on country road #4287, Songkhla province 27Feb25; noted active thro' Sep25 |
| JAS39D | 39863 | Kh.20k-4/54 | | 39-863 | Code '70104'; dd 22Feb11; noted active thro' Jan26 |
| JAS39C | 39401 | Kh.20-5/54 | | 39-401 | ff 08Feb10; code '70105'; dd 22Feb11; noted active thro' Sep25 |
| JAS39C | 39402 | Kh.20-6/54 | | 39-402 | Code '70106'; dd 22Feb11; noted active thro' Jan25 |
| JAS39C | 39403 | Kh.20-7/56 ? | | 39-403 | ff Feb12; code '70107'; noted in static display at Linköping / Malmslätt 03Jun12; left Linköping on dd 02Apr13; noted active thro' Sep25 (88 th anniversary scheme); noted thro' Jan26 |
| JAS39C | 39404 | Kh.20-8/56 ? | | 39-404 | Code '70108'; noted at Linköping / Malmslätt 24Aug12; left Linköping on dd 02Apr13; w/o 14Jan17 |
| JAS39C | 39405 | Kh.20-9/56 ? | | 39-405 | Code '70109'; noted at Linköping / Malmslätt 24Aug12; left Linköping on dd 02Apr13 noted active thro' Mar25 |
| JAS39C | 39406 | Kh.20-10/56 | | 39-406 | Code '70110'; noted at Linköping / Malmslätt 19Sep12; noted at Port Blair, India on dd 03Sep13; dd 04Sep13; handed over 11Sep13; noted active thro' Mar25 |
| JAS39C | 39407 | Kh.20-11/56 | | 39-407 | Code '70111'; noted at Port Blair, India on dd 03Sep13; dd 04Sep13; handed over 11Sep13; noted active thro' Mar25 |
| JAS39C | 39408 | Kh.20-12/56 | | 39-408 | Code '70112'; noted at Port Blair, India on dd 03Sep13; dd 04Sep13; handed over 11Sep13; noted active thro' Sep25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------------------|--------|-------------|----|---------|--|
| B.KhF.1 = Aero L-39ZA/ART | | | | | |
| | | | | | <ul style="list-style-type: none"> • Thai cabinet approval received 17Dec91 for supply of L-39ZA/ART training aircraft as replacements for T-33A; • 40 delivered from Oct93; • 2 (probably 39/40 & 40/40) dd 21Apr97 in Il-76 RA-76795; • completion of refurbishment of 25 (or 34) L-39 by Aero Sep05; • 9 transferred from 401 Sqdn (Takhli) to 411 Sqdn (Chiang Mai) 05Oct17; • 2 reported dd to Pardubice, Czech Republic 13Feb19 (in Il-76 UR-CPV) for repair; • type withdrawn from service 31Mar21, with 5 airworthy with 411 Sqdn (KhF.1-11/37, 20/37, 22/37, 25/37 & 30/37); |
| | 365404 | KhF.1-1/37 | | 365404* | mfg 1993 from dataplate; dd 1993; code '10111' (Jan98), then '10101' (Jan00 thro' Jan04), then '40101' (Jan07 thro' Jan13); to 'Paisal Phoprasert' yard, Muek Lek by Jun15 & noted thro' Mar16; to Nakhon Pathom Aircraft Market by May16 |
| | 365407 | KhF.1-2/37 | | 365407* | Accepted 15Oct93; code 10112' (Jan98), then '10102' (Jan00 thro' Jan04), then '40102' (Jan07 thro' Jan13); to 'Paisal Phoprasert' Army Surplus Store, Satellite Store, Muek Lek by Jan16 & thro' Mar16; to Hangar Café, Nakhon Pathom by Apr16 |
| | 365405 | KhF.1-3/37 | | 365405* | Code '10113', then '10103' (Jan00 thro' Feb04), then '40101' (Jan14 thro' Dec16), then '41103'; to RTAF Museum 03Aug23 |
| | 365408 | KhF.1-4/37 | | 365408* | Code '10114', then '10104' (Jan00), then '40104' (Sep07), then '40102' (Jan13 thro' May15); to 411 Sqdn 05Oct17; regd C-FIQF 28May25 to ITPS (Canada) Ltd. (London, Ont.) |
| | 365406 | KhF.1-5/37 | | 365406* | Code '10121' (Jan98), then '10105' (Jan00 thro' Jan06), then '40115' (Feb07), then '40103' (Jan13 thro' Jan18), then '41103' (Aug22); regd C-FINW 16Apr25 to ITPS (Canada) Ltd. (London, Ont.) |
| | 365409 | KhF.1-6/37 | | 365409* | Code '10122' (Jan98), then '10106' (Jan00 thro' Jan05), then '40106' (Jan07 thro' Feb08); to '40118' (Jan13); to 'Paisal Phoprasert' Army Surplus Store, Satellite Store, Muek Lek by Jan16 & thro' Mar16; to Nakhon Pathom Aircraft Market by Aug16 (gone by Dec16); to 'Paisal Phoprasert' Army Surplus Store, Muek Lek by Jun18 (not there Mar18); noted thro' Dec18 (gone by Jan19, reported to Pathum Thani); apparently to '3rd' Satellite Store, Muek Lek Nov23 |
| | 135242 | KhF.1-7/37 | | 365242 | Originally built as L-39C for Soviet Union as c/n 135242; code '10123'; w/o 16Sep97 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|---------|--|
| | 365410 | KhF.1-8/37 | | 365410* | Code '10124' (Jan98), then '10107' (Jan00), then '40107' (Feb07 thro' Jan11), then '40104' (Feb14); believed to Bang Sue as GI airframe by 2018 |
| | 365411 | KhF.1-9/37 | | 365411* | mfg 1993 from dataplate; code '10211', then '10108' (Jan00 thro' Jan05), then '40108' (Jan11 thro' Jan13); to GI airframe at Takhli by Jan13; to Chokchai Museum, Pak Chong by Nov15 |
| | 365412 | KhF.1-10/37 | | 365412 | Code '10212' (Jan98), then '10109' (Jan00), then '40109' (Jan10) |
| | 365413 | KhF.1-11/37 | | 365413* | Code '10213' (Jan98), then '10110' (Jan00), then '40110' (Jan06), then '40106' (Aug14), then '41111' (Mar21); last flight 31Mar21 & wfs; acquired by AEC Skyline, Netherlands to restore to airworthy & arrived, palleted, at Groningen/Eelde by 17Mar25 |
| | 365414 | KhF.1-12/37 | | 365414* | Code '10214', then '10111' (Jan00 thro' Jan02), then '41111' (Dec04), then '40107' (Jan13); to display at Navaminda Kasatriyadhiraj RTAF Academy, Muek Lek by early 2024 |
| | 365415 | KhF.1-13/37 | | 365415 | Code '10221', then '40114' (Jan98), then '10112' (Jan00); w/o 10Nov00 |
| | 365416 | KhF.1-14/37 | | 365416* | Code '10222', then '10113' (Jan00 thro' May03), then '40111' (Jan11), then '40108' (Jan13 thro' Dec16); to 411 Sqdn 05Oct17; w/o 22May18 |
| | 365417 | KhF.1-15/37 | | 365417* | Code '10223', then '10114' (Jan00 thro' May03), then '40112' (Jan07 thro' Jan09) |
| | 365418 | KhF.1-16/37 | | 365418* | Code '10224', then '10115' (Jan98 thro' May03), then '40113' (Feb07 thro' Sep07), then '40116' (Jan12), then '40114' (Dec23); believed stored at Takhli |
| | 365419 | KhF.1-17/37 | | 365419* | Code '10231', then '40111' (Jan00), then '41112' (Dec04 thro' Feb07), then '40109' (Jan14 thro' May15), then '41117'; to RTAF Museum Aug23 |
| | 365420 | KhF.1-18/37 | | 365420 | Code '10232', then '401xx'; w/o 04Sep96 |
| | 365421 | KhF.1-19/37 | | 365421* | Code '10241', then '40112' (Jan02), then '41113' (Dec04), then '40110' (Jan14 thro' Jan17); regd C-FIOY 28May25 to ITPS (Canada) Ltd. (London, Ont.) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|----|---------|--|
| | 365422 | KhF.1-20/37 | | 365422* | Code '10242' (Jan98), then '40132' (Jan00 thro' Jan04), then '41114' (Jun06 thro' Mar16), then '41120'; last flight 31Mar21 & wfs; acquired by AEC Skyline, Netherlands to restore to airworthy & arrived, palleted, at Groningen/Eelde by 17Mar25 |
| | 365423 | KhF.1-21/37 | | 365423* | Code '10243', then '40143' (Jan00 thro' Jan02), then '41121' (Jun06 thro' May14); w/o 11Jly19 |
| | 365424 | KhF.1-22/37 | | 365424* | Code '10244', then '10131' (Jan02), then '40144' (Jan04), then '41122' (Feb07 thro' Mar21); wfs 31Mar21; regd C-FIOZ 28May25 to ITPS (Canada) Ltd. (London, Ont.) |
| | 365244 | KhF.1-23/37 | | 365244* | Originally built as L-39C for Soviet Union as c/n 135244; code '40111', then '10116' (Jan02), then '41123' (Jan07 thro' Jan13); to Tango, Chiang Mai by Jan18; to display at Phitsanulok by Nov24 |
| | 365246 | KhF.1-24/37 | | 365246* | Originally built as L-39C for Soviet Union as c/n 135246; code '40112', then '10117' (Jan02 thro' Feb04); w/o 06Jun06; wrecked noted at Takhli by Sep07 |
| | 365425 | KhF.1-25/37 | | 365425* | Code '40113' (Jan00 thro' Jan01), then '41124' (Jan07 thro' Jan12), then '41125' (May19 thro' Mar21); wfs 31Mar21; regd C-FIPF 28May25 to ITPS (Canada) Ltd. (London, Ont.) |
| | 365426 | KhF.1-26/37 | | 365426* | Code '10132' (Jan98), then '40114' (Jan99 thro' Jan02), then '41131' (Dec04) |
| | 365503 | KhF.1-27/37 | | 365503* | Code '10133' (Jan98), then '40121' (Jan00), then '10120' (Jan01 thro' Jan02), then '41132' (Dec04 thro' Feb14); to Soldier Car Auction Oct25 |
| | 365504 | KhF.1-28/37 | | 365504* | Code '10134', then '40122' (Jan04), then '41133' (Jun06 thro' Feb15); to Tango, Chiang Mai by Jan18 |
| | 365505 | KhF.1-29/37 | | 365505* | Code '40123' (Jan02), then '41134' (Mar09 thro' May14); to Tango, Chiang Mai by Jan18 |
| | 365506 | KhF.1-30/37 | | 365506* | Code '40124' (Jun98 thro' Jan02), then '41141' (Feb07 thro' May14), then '41130' (Jan19 thro' Mar21); wfs 31Mar21; acquired by AEC Skyline, Netherlands to restore to airworthy & arrived, palleted, at Groningen/Eelde by 17Mar25 |
| | 365507 | KhF.1-31/37 | | 365507* | Code '40131' (Jan98 thro' Jan03), then '41142'; to Tango, Chiang Mai by Apr22 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------------|---------|-------------|----|-----------------|---|
| | 365508 | KhF.1-32/37 | | 365508 | Code '40132'; w/o 05Mar96 |
| | 365509 | KhF.1-33/37 | | 365509* | Code '40133' (Jan99 thro' Jan02), then '41143' (Apr12); to Tango, Chiang Mai by Jan18; to display at Navaminda Kasatriyadhiraj RTAF Academy, Muek Lek by Jan26 |
| | 365510 | KhF.1-34/37 | | 365510* | Code '40134' (Jan00); w/o 20Jly00; fin (possibly falsely painted) at Takhli Feb04 |
| | 365511 | KhF.1-35/37 | | 365511 | Code '40141'; w/o 10Oct01 |
| | 365512 | KhF.1-36/37 | | 365512* | Code '40142' (Jan00 thro' Mar04), then '41144' (Jan15) |
| | 395601 | KhF.1-37/39 | | 395601 | Code '10232', then '10118' (Jan00 thro' Jan05), then '40115' (Sep07 thro' Jan11), then '40111' (Mar12); <i>RTAF 100th anniversary</i> tail marks; to display in ATTS parade ground, Don Mueang Dec19 & noted thro' Dec22; to Directorate of Education, Don Mueang by Jan23 |
| | 395602 | KhF.1-38/39 | | 395602* | mfg 1996 from dataplate; code '10233', then '10119' (Jan02), then '40116' (Jan10 thro' Jan11), then '40112' (Jan13 thro' Jan19); to GI airframe at Takhli by Jan20 |
| | 395603 | KhF.1-39/40 | | 395603* | Code '10120' (Jan00 thro' Jan02), then '40117' (Feb07 thro' Jan11), then '40113' (Mar14 thro' Jan17); believed still hangared at Chiang Mai coded '40113' Apr24; to GI airfame at Khampaeng Saen by Jan25 |
| | 395604 | KhF.1-40/40 | | 395604* | Code '10121' (Jan00), then '40118' (Feb07 thro' Aug09), then '40115' (Mar13 thro' Jan17); substantially damaged 27Aug13; to RTAF Museum Sep17 |
| B.KhF.2 = KAI T-50TH | | | | | |
| | | | | | <ul style="list-style-type: none"> competition between T-50, Hongdu L-15, Alenia Aermacchi M-346, Aero L-159 ALCA & Aero L-39NG; 1st batch. Order for 4 announced 17Sep15 for 2017 (revised to Mar18) delivery; in fact dd Jan18 & Feb18; 2nd batch. Purchase of 8 more approved by Thai Cabinet 11Jly17 for \$258million; contract signed 30Jly17; for dd between Nov19 & May20; 3rd batch. Possible future order for 4 more, reduced to 2, then cancelled as part of Covid19 savings, then reinstated Jly21 for 2; Type commissioned into service 04Apr18 |
| | '40101' | KhF.2-1/61 | | T-50TH-18-0001* | ff 10Aug17; ferried Sacheon – Kaohsiung 08Jan18, Kaohsiung – Clark 09Jan18, Clark – Labuan - Kuantan 10Jan18; due at Takhli 11Jan18, but grounded at Kuantan after 1 of the 2 suffered foreign object damage; dd to Takhli 25Jan18; noted active thro' Mar25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------|---------|-------------|--|-----------------|--|
| | '40102' | KhF.2-2/61 | | T-50TH-18-0002* | ferried Sacheon – Kaohsiung 08Jan18, Kaohsiung – Clark 09Jan18, Clark – Labuan - Kuantan 10Jan18; due at Takhli 11Jan18, but grounded at Kuantan after 1 of the 2 suffered foreign object damage; dd to Takhli 25Jan18; noted active thro' Jan25 |
| | '40103' | KhF.2-3/61 | | | believed dd to U-Tapao 23Feb18 on Korean Air B747-400F HL7601; noted active thro' Oct19 |
| | '40104' | KhF.2-4/61 | | | believed dd to U-Tapao 23Feb18 on Korean Air B747-400F HL7601; noted active thro' Oct19 |
| | '40105' | KhF.2-5/62 | | | believed dd to U-Tapao 10Sep19 on Korean Air B747-400F HL7605; noted active thro' Jan25 |
| | '40106' | KhF.2-6/62 | | T-50TH-19-0006* | believed dd to U-Tapao 10Sep19 on Korean Air B747-400F HL7605; noted active thro' Jan25 |
| | '40107' | KhF.2-7/62 | | T-50TH-20-0007* | believed dd to U-Tapao 20Nov19 on Korean Air B747-400F HL7603; noted active thro' Jan20 |
| | '40108' | KhF.2-8/62 | | T-50TH-20-0008* | believed dd to U-Tapao 20Nov19 on Korean Air B747-400F HL7603; noted active thro' Jan24 |
| | '40109' | KhF.2-9/63 | | | believed dd to U-Tapao 25Feb20 on Korean Air B747-400F HL7602 |
| | '40110' | KhF.2-10/63 | | | believed dd to U-Tapao 25Feb20 on Korean Air B747-400F HL7602; noted active thro' Mar25 |
| | '40111' | KhF.2-11/63 | | T-50TH-20-0011* | noted active Jan25 |
| | '40112' | KhF.2-12/63 | | | noted active Jun20 |
| | '40113' | | |013 | noted in primer at KAI factory Feb23; dd to U-Tapao 15Jly24 on Korean Air B747-400F HL7602; noted fully assembled by 19Aug24 |
| | '40114' | KhF.2-14/67 | | T-50TH-24-0014* | dd to U-Tapao 15Jly24 on Korean Air B747-400F HL7602; noted fully assembled by 19Aug24; noted active thro' Jan26 |
| B.L.1 = Beech C-45B/F | | | | | |
| | | | <ul style="list-style-type: none"> • 7 C-45B / C-45F delivered 1947; • type withdrawn 1971 | | |
| C-45B | | L.1-1/90 | 43-35580, HB159 (soc 31Dec46) | 6044 | Wheels up landing |
| C-45F | 7266 | L.1-2/90 | 44-47266, KJ482 (soc 26Sep46) | 7234 | |
| C-45F | 7280 | L.1-3/90 ? | 44-47280, KJ485 (soc 30May46) | 7251 | Tie-up assumed; probably lost by 01Jun51 (likely before 25Jly49, when noted as 'reclamation complete' on USAF card) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------------|-------------|-------------------------------|------|------------------------------|
| C-45F | | L.1-4/90 | 44-47547; KJ538 (soc 31Dec46) | 7955 | Noted painted 44-87547 Feb57 |
| C-45F | 7078 / 87078 | L.1-5/90 | 44-87078, KN126 (soc 26Sep46) | 8337 | |
| C-45F | | L.1-6/90 | 44-87152, KN134 (soc 17Oct46) | 8411 | RTAF Museum |
| C-45F | | L.1-7/90 | 44-47475, KJ525 | 7883 | |

B.L.2 = Douglas C-47 / Basler BT-67

| <p>MAP deliveries (45):-</p> <table border="1"> <thead> <tr> <th><u>RCN</u></th><th><u>No.</u></th><th><u>Type</u></th><th><u>FY</u></th><th><u>Source</u></th><th><u>Serial numbers of aircraft probably involved</u></th></tr> </thead> <tbody> <tr> <td>BY83</td><td>1</td><td>C-47</td><td>1963</td><td>XS USAF</td><td>43-49250 (L2Or-1/07)</td></tr> <tr> <td>SF57</td><td>9</td><td>C-47</td><td>1963</td><td>PR USAF</td><td>43-16298, 44-76258, 45-0941 (L2-9/96 to L2-11/96) 42-24125, 43-15587, 43-48149, 43-48413, 43-48876, 43-49418 (L2-16/00 to L2-21/00)</td></tr> <tr> <td colspan="4">ex French AF</td><td></td><td>42-108993, 43-15400, 43-15511, 43-16328, 43-48008, 43-49545, 43-49781, 43-49919 (L2-22/01 to L2-29/02)</td></tr> <tr> <td>BS09</td><td>2</td><td>C-47</td><td>1964</td><td>XS USAF</td><td>43-49641, 45-1021 (L2-30/07, L2-31/07)</td></tr> <tr> <td>TA15</td><td>1</td><td>AC-47</td><td>1968</td><td>XS USAF</td><td>43-48501 (L2-32/11)</td></tr> <tr> <td colspan="4">ex Thai Police</td><td></td><td>42-92662, 42-93789 (L2-33/13, L2-34/13)</td></tr> <tr> <td>ZB59</td><td>4</td><td>C-47</td><td>1971</td><td>XS USAF</td><td>42-5636, 42-108865, 44-76734, 45-0883 (L2-35/14 to L2-38/14)</td></tr> <tr> <td>EN51</td><td>2</td><td>C-47</td><td>1972</td><td>XS USAF</td><td>42-100547, 43-15955 (L2-39/15, L2-40/15)</td></tr> <tr> <td>BA00</td><td>1</td><td>C-47</td><td>1976</td><td>REDIS USAF</td><td rowspan="7">42-100937, 43-15559, 43-16147, 43-48492, 43-49010, 43-49210, 43-49254, 43-49516, 44-77152, 45-0882, 45-0994, 45-1079, 45-1093, 45-1116 (L2-41/18 to L2-54/19 +12)</td></tr> <tr> <td>FR03</td><td>4</td><td>C-47</td><td>1976</td><td>XS USAF</td></tr> <tr> <td>FS19</td><td>4</td><td>C-47</td><td>1976</td><td>XS USAF</td></tr> <tr> <td>FS29</td><td>5</td><td>C-47</td><td>1976</td><td>REDIS USAF</td></tr> <tr> <td>FR01</td><td>3</td><td>AC-47</td><td>1976</td><td>XS USAF</td></tr> <tr> <td>TD25</td><td>1</td><td>AC-47</td><td>1976</td><td>REDIS USAF</td></tr> <tr> <td>TD28</td><td>6</td><td>AC-47</td><td>1976</td><td>REDIS USAF</td></tr> <tr> <td>FP45</td><td>2</td><td>EC-47</td><td>1976</td><td>XS USAF</td><td></td></tr> </tbody> </table> | <u>RCN</u> | <u>No.</u> | <u>Type</u> | <u>FY</u> | <u>Source</u> | <u>Serial numbers of aircraft probably involved</u> | BY83 | 1 | C-47 | 1963 | XS USAF | 43-49250 (L2Or-1/07) | SF57 | 9 | C-47 | 1963 | PR USAF | 43-16298, 44-76258, 45-0941 (L2-9/96 to L2-11/96) 42-24125, 43-15587, 43-48149, 43-48413, 43-48876, 43-49418 (L2-16/00 to L2-21/00) | ex French AF | | | | | 42-108993, 43-15400, 43-15511, 43-16328, 43-48008, 43-49545, 43-49781, 43-49919 (L2-22/01 to L2-29/02) | BS09 | 2 | C-47 | 1964 | XS USAF | 43-49641, 45-1021 (L2-30/07, L2-31/07) | TA15 | 1 | AC-47 | 1968 | XS USAF | 43-48501 (L2-32/11) | ex Thai Police | | | | | 42-92662, 42-93789 (L2-33/13, L2-34/13) | ZB59 | 4 | C-47 | 1971 | XS USAF | 42-5636, 42-108865, 44-76734, 45-0883 (L2-35/14 to L2-38/14) | EN51 | 2 | C-47 | 1972 | XS USAF | 42-100547, 43-15955 (L2-39/15, L2-40/15) | BA00 | 1 | C-47 | 1976 | REDIS USAF | 42-100937, 43-15559, 43-16147, 43-48492, 43-49010, 43-49210, 43-49254, 43-49516, 44-77152, 45-0882, 45-0994, 45-1079, 45-1093, 45-1116 (L2-41/18 to L2-54/19 +12) | FR03 | 4 | C-47 | 1976 | XS USAF | FS19 | 4 | C-47 | 1976 | XS USAF | FS29 | 5 | C-47 | 1976 | REDIS USAF | FR01 | 3 | AC-47 | 1976 | XS USAF | TD25 | 1 | AC-47 | 1976 | REDIS USAF | TD28 | 6 | AC-47 | 1976 | REDIS USAF | FP45 | 2 | EC-47 | 1976 | XS USAF | | <p>A mystery C-47, 319895 c/n 19895 ex 43-15429 was photographed at Kai Tak with 'Royal Thai Air Force' titles, date unknown but probably around 1954. This had been PI-C57, then VR-HET, as which it was stored at Don Mueang May53 to Nov53; it was then bought by Willis H. Bird, Bangkok 09Apr54; VR-HET was canx 08May54; photographed, date unknown, derelict with 'Thai Police Aviation' titles at Kai Tak</p> | | | | |
|--|------------|-------------|-------------|---------------|--|---|------|---|------|------|---------|----------------------|------|---|------|------|---------|---|--------------|--|--|--|--|---|------|---|------|------|---------|--|------|---|-------|------|---------|---------------------|----------------|--|--|--|--|---|------|---|------|------|---------|--|------|---|------|------|---------|--|------|---|------|------|------------|--|------|---|------|------|---------|------|---|------|------|---------|------|---|------|------|------------|------|---|-------|------|---------|------|---|-------|------|------------|------|---|-------|------|------------|------|---|-------|------|---------|--|---|--|--|--|--|
| <u>RCN</u> | <u>No.</u> | <u>Type</u> | <u>FY</u> | <u>Source</u> | <u>Serial numbers of aircraft probably involved</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BY83 | 1 | C-47 | 1963 | XS USAF | 43-49250 (L2Or-1/07) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SF57 | 9 | C-47 | 1963 | PR USAF | 43-16298, 44-76258, 45-0941 (L2-9/96 to L2-11/96) 42-24125, 43-15587, 43-48149, 43-48413, 43-48876, 43-49418 (L2-16/00 to L2-21/00) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ex French AF | | | | | 42-108993, 43-15400, 43-15511, 43-16328, 43-48008, 43-49545, 43-49781, 43-49919 (L2-22/01 to L2-29/02) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS09 | 2 | C-47 | 1964 | XS USAF | 43-49641, 45-1021 (L2-30/07, L2-31/07) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TA15 | 1 | AC-47 | 1968 | XS USAF | 43-48501 (L2-32/11) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ex Thai Police | | | | | 42-92662, 42-93789 (L2-33/13, L2-34/13) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZB59 | 4 | C-47 | 1971 | XS USAF | 42-5636, 42-108865, 44-76734, 45-0883 (L2-35/14 to L2-38/14) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EN51 | 2 | C-47 | 1972 | XS USAF | 42-100547, 43-15955 (L2-39/15, L2-40/15) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BA00 | 1 | C-47 | 1976 | REDIS USAF | 42-100937, 43-15559, 43-16147, 43-48492, 43-49010, 43-49210, 43-49254, 43-49516, 44-77152, 45-0882, 45-0994, 45-1079, 45-1093, 45-1116 (L2-41/18 to L2-54/19 +12) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FR03 | 4 | C-47 | 1976 | XS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FS19 | 4 | C-47 | 1976 | XS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FS29 | 5 | C-47 | 1976 | REDIS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FR01 | 3 | AC-47 | 1976 | XS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TD25 | 1 | AC-47 | 1976 | REDIS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TD28 | 6 | AC-47 | 1976 | REDIS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FP45 | 2 | EC-47 | 1976 | XS USAF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C-47A | | L2-1/90 | | | toc 19Aug46 by DoAE; to Transport Squadron 1; presumed lost by 01Jun51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--|-------------|-----------------|-------|--|
| | <p>From the RAF Dakota cards, the 'Siamese Air Force' appears to have received <u>ten</u> aircraft from the RAF via FLC in 1946.</p> <ul style="list-style-type: none"> FD890 (4/90), FD950, FZ595 (HS-SAF) & KG473 (HS-SAC) were "recaptured (from RAF) by USAAF 25Jly46 (in India) and sold to Siamese Air Force"; FL541 (5/90), KG506 (HS-SAB), KG509 (2/90), KG679, KG695 (3/90) & KG725 (HS-SAA) were "recaptured (from RAF) by USAAF 29Aug46 and sold to Siamese Air Force (in India)" <p>One of FD950 or KG679 was presumably 1/90, but equally HS-SAD & HS-SAE are unidentified.</p> | | | | |
| C-47A | 293045 / 0-293045 / 045 | L.2-2/90 | 42-93045, KG509 | 12913 | "recaptured (from RAF) by USAAF and sold to Siamese Air Force (in India)" 29Aug46; toc 19Aug46 by DoAE; to Transport Squadron 1; left Thailand as #102 for Japan 18Jun51 for use with Thai UNO contingent in Korea; w/o Tachikawa AFB, Japan 10Oct57; soc 07Mar58 |
| C-47A | 293629 / 629 | L.2-3/90 | 42-93629, KG695 | 13562 | "recaptured (from RAF) by USAAF and sold to Siamese Air Force (in India)" after 30May46 census; toc 19Aug46 by DoAE; to Transport Squadron 1; left Thailand as #103 for Japan 18Jun51 for use with Thai UNO contingent in Korea; soc 11Mar65 (also reported current Oct89) |
| C-47A | 223680 / 680 | L.2-4/90 | 42-23680, FD890 | 9542 | "recaptured (from RAF) by USAAF 25Jly46 (in India) and sold to Siamese Air Force"; toc 19Aug46 by DoAE; to Transport Squadron 1 18Apr47; probably the '1680' recorded May53; current Feb71 & Jan81; possibly damaged at Sakhon Nakhon 28Feb84 (see L2-21/00); noted as stored by Feb84; soc 11Jly84; also noted as dbr at Surin 22Sep84 & used as ground trainer |
| C-47A | 224354 / 24354 / 0-24354 | L.2-5/90 | 42-24354, FL541 | 10216 | "recaptured (from RAF) by USAAF and sold to Siamese Air Force (in India)" 29Aug46; toc 19Aug46 by Transport Squadron 1; left Thailand as #105 for Japan 18Jun51 for use with Thai UNO contingent in Korea; current May60 & 1964; soc 11Mar65 |
| C-47A | 100536 | L.2-6/90 | 42-100536 | 18999 | <i>[received by USAAF 29Oct43, assigned 14th AF in China 20Dec43 then 10AF in India 31Jul44; used by Mountbatten in SE Asia; named "HapGift" as it was provided by Hap Arnold; soc to Britain 07Nov45];</i> toc 06Nov46 by DoAE; to Transport Squadron 1 18Apr47; converted to VIP aircraft Jun67; current Jan82; w/o Lopburi 17Jan85; soc 08Feb85; tail displayed at Don Mueang |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------------------|-----------------|-------------------------|-----------------------------------|-------|---|
| C-47A, RC-47, BT-67 | 315106 ? / 106 | L.2-7/90, L.2k-01/41 | 43-15106 | 19572 | <i>[believed used by RAF; soc 18Jly46];</i> toc 06Nov46 by DoAE; to Transport Squadron 1 18Apr47; to FTS 15Feb61; to 61 Squadron 21Aug63; to 21 Squadron 10Sep65; to 23 Squadron 04Feb66; to DoAE 26Jun67; cameras installed & converted to TL2 'observation-transport' May77; current Jan81; used by Royal Artificial Rainmaking Unit from 1991; damaged at Korat 10Jly93; repaired & current May95; Basler conversion contract #1 dated 20Aug96 & to Oshkosh, WI; dd to Don Mueang as BT-67 #1 (Basler conversion #27) 01Feb98; arrived by air at Don Mueang 01Feb98; toc 02Feb98; coded '46151' (Jan00 & Apr03); veered off runway at Phitsanulok 2003/04 & still wfu Apr06; noted active Aug11 thro' early-2021 |
| C-47A | 476517 / 76517 | L.2-8/90 | 44-76517, KN422 | 32849 | <i>[KN422 active with RAF in Japan until 'recaptured' by the USAAF 30Jan47; transferred to the US Air Attache, Bangkok 19Feb47];</i> toc 06Nov46 by DoAE; to Transport Squadron 1 as a Royal aircraft; current Feb76; Oct76, Nov78, Aug80 & Nov85; soc Apr91; to RTAF Museum by Feb94; to Crown Prince Tawee Wattana Palace collection 2007 |
| C-47D | 316298 | L.2-9/96 | 43-16298 | 20764 | MAP 13Oct53; toc 14Oct53 by DoAE; officially presented to RTAF 12Nov53; to 61 Squadron; to 62 Squadron; current Oct72 & Jan76; to Takhli for storage 21Sep76; to Army Mounted Infantry Battalion 1 by Mar82; soc May88 |
| | 76258 | L.2-10/96 | 44-76258 | 32590 | MAP 13Oct53 Clark AFB; toc Oct53 by DoAE; officially presented to RTAF 12Nov53; to 61 Squadron; possibly the C-47 w/o Don Mueang 11Oct54 |
| C-47D | 5941 / 45941 | L.2-11/96 | 45-0941 | 34203 | MAP 26Oct53; toc 23Oct53 by DoAE; officially presented to RTAF 12Nov53; to 61 Squadron; loaned to Thai AW 19Nov57; returned to 61 Squadron 10Jly59; current Sep70; w/o Pathum Thani province 27Jun77; soc 05Jly77 |
| | 20248? / 212248 | L.2-12/96 | 42-108840, A65-36, VH-CUJ, VH-EBF | 12248 | toc 22Oct53 by DoAE; to 61 Squadron Nov53; allocated to FTS 30Dec60, but not transferred; loaned to Thai AW as HS-TDI 06Feb61; returned to 61 Squadron 15Nov61; to FTS 18Dec61; to 21 Squadron 30Oct64; to 23 Squadron 10Sep65; to TAC 10Aug67; current Jan81 & Nov85; soc 23Apr91 for lack of spares; to 'Tango' as '212248' by Jan94 & static at Chiang Mai |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|--------------|-----------------------|--|-------|--|
| | 212872 | L.2-13/96 | 42-93008, A65-45, VH-CWB, (VH-BAJ), VH-EAK | 12872 | toc 26Oct53 by DoAE; to Transport Squadron 01 Nov53 (based at Don Mueang); converted to VIP aircraft Jun67; current Jan69; to 603 Squadron; w/o off Si Racha 18Jan80; soc 04Feb80 |
| | 212667 | L.2-14/96 | 42-92824; VH-AIJ, VH-EBJ | 12667 | toc Oct53 by DoAE; to Transport Squadron 01 Nov53; w/o Korat 31Mar56; soc 26Apr56 |
| | 314046 | L.2-15/96 | 43-48230, VH-AIH, VH-EBH | 25491 | toc 10Nov53 by DoAE; to Transport Squadron 01 Nov53; soc 16Jan57 |
| C-47D, BT-67 | 348413 / 413 | L.2-16/00, L.2k-04/41 | 43-48413, French AF, 43-48413 | 25674 | MAP; toc 16Apr57 by DoAE; to 61 Squadron 15May57; to 22 Squadron 10Sep65; to 21 Squadron 04Feb66; cameras installed & converted to TL2 'observation-transport' Mar67; to 20 Squadron 25Apr67; to 62 Squadron 14Sep67; used by Royal Artificial Rainmaking Unit 1991-95; current Dec95; last operational piston C-47 1997; Basler conversion contract #2 dated 15Sep97 & to Oshkosh, WI; dd as BT-67 #4 (Basler conversion #31) 30Oct98; arrived by air at Don Mueang 07Nov98; toc 09Nov98; coded '46154'; noted active thro' Mar15; burst tyre on landing & ran off runway at Chiang Mai 20Mar15, but back in service same day; noted active thro' Dec22 |
| C-47D | 224125 | L.2-17/00 | 42-24125, French AF, 42-24125 | 9987 | MAP; toc 16Apr57 by DoAE; to 61 Squadron 16Apr57; w/o Nan province 13Jan70; soc 05Feb70 |
| C-47D | 315587 | L.2-18/00 | 43-15587, French AF, 43-15587 | 20053 | MAP; toc 14Sep57 by DoAE; to 61 Squadron 14Sep57; believed shot down near Quang Biu, Laos by Vietnamese 26Mar66; soc 10Nov66 |
| C-47D, AC-47 | 348876 / 876 | L.2-19/00 | 43-48876, French AF, 43-48876 | 26137 | MAP; toc 15Sep57 by DoAE; to 61 Squadron (based at Don Mueang) Oct57; damaged c.Aug58 & to DoAE for repair 03Sep58; repairs completed 19Jun59; gun installation (=AC-47) completed 23Mar77; to 62 Squadron; to 42 Squadron (based at Takhli) 25May77; re-numbered 402 Squadron 01Oct77; further gun mods. & testing completed 16Dec80 & 10Jly84; to 461 Squadron 21Sep84; to 603 Squadron (from Hat Yai) 26Dec85; allocated to storage Apr86; preserved / stored at Lopburi by May89 |
| C-47D, AC-47 | 349418 | L.2-20/00 | 43-49418, French AF, 43-49418 | 26679 | MAP; toc 15Sep57 by DoAE; to 61 Squadron; current 1966; converted to JL-2 'attack-transport' (=AC-47) by SVNAF Sep67; to 62 Squadron 06Nov67; w/o Nakhon Phanom 13Dec67; soc by 14Mar68 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|-----------------------|-----------------------|---|-------|---|
| C-47D | 348149 / 149 | L.2-21/00 | 43-48149, French AF, 43-48149 | 25410 | MAP; toc 04Nov57 by DoAE; to 61 Squadron (based at Don Mueang); to 62 Squadron 01Apr69; current Mar71 & Oct72; to Takhli (from Lopburi) for storage 24Sep76; to 603 Squadron (to replace L2-26/02) 24Jly80; w/o at Sakhon Nakhon 28Feb84 (also reported current Oct89) |
| C-47D | 315400 | L.2-22/01 | 43-15400, French AF, 43-15400 | 19866 | SAMAP; toc 20Jly58 by DoAE; to 61 Squadron Aug58; to FTS 23Jan61; to 41 Squadron (based at Lopburi) 02Feb64; to 23 Squadron 10Sep65; to 22 Squadron 04Feb66; to 62 Squadron 28Aug67; current Nov72; to Takhli for storage 04Nov76; soc 31May88 due to corrosion; allocated to Takhli for display |
| C-47D, BT-67 | 348008 / 008 | L.2-23/01; L.2k-05/42 | 43-48008, French AF, 43-48008 (gained back by USAF 15Apr58) | 25269 | MAP; toc Aug58 by DoAE; to 61 Squadron 15Oct58; to 20 Squadron 26Feb65; to 62 Squadron 28Aug67; radiation camera installed & converted to TL2 'observation-transport' Sep69; re-numbered 602 Squadron 01Oct77; converted back to L2 'transport' Jun88; used by Royal Artificial Rainmaking Unit 1991-95; Basler conversion contract #2 dated 15Sep97 & to Oshkosh, WI; dd as BT-67 #5 (Basler conversion #32) 15Jan99; arrived by air at Don Mueang 22Jan99; toc 26Jan99; coded '46155'; noted active thro' Jan15; badly damaged on landing at Lopburi 27Jan15; still under repair at Lopburi Jan19; believed re-entered service early 2020; noted active thro' Jan25 |
| C-47D | 39545 / 0-39545 / 545 | L.2-24/01 | 43-49545, French AF, 43-49545 (gained back by USAF 15Apr58) | 26806 | MAP; toc 15Oct58 by DoAE; to 61 Squadron 01Dec58; to 23 Squadron 11Dec63; to 21 Squadron 10Sep65; re-numbered 201 Squadron 01Oct77; current Jan81, to 23 Squadron 04Feb84; noted at Don Mueang Nov85; allocated to Lopburi for display 1988 & there by May89 |
| C-47D, AC-47 | 349919 / 919 | L.2-25/01 | 43-49919, French AF, 43-49919 | 27180 | SAMAP; toc 05Nov58 by DoAE; to 61 Squadron 01Dec58; to FTS 20Aug63; converted to JL-2 'attack-transport' (=AC-47) by SVNAF Sep67; to 62 Squadron 06Nov67; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 603 Squadron 21Nov83; stored by Feb84; returned to 603 Squadron 16May85; soc 17Oct90 due to corrosion; allocated to 'Tango' Sep92; noted derelict on Aerothai apron, Don Mueang May94 thro' Jan99; to Si Racha scrapyard by Mar00 & noted there thro' Jan10; to 'Vintage Power Wagons' Army Surplus Store, Nakhon Pathom during Mar11 & noted dismantled there thro' Jun12; to Khao Kho [16.639472°, 100.993397°] Dec12 & noted thro' Oct17; to Muek Lek, 'Paisal Phoprasert' Army Surplus Store by Jly18 (not there Jun18); f/n at The Camp Flea Market, Chatuchak Sep18 with 'Black Tiger' & bathing beauty nose art & noted thro' Mar20 (gone by Jan21) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|---------------|-----------------------|--|-------|--|
| C-47A | 108993 / 993 | L.2-26/02 | 42-108993, French AF, 42-108993 | 13778 | <i>[took part in resupply mission of 101st Airborne Div, Bastogne, Belgium 23Dec44 when it was the 1st of two Pathfinder aircraft, piloted by LtCol Joel Crouch]; MAP; toc 19Dec58 by DoAE; to 61 Squadron 31Jan59; current Oct70, Mar71 & Nov75; damaged 02Apr71 following emergency landing at Wung Nok Ann Air Field, Sarit Sena Army Camp, Phitsanulok; repaired; re-numbered 601 Squadron 01Oct77; w/o 05Apr79 when hit by car</i> |
| C-47D | 315511 / 511 | L.2-27/02 | 43-15511, French AF, 43-15511 | 19977 | MAP; toc 27Jan59 by DoAE; to 61 Squadron; current Nov59, to FTS 13Aug64; to 62 Squadron 2Feb65; current Oct70 & Mar71; to Takhli (from Lopburi) for storage 23Sep76; soc by 14Aug81; allocated to Lopburi Special Warfare Center for display; displayed at Camp Erawan Parachute Battalion, Lopburi |
| C-47D | 316328 | L.2-28/02 | 43-16328, F-RBCU (French AF), 43-16328 | 20794 | MAP; toc 12Mar59 by DoAE; to 61 Squadron 12Mar59; ran off taxiway into sea at Hong Kong 15Nov59; to VR-HFR May61 (later B-245, then N85AC) |
| C-47D | 349781 | L.2-29/02 | 43-49781, French AF, 43-49781 | 27042 | MAP; toc 20Apr59 by DoAE; to 61 Squadron 20Apr59; possibly the C-47 w/o Ubon Ratchathani 03Sep64; soc 22Nov64 |
| C-47D, AC-47 | 0-49641 / 641 | L.2-30/07 | 43-49641 | 26902 | MAP 13Mar64; replaced L2-3/90 with Thai UNO Korea operation; toc 6Dec68 by 62 Squadron; to DoAE 22Jun70; converted to JL-2 'attack-transport' (=AC-47); returned to 62 Squadron 23Sep70; current Mar74; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; w/o Ubon Ratchathani 09Aug83; soc 22Aug83 |
| C-47D, BT-67 | 0-51021 / 021 | L.2-31/07; L.2k-02/41 | 45-1021 | 34288 | MAP; replaced L2-5/90 with Thai UNO Korea operation; toc 06Dec68 by 61 Squadron; to DoAE 20Nov69 (for repair?); to TAC 04May70; current Oct72, Jan81, Jan84 & Nov85; stored at Lopburi 1986 to May89 at least; re-entered service 1994 with Royal Artificial Rainmaking Unit; current 1995; Basler conversion contract #1 dated 20Aug96 & to Oshkosh, WI; dd as BT-67 #2 (Basler conversion #30) 28Apr98; arrived by air at Don Mueang 08May98; toc 13May98; coded '46152'; noted Apr06; damaged & w/o near Korat AFB 24Aug06; soc; airframe stored at Korat 2007; to 'Nomad Homestay', Phitsanulok by Jan15 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|--------------|-------------|---|-------|---|
| AC-47D | 501 | L.2-32/11 | 43-48501 | 25762 | MAP; toc 30May68 by DoAE; possible replacement for L2-20/00; to 62 Squadron 04Jun68; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 603 Squadron 21Nov83; to Lopburi for storage 22Oct86; allocated to 'Tango'; dumped at Lopburi at least May89 to Jan07; to 'Vintage Power Wagons' yard, Nakhon Pathom by Dec07; sold for \$83,000 & shipped to Ryotsu, Sado Island, Niigata, Japan late 2011 for use in a 2013 war movie; painted as Mountbatten's FL510 'Sister Ann' (with the fin from 210 (L2-41/18); later displayed at Lake Hamana, near Hamamatsu, Japan |
| C-47D | | L.2-33/13 | 42-92662, KG452, CF-TED, N9144H, Thai Police | 12487 | toc Sep70 by DoAE; to 62 Squadron 07Jly72; to Takhli for storage Sep76; soc 14Aug81 & broken up |
| C-47D, AC-47 | 293789 / 789 | L.2-34/13 | 42-93789, Thai Police | 13740 | toc 21Sep70 by DoAE; to 62 Squadron 19Jan72; converted to JL-2 'attack-transport' (=AC-47) by Feb76; further gun mods. & testing completed 03Sep76 & 01Apr77; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 603 Squadron 21Nov83; dbr Don Mueang 08Feb88; soc 31May88; preserved at Don Mueang |
| C-47D, AC-47 | 108865 / 865 | L.2-35/14 | 42-108865, KG463, VP906, Pakistan AF H-706, G-ANLJ, F-OAQE, F-KHAA, Khmer AF | 12498 | MAP; toc 16Feb71 by DoAE; to 62 Squadron 20May71; converted to JL-2 'attack-transport' (=AC-47); to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; camera installed Aug78; current Jan81; to 603 Squadron 21Nov83; wfu by Feb84; allocated to Lopburi for display Nov88 & there since at least May89; still there Jan07 |
| C-47D, AC-47 | 224 | L.2-36/14 | 42-5636, FD770, G-AGFY, ZS-DAH, 4X-FAH, 1402 (Israel), 4X-AEZ, 4X-AOE, Khmer AF | 6224 | MAP; toc 08Feb71 by DoAE; to 62 Squadron 12May71; converted to JL-2 'attack-transport' (=AC-47) by May72; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 603 Squadron 21Nov83; wfu by Feb84; dumped at Lopburi since at least May89; moved to Phuket early 2008 and sunk as diving attraction approx 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08, coded 'D4' |
| C-47D, AC-47 | 734 | L.2-37/14 | 44-76734, Khmer AF | 33066 | MAP; toc 27Jan71 by DoAE; to 62 Squadron 7Apr71; converted to JL-2 'attack-transport' (=AC-47) by May72; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 603 Squadron 21Nov83; wfu by Feb84 & stored at Lopburi; dumped at Lopburi since at least May89; moved to Phuket early 2008 and sunk as diving attraction approx 1km off Bang Tao Beach, Cherng Talay, Phuket Nov08, coded 'D2' |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------------|-------------|----------------------|-------|---|
| C-47D | 883(1) | L.2-38/14 | 45-0883, Air America | 34142 | MAP 22Mar71; toc 24Mar71 by DoAE; to 62 Squadron 22Apr71; cameras installed & converted to TL2 'observation-transport' Apr72; re-numbered 602 Squadron 01Oct77; noted at Don Mueang Jan84; wfu by Apr91; stored 1991-1994; re-entered service 1994 with Royal Artificial Rainmaking Unit; current 1995 & Jan96; Basler conversion contract #3 dated 20Aug96 & to Oshkosh, WI, but reportedly dropped on the dockside when being off loaded from the ship in USA, damaging an area of the fuselage around the centre section; replaced by c/n 9290; remains probably scrapped at Oshkosh, WI |
| C-47A | 100547 / 547 | L.2-39/15 | 42-100547 | 19010 | MAP; toc 12Sep72 by DoAE; to TAC 16Nov72; noted at Don Mueang Oct81 & Jan84; wfu by Apr91; derelict at Don Mueang 1995; presented to Crown Prince Maha 1996; to RTAF Museum by Feb02 |
| C-47A | | L.2-40/15 | 43-15955 | 20421 | MAP; toc 29Aug72 by DoAE; to TAC 16Nov72; cameras installed May76; w/o Sakhon Nakhon 23Sep76; soc 18Nov76 |
| VC-47A | 210 | L.2-41/18 | 43-49210, SVNAF 'EC' | 26471 | MAP; toc 28Aug75 by DoAE (ex U-Tapao); to 62 Squadron 09Dec75; re-numbered 602 Squadron 01Oct77; current Jan81, Jan84 & Nov85; w/o Don Mueang 21Jan92; soc 04Mar92; noted derelict on Aerothai apron, Don Mueang May94; moved to Si Racha yard by Mar00 & noted there thro' Jan10; moved to 'Vintage Power Wagons' Army Surplus Store, Nakhon Pathom during Mar11 & noted there (with no outer wings) thro' Jun12; moved to 'Jirapat Wora' Army Surplus Store, Nakhon Pathom by Mar13 (with no outer wings); moved to 'Paisal Phoprasert' Army Surplus Store, Muek Lek by Jan14 (with no outer wings); moved to Mu Si [14.540954, 101.403581] late 2015 & noted there thro' Apr16 (with no outer wings); returned to 'Paisal Phoprasert' Army Surplus Store, Muek Lek by Jly16 & noted there thro' Dec17 (with no outer wings); to Runway 3119 Night Market by Jan18 (not there Dec17) & noted there thro' Feb19 (with no outer wings); gone by May19; to Train Night Market, Srinakarin by Jun19 (assembled with wings); [ex 43-49210 from data plate] |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------|--------|--------------------------|---------------------|-------|--|
| AC-47D, BT-67 | 254 | L.2-42/18; L.2k-06/42 | 43-49254 , Khmer AF | 26515 | MAP; believed escaped to Udorn 18Apr75; listed as 'Under US Govt control at MacThai, Udorn' 24Apr75; toc 09Sep75 by DoAE (ex Udorn); to 62 Squadron 09Sep75; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 461 Squadron 21Sep84; to 603 Squadron 23Jan85; used by Royal Artificial Rainmaking Unit 1991-95; Basler conversion contract #2 dated 15Sep97 & to Oshkosh, WI; dd as BT-67 #6 (Basler conversion #33) 16Mar99; arrived by air at Don Mueang 24Mar99; toc 24Mar99; coded '46156'; noted active thro' Mar25 |
| AC-47D | 516 | L.2-43/18 | 43-49516, RLaoAF | 26777 | MAP; believed escaped to Udorn or Don Mueang Apr75; listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc 09Sep75 by DoAE (ex Udorn); to 62 Squadron 09Sep75; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; current Nov78; to 603 Squadron 21Nov83; to Police for display & mounted over gate house at the RTP Museum, Ram Inthra, marked 219789, by Apr94; repainted late 2002; removed early-Feb18 |
| AC-47D | 152 | L.2-44/18 | 44-77152, Khmer AF | 33484 | MAP; believed escaped to Udorn or Don Mueang Apr75; listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc Sep75 by DoAE (ex Udorn); to 62 Squadron 09Sep75; to 42 Squadron 25May77; re-numbered 402 Squadron 10Oct77; to 603 Squadron 21Nov83; soc 27Feb84; preserved at Phitsanulok by May96 |
| AC-47D | 116 | L.2-45/18 | 45-1116, Khmer AF | 34386 | MAP; believed escaped to Udorn or Don Mueang Apr75; listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc 12Sep75 by DoAE (ex Udorn); to 62 Squadron 12Sep75; re-numbered 602 Squadron 01Oct77; to 402 Squadron (based at Takhli) 21Oct77; further gun mods. & testing completed 11Sep78 & 07Jan83; to 461 Squadron 21Sep84 (until 1985); soc 23Apr91; allocated to 'Tango'; stored at Lopburi at least Jan99 thro' Jan04; to Oshkosh, WI by Jun04; apparently rejected for conversion and replaced by stock airframe; unconverted fuselage noted at Oshkosh Jly04 & stored with 4 others in a field near Oshkosh by Sep06 & noted thro' Jly23 (see L.2k-08/47) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------|-------------|---|-------|---|
| AC-47D | 010 | L.2-46/18 | 43-49010, RLaoAF | 26271 | MAP; believed escaped to Udorn 18Apr75; listed as 'Under US Govt control at MacThai, Udorn' 24Apr75; toc 11Nov75 by DoAE (ex Udorn); to 62 Squadron 11Nov75; to 42 Squadron 25May77; re-numbered 402 Squadron 01Oct77; to 461 Squadron 21Sep84; to 603 Squadron 26Dec85; soc 23Apr91; derelict at Don Mueang 1995; to display at Vietnam Veteran Museum, Surasri Army Camp, Kanchanaburi by Feb01 |
| AC-47D | 079 | L.2-47/18 | 45-1079, Khmer AF | 34349 | MAP; believed escaped to Udorn 18Apr75; listed as 'Under US Govt control at MacThai, Udorn' 24Apr75; toc 14Nov75 by DoAE (ex Udorn); to 62 Squadron 29Dec75; re-numbered 602 Squadron 01Oct77; to 402 Squadron 02Mar78; damaged 27Sep82; to DoAE for repair & completed 11Aug82 (maybe -83?); to 603 Squadron 21Nov83; soc 07Sep89 due to corrosion & stored at Lopburi; dumped at Lopburi since at least Jan99; moved to Phuket early 2008 and sunk as diving attraction approx 1km off Bang Tao Beach, Cherno Talay, Phuket Nov08, coded 'D1'; identity re-used by BT-67 L2k-09/47 '46-159' |
| C-47A | 100937 | L.2-48/18 | 42-100937, NC61190, 4X-AON, IDFAF, RLaoAF, Khmer AF | 19400 | MAP; flown out of Cambodia Jun74 for storage (probably at Udorn); listed as 'Under US Govt control at MacThai, Udorn' 24Apr75; toc 28Nov75 by DoAE (ex Udorn); to 62 Squadron 28Nov75; re-numbered 602 Squadron 01Oct77; w/o Don Nok 15Mar78; soc 30Mar78 |
| AC-47 | 492 | L.2-49/18 | 43-48492, Khmer AF | 25753 | MAP; flown out of Cambodia Jun74 for storage (probably at Udorn); listed as 'Under US Govt control at MacThai, Udorn' 24Apr75; toc 14Nov75 by DoAE (ex Udorn); to 62 Squadron 29Dec75; re-numbered 602 Squadron 01Oct77; current Jan81, soc by 27Apr84 (also reported at Don Mueang Nov85); allocated to Lopburi for display Nov88 & there at least May89 thro' Aug02; noted May03 being dismantled; to Oshkosh, WI c.Oct03; believed converted to Basler BT-67 (see L2k-08/47) |
| C-47 | 093 | L.2-50/19 | 45-1093, SVNAF | 34363 | MAP; toc 30Mar76 by DoAE (ex U-Tapao); cameras installed Dec76; to 62 Squadron 30Dec76; re-numbered 602 Squadron 01Oct77; soc 15Jan87 & stored at Lopburi; dumped at Lopburi from at least 1987; moved to Phuket early 2008 and sunk as diving attraction approx 1km off Bang Tao Beach, Cherno Talay, Phuket Nov08, coded 'D3' |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|---------------|-------------|--|-------|---|
| RC-47 | 882(1) | L.2-51/19 | 45-0882, SVNAF 'MC' | 34141 | MAP; toc 19Mar76 by DoAE (ex U-Tapao); to 62 Squadron 18Jly77; re-numbered 602 Squadron 01Oct77; soc 04Apr91; allocated to 'Tango'; dumped / preserved at Lopburi at least Apr98 to Jan00 (not noted there Jan01 or subsequently); Basler conversion contract #7 dated 25Sep01 & to Oshkosh, WI; apparently rejected for conversion and replaced by c/n 20082 (see L2k-07/45); remains probably scrapped at Oshkosh, WI |
| C-47A | 559 | L.2-52/19 | 43-15559, 559 (Air America) | 20025 | escaped from Saigon to Bangkok 29Apr75; MAP; toc 20Jan76 by DoAE (ex Takhli); to 62 Squadron 16Dec76; re-numbered 602 Squadron 01Oct77; current Jan81, Jan84 & Nov85; allocated to store Apr86; preserved / stored at Lopburi from at least May89; soc Apr91 & allocated to Lopburi for display; to 'celebrity row' display by Jan06 |
| C-47D | 147 | L.2-53/19 | 43-16147, 147 (Air America) | 20613 | escaped from Saigon to Bangkok 29Apr75; MAP; toc 20Jan76 by DoAE (ex Takhli); to 62 Squadron 20Jan76; re-numbered 602 Squadron 01Oct77; TL2 'observation-transport'; soc 14Aug81 |
| C-47D | | L.2-54/19 | 45-0994 | 34259 | MAP; toc 29Jan76 by DoAE (ex Takhli); to 62 Squadron 29Jan76; re-numbered 602 Squadron 01Oct77; TL2 'observation-transport'; soc 14Aug81 |
| EC-47D | 0-49250 / 250 | L.2Or-1/07 | 43-49250 | 26511 | MAP 07Nov63; toc 26Jan64; to HS-DOA Nov66; preserved at Lopburi 1995; still there Jan12 |
| BT-67 | 883(2) | L.2k-03/41 | data plate claims it to be c/n 34141 (sic) ex 45-0883; see L2-38/14; known in fact to be Basler conversion #18 & actually based on N46949 (canx 02Sep98) c/n 9290 | | replacement for L2-38/14; Basler conversion contract #1 dated 20Aug96; dd as BT-67 #3 (Basler conversion #18) 21May98; arrived by air at Don Mueang 29May98; toc 01Jun98; coded '46153'; noted May06 with no rudder; noted active thro' Jan26 |
| BT-67 | 882(2) | L.2k-07/45 | data plate claims it to be c/n 34141 ex 45-0882; see L2-51/19; known in fact to be Basler conversion #39 & actually based on N6898D (canx to Thailand 26Mar02) c/n 20082 ex 43-15616 | | replacement for L2-51/19; Basler conversion contract #3 dated 25Sep01; dd as BT-67 #7 (Basler conversion #39) May02; arrived by air at Don Mueang 27May02; toc 29May02; coded '46157'; noted active thro' Mar15; noted on the apron at Phitsanulok Dec15; veered off runway at Phitsanulok 10Oct17; 20 th anniversary scheme by Dec17; back in service by May18; noted active thro' Dec24 |
| BT-67 | | L.2k-08/47 | data plate claims it to be c/n 34386 ex 45-1116; see L2-45/18; almost certainly Basler conversion #44 & actually based on RTAF 492 c/n 25753 | | replacement for L2-45/18; Basler conversion contract #4 dated 13Aug03; dd as BT-67 #8 (probably Basler conversion #44); arrived by air at Don Mueang 05Jly04; toc 06Jly04; coded '46-158'; dark grey (ELINT) c/s; repainted early 2009 in 'standard' c/s of white top, light grey undersides and dark cheatline as '46158'; noted active thro' Dec24 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------------|--|-------------|--|-------|---|
| BT-67 | | L.2k-09/47 | data plate claims it to be c/n 34349 ex 45-1079; see L2-47/18; almost certainly Basler conversion #42 & actually based on N2685W c/n 33010 ex 44-76678 | | replacement for L2-47/18; Basler conversion contract #5 dated 26Mar04; dd as BT-67 #9 (probably Basler conversion #42) Nov04; arrived by air at Don Mueang 26Nov04; toc 01Dec04; coded '46-159'; dark grey (ELINT) c/s; repainted early 2009 in 'standard' c/s of white top, light grey undersides and dark cheatline as '46159'; noted active thro' Jan25 |
| | Others reported as RTAF, but no RTAF serial traced:- | | | | |
| EC-47 | 103 | | | | Reported as toc 09Jan64, noted at Don Mueang Jan84 & current Jan85 & Nov85. No known RTAF serial. Cannot be 43-49103 which went to Turkey |
| C-47D | 236 | | 43-49236 | 26497 | Reported as current with RTAF Oct89. This however was a regular USAF base-flight C-47D with the 631 st CSG at Don Mueang. Transferred to Cambodia 1970 |
| | 49356 | | 43-49356, French AF | 26617 | Reported as current with RTAF Nov72. No known RTAF serial. Probably confused with RLaoAF 49356, dd in 1956 and still in RLaoAF service Mar71. |
| | 647 | | 43-49647 | 26908 | Reported at Don Mueang Jan81, with RTAF 1982 & Nov85. Believed confused with 547 / L2-39/15 |
| | 680 | | 43-49680 | 26941 | Reported at Don Mueang Nov85. 43-49680 was dd to SVNAF Aug72. Probably confused with 42-23680 / L2-4/90 |
| RC-47 | 946 | | 43-48946 | 26207 | Reported as passed to RTAF Aug68 & IRAN'd early 1969, ex 432ARR. This was one of three radio-relay aircraft used by the USAF in Thailand (others were 43-48492 & 43-49701). No known RTAF serial. Transferred to Cambodia 1970. |
| B.L.3 = Douglas DC-4 | | | | | |
| | • 2 delivered | | | | |
| DC-4-1009 | 42919 | L.3-1/03 ? | NC33680, N33680, HS-TSB | 42919 | Purchased late 1959 from Thai Airways for \$380,000; interior conversion to 26 passenger configuration completed 28Jan60; flew King & Queen on Royal visit to Indonesia 08Feb60; flew Prime Minister to Chiang Mai 11Mar60; flew RTAF CinC to Taiwan via Hong Kong 09Apr60 for a goodwill visit to Taiwanese AF but on its return flight on 14Apr60, just after take off from Shung Shan Air Base on a foggy morning, it crashed into Yun Chung Po Mountain, killing all 18 passengers and crew |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|--|------|--|
| C-54A | 107469 | L.3-2/03 ? | 42-107469, NC53103, PI-C102, HS-POE, HS-TSA | 7488 | Purchased (or loaned ?) from Thai Airways; dd 1960; returned to Thai Airways 09Feb65; to VQ-ZEF 1966 |

B.L4 = Fairchild C-123 Provider

MAP deliveries:-

| RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
|------|-----|--------|------|------------|--|
| BY84 | 8 | C-123B | 1963 | PR USAF | 54-552, 54-553, 54-555, 54-563, 54-564, 54-566, 54-572, 54-573 (L4-1/07 to L4-8/07) |
| AM36 | 4 | C-123B | 1968 | XS USAF | 54-561, 54-574, 54-665, 55-4557 (L4-11/11 to L4-14/11) |
| DJ73 | 3 | C-123B | 1970 | XS USAF | 54-558, 54-570, 54-575 (L4-15/14 to L4-17/14) |
| DW59 | 1 | C-123B | 1971 | XS USAF | 54-571 (L4-18/14) |
| XP09 | 2 | C-123B | 1972 | PR USAF | 54-705 / USCG 4705, 56-4358 / USCG 4358 (L4-19/15, L4-20/15) |
| TC24 | 2 | C-123B | 1973 | XS USAF | 54-567, 54-569 (L4-21/16, L4-22/16) |
| EX56 | 8 | C-123K | 1973 | XS USAF | 54-576, 54-584, 54-626, 54-670, 55-4542, 55-4548, 55-4569, 57-6289 (L4k-1/16 to L4k-8/16) |
| EY41 | 8 | C-123 | 1974 | PR USAF | Reconditioned C-123's, presumably from aircraft delivered earlier, and included above |
| TD24 | 10 | C-123K | 1976 | REDIS USAF | 54-680, 54-682, 54-691, 54-698, 54-700, 54-713, 55-4553, 55-4565, 55-4566, 55-4570 (L4k-9/18 to L4k-18/18) |
| TC22 | 2 | C-123K | 1976 | REDIS USAF | 54-636, 55-4576 (L4k-19/19, L4k-20/19) |

- C-123 IRAN programme commenced 1966; 1st moved into IRAN 20Jly66, but work delayed by the need to recover a crashed C-123 (assumed to be L4-01/07 which ran off the runway at Chiang Mai 16Aug66); work carried out on both aircraft & 1st IRAN'd C-123 test flown 15Dec66;
- Type wfu 1990 but 4 restored 1992 by cannibalising 8 other airframes;
- 3 active 1995 (289, 576 & 698 ?)

| | | | | | |
|--------|-------------|----------|--------|-------|---|
| C-123B | 40566 / 566 | L.4-1/07 | 54-566 | 20015 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 4218.9hrs; to 61 Squadron 10Jun65; damaged at Takhli mid-1965 (repaired by 08Feb66); damaged at Chiang Mai 16Aug66 (repaired by Feb68); soc 19Apr76 with TT 7202.9 hrs; noted Feb82 |
|--------|-------------|----------|--------|-------|---|

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|-------------|-------------|--------|-------|---|
| C-123B | 40573 / 573 | L.4-2/07 | 54-573 | 20022 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 4428.3 hrs; to 61 Squadron 07Sep64; accident at Surat Thani Airport 25Apr70 & repaired by Jun71; noted Jun71 & Nov72; wfu Dec75; soc 05Jan83 with TT 7816.7 hrs; noted semi-derelict at Don Mueang Mar83; wing believed used on the C-123 preserved at Army Quartermaster School, Bangpho by Jun01 (see L4-3/07) |
| C-123B | 40563 / 563 | L.4-3/07 | 54-563 | 20012 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 3496.2 hrs; to 61 Squadron 07Sep64; noted Sep70; re-numbered 601 Squadron 01Oct77; noted Nov78, Aug80 & Jan81; transferred to 1 st Cavalry Division Sep81; soc 09Apr82 with TT 8166.2 hrs; allocated to display at Army Quartermaster School, Bangpho; still preserved at Army Quartermaster School, Bangpho by Jun01 (wings & fin from other C-123B's; see L4-2/07, 8/07 & 14/11) |
| C-123B | 40572 / 572 | L.4-4/07 | 54-572 | 20021 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 5830.2 hrs; to 61 Squadron 07Sep64; noted Sep70; re-numbered 601 Squadron 01Oct77; wfu 06Mar81; soc 21Oct82 with TT 9133.0 hrs; noted 1983 |
| C-123B | 40553 / 553 | L.4-5/07 | 54-553 | 20002 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 3571.5 hrs; to 61 Squadron 07Sep64; to Japan (for Korean service) 14Nov68 and returned 08Jly70; returned to 61 Squadron Aug71; noted Oct72; re-numbered 601 Squadron 01Oct77; noted Aug80 & Jan81; wfu 30Jan81; soc 21Oct82 with TT 7698.2 hrs; stored at Don Mueang until moved to Dusit (Chitlada) Palace and put on display 12Oct83; stored on 'Tango' apron, Don Mueang from Mar96, but gone by Aug02 |
| C-123B | 40555 / 555 | L.4-6/07 | 54-555 | 20004 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 3415.5 hrs; to 61 Squadron 07Sep64; noted Sep70 & Jan71; re-numbered 601 Squadron 01Oct77; noted Aug80 & Jan81; wfu Feb83 with TT 8079.8 hrs; to RTAF Museum (replaced 7/07) |
| C-123B | 40552 / 552 | L.4-7/07 | 54-552 | 20001 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 3517.3 hrs; to 61 Squadron 07Sep64; noted Jan69, Mar71; re-numbered 601 Squadron 01Oct77; noted Jan81; wfu Mar81; soc 21Oct82 with TT 8064.4 hrs; to RTAF Museum; moved to Anti-Aircraft Division, near Don Mueang, 1983 (replaced by 6/07 at RTAF Museum) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|-------------|-------------|--------------------|-------|---|
| C-123B | 40564 / 564 | L.4-8/07 | 54-564 | 20013 | MAP St.Augustine, FL; toc 09Jun64 by DoAE with TT 4068.9 hrs; to 61 Squadron 07Sep64; noted Oct70 & Nov72; wfu Oct75 until returned to service 1980; wfu 24Sep81 with TT 7726 hrs; soc 05Jan83; noted 1983; wing believed used on the C-123 preserved at Army Quartermaster School, Bangpho by Jun01 (see L4-3/07) |
| C-123B | 40594 | L.4-9/09 | 54-594 | 20043 | to Vietnam with Victory Squadron 22Jly66 (<i>this C-123 does not seem to have officially left the USAF inventory; it was allocated to USAF 377th CSG at Tan Son Nhut 21Apr66, and remained on their books until sent back to Tainan for further maintenance 30May67; modified to C-123K at Hagerstown Jul/Oct67; w/o with 315th ACW at Khe Sanh, 6/7Mar68</i>) |
| C-123B | 40632 / 632 | L.4-10/09 | 54-632, SVNAF 'XH' | 20081 | to Vietnam with Victory Squadron 22Jly66 (<i>this C-123 does not seem to have officially left the USAF inventory; it arrived at Tan Son Nhut 09Feb66 from maintenance at Tainan; first went to 24th Air Division; to 375th CSG 08Apr66; to 377th CSG 18Apr66; to 315th ACW by 31May67; modified to C-123K at Hagerstown Aug/Sep67; soc by USAF 16Jun72; to SVNAF</i>) |
| C-123B | 40665 / 665 | L.4-11/11 | 54-665 | 20114 | MAP 28May68 Tan Son Nhut; toc 03Jun68 by DoAE with TT 7006.9 hrs; to 61 Squadron 04Jly68; noted Oct70; re-numbered 601 Squadron 01Oct77; wfu Feb81; soc 21Oct82 with TT 10781.2 hrs; noted 1983 |
| C-123B | 557 | L.4-12/11 | 55-4557 | 20218 | MAP 28May68 Tan Son Nhut; toc 03Jun68 by DoAE with TT 8061.8 hrs; to 61 Squadron 04Jly68; noted Nov70, Nov72; re-numbered 601 Squadron 01Oct77; wfu 06Mar81; soc 21Oct82 with TT 12301.9 hrs; noted semi-derelict at Don Mueang Mar83 |
| C-123B | 40561 / 561 | L.4-13/11 | 54-561 | 20010 | MAP; toc 08Nov68 by DoAE with TT 5907.1 hrs; to 61 Squadron 06Dec68; noted Jan69; to Japan (for Korean service) 01May69 and returned 25Aug76; noted Mar72; to 601 Squadron; noted Jan81; wfu Oct81; soc 21Oct82 with TT 10858.4 hrs; noted semi-derelict at Don Mueang Mar83 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------|---------------|-------------|-------------------|-------|--|
| C-123B | 40574 / 574 | L.4-14/11 | 54-574 | 20023 | MAP; toc 08Nov68 by DoAE with TT 6053.8 hrs; to 61 Squadron 18Dec68; to Japan (for Korean service) 20May70 and returned 25Aug76; noted Mar72 & Nov78; to 601 Squadron; wfu Dec82 with TT 11642.3 hrs; noted 1983; allocated to display at Lopburi Special Warfare Center May83; displayed at Camp Erawan Parachute Battalion, Lopburi <i>Note: fin believed to be used on the C-123 preserved at Army Quartermaster School, Bangpho by 2007 (see L4-3/07)</i> |
| C-123B (ex UC-123B) | 40558/ 558 | L.4-15/14 | 54-558 | 20007 | MAP 29Jan71 Langley, VA; toc 01Mar71 by DoAE with TT 7476 hrs; to 61 Squadron 07Apr71; noted Oct72; wfu 05Jan76; soc 19Apr76 with TT 9189.3 hrs; later repaired and modified as a test airframe |
| C-123B (ex UC-123B) | 40570 / 570 | L.4-16/14 | 54-570 | 20019 | MAP 25Feb71 Langley, VA; toc 01Mar71 by DoAE with TT 7024.8 hrs; to 61 Squadron 07Apr71; noted Oct72; re-numbered 601 Squadron 01Oct77; IRAN at ThaiAm 1979; returned to 601 Squadron; wfu 08Apr82; soc 21Oct82 with TT 9081.2 hrs; noted 1983, Apr87 & Apr89; assumed scrapped (reportedly put on display at BN.41 entrance Nov90 coded '4113', but the C-123 displayed as '4113' is actually ex 55-4570) |
| C-123B (ex UC-123B) | 40575 / 575 | L.4-17/14 | 54-575 | 20024 | MAP 19Mar71 Langley, VA; toc 05Apr71 by DoAE with TT 5955.6 hrs; to 61 Squadron 22Apr71; noted Oct76; re-numbered 601 Squadron 01Oct77; noted Jan81; wfu Feb83 with TT 8616.9 hrs; ferried to BN.21 (Ubon Ratchathani); stripped of spares & put on display; preserved at Ubon Ratchathani |
| C-123B | 0-40571 / 571 | L.4-18/14 | 54-571 | 20020 | MAP 25Nov71 McLellan, CA; toc 14Dec71 by DoAE with TT 7272.1 hrs; to 61 Squadron 07Jan72; noted Oct72; artificial rain-making equipment installed 08Jly75; noted Oct76; re-numbered 601 Squadron 01Oct77; noted Jan81; wfu 06Mar81; soc 21Oct82 with TT 9580.0 hrs; noted 1983 |
| C-123B | 4705 / 705 | L.4-19/15 | 54-705, USCG 4705 | 20154 | MAP 29Sep72 Napier Field, Al.; toc 13Oct72 by DoAE with TT 3665.2 hrs; to 61 Squadron 17Nov72; noted Nov72; damaged 19Nov73 & repaired by 15May74; modified to Royal aircraft 25Jly75; noted Oct76 & Jan81; wfu 30Dec82; with TT 9951.8 hrs; ferried to FTS (Khampaeng Saen), stripped of spares & put on display; preserved at Khampaeng Saen in Survival Training Camp |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------|--------------------|-------------|--------------------|-------|--|
| C-123B | 4358 / 64358 / 358 | L.4-20/15 | 56-4358, USCG 4358 | 20242 | MAP 29Sep72 Napier Field, Al.; toc 22Oct72 by DoAE with TT 7135.1 hrs; to 61 Squadron 21Nov72; re-numbered 601 Squadron 01Oct77; noted Jan81, Dec81 (358) & Apr87; soc 16Jan89 with TT 10935 hrs, because of extensive corrosion |
| C-123B | 40567 / 567 | L.4-21/16 | 54-567 | 20016 | MAP 06Oct73 Clark, Philippines; toc 18Oct73 by DoAE with TT 8679.6 hrs; to 61 Squadron 09Nov73; re-numbered 601 Squadron 01Oct77; wfu 08Sep81; soc 21Oct82 with TT 10679.7 hrs; noted semi-derelict at Don Mueang Mar83 |
| C-123B | O-40569 / 569 | L.4-22/16 | 54-569 | 20018 | MAP 06Oct73 Clark, Philippines; toc 18Oct73 by DoAE with TT 7420.4 hrs; to 61 Squadron 09Nov73; noted Feb76; re-numbered 601 Squadron 01Oct77; noted Jan81; wfu 24Sep81; soc 21Oct82 with TT 9285.7 hrs; allocated to display at BN.41 (Chiang Mai) coded '4112', & noted May85 thro' Feb87 as restaurant near 41 Wing HQ building; roaded to Mae Hong Son for use in 'Air America' movie late-1989 as C-123K '671' crash and post-crash sequences; likely the cockpit section shipped to Pinewood Studios, UK for interior filming in early-1990; probably the cockpit section later displayed at the Planet Hollywood restaurant in Paris, France during the 1990s <i>Note: the C-123 marked '555' in the 'Air America' movie at Mae Hong Son was a wood & tin sheet fuselage by George Gibbs, with spare C-123 wings etc</i> |
| C-123K | 40576 / 576 | L.4k-1/16 | 54-576, SVNAF 'RO' | 20025 | MAP 16Jun73 Clark, Philippines; toc 17Jun73 by DoAE with TT 8819.1 hrs; to 61 Squadron 23Nov73; re-numbered 601 Squadron 01Oct77; noted Aug80, Apr87 & Apr89; wfu 1991-94; restored & used by 602 Squadron / Royal Artificial Rainmaking Unit Feb94 to Feb95; used in 'Operation Dumbo Drop' movie 1994; wfu Feb95 to Nov95 until allocated to Royal Artificial Rainmaking Unit (Chiang Mai) 17Nov95; soc with TT 12076.8 hrs; to Jesada Technik Museum, Nakhon Chaisi by 2003 |
| C-123K | | L.4k-2/16 | 54-584 | 20033 | MAP 21Jun73 Clark, Philippines; toc 21Jun73 by DoAE with TT 9042.7 hrs; to 61 Squadron 23Nov73; w/o Don Mueang 21Jun77; soc 30Jun77 with TT 9401.4 hrs |
| C-123K | 626 | L.4k-3/16 | 54-626, SVNAF 'XC' | 20075 | MAP 13Jun73 Clark, Philippines; toc 15Jun73 by DoAE with TT 10466.8 hrs; to 61 Squadron 15Mar74; w/o Lampang 29Jly77; soc 09Aug77 with TT 10735.9 hrs |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------------|-------------|-------------|--------------------------------------|-------|---|
| C-123K | 40670/670 | L.4k-4/16 | 54-670, SVNAF 'XE' | 20119 | MAP 21Jun73 Clark, Philippines; toc 21Jun73 by DoAE with TT 14113.6 hrs; to 61 Squadron 07Jan74; re-numbered 601 Squadron 01Oct77; noted 1977, Jan81 & Dec81; soc 27Feb84 with TT 14984.7 hrs; allocated to display at Lopburi Special Warfare Centre Nov84, but believed initially stored at Don Mueang (noted May85) & then broken up |
| C-123K | 54542/542 | L.4k-5/16 | 55-4542, SVNAF 'QS' | 20203 | MAP 16Jun73 Clark, Philippines; toc 17Jun73 by DoAE with TT 10750.5 hrs; to 61 Squadron 17Feb75; re-numbered 601 Squadron 01Oct77; noted Aug80 & Jan81; wfu Dec83; soc 27Feb84 with TT 12322.0 hrs; noted stored at Don Mueang May85 |
| C-123K | 54548/548 | L.4k-6/16 | 55-4548, SVNAF 'QR' | 20209 | MAP 22Jun73 Clark, Philippines; toc 23Jun73 by DoAE with TT 12935.5 hrs; to 61 Squadron 4Feb74; re-numbered 601 Squadron 01Oct77; soc 27Feb84 with TT 14117.6 hrs; allocated to display at Don Mueang & still preserved there 2014 (painted as 55-569) |
| C-123K | 55-569 | L.4k-7/16 | 55-4569, RSaudi AF, USAF, SVNAF 'RJ' | 20230 | MAP 22Jun73 Clark, Philippines; toc 23Jun73 by DoAE with TT 6261.6 hrs; to 61 Squadron 23Nov73; upgraded to Royal aircraft 01Jun76; re-numbered 601 Squadron 01Oct77; air conditioner installed 28May80; noted Jan81; damaged 2May81 (repaired); damaged U-Tapao 10Jly85; repaired 28Jly85 to 16Jan86 (also reported as preserved at Chiang Mai at least May85 thro' Feb87 with code '4112'); wfu Feb91; soc 21May91 with TT 8478.3 hrs; given to 'Tango' & noted stored on 'Tango' apron Don Mueang 1996; still stored at Don Mueang 2000; to Nakhon Nayok by 2005 |
| C-123K (ex UC-123K) | 289 | L.4k-8/16 | 57-6289, SVNAF 'RM' | 20299 | MAP 13Jun73 Clark, Philippines; toc 14Jun73 by DoAE with TT 8775.0 hrs; to 61 Squadron 24Jun75; re-numbered 601 Squadron 01Oct77; IRAN checks with ThaiAm 17Mar80 until 22Aug83; wfu & stored Feb91 to 1994; restored 14Feb94 for use by 602 Squadron / Royal Artificial Rainmaking Unit; noted active at Chiang Mai Nov93; soc 15Nov95 with TT 13022.2 hrs; stored at Don Mueang at least 1996-2000; to Bang Wua by 2001 |
| C-123K / C-123B (ex NC-123K) | 40691 / 691 | L.4k-9/18 | 54-691 (soc 29Jan75), Khmer AF | 20140 | Listed as 'Under Contract Maintenance, Thai-Am, Udorn' 24Apr75; toc 22Sep75 by DoAE with TT 9351.7 hrs; to 61 Squadron 09Dec75; re-numbered 601 Squadron 01Oct77; noted Jan81; modified to C-123B 13Jun84; noted Apr87; soc 21Mar89 with TT 10458.1 hrs; believed remained airworthy for use in air and ground scenes of the 'Air America' movie Oct89/Feb90; later used for spares |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------------|-------------|-------------|--|-------|--|
| C-123K (ex NC-123K) | 40698 / 698 | L.4k-10/18 | 54-698 (soc 05Feb75), Khmer AF | 20147 | Listed as 'Under Contract Maintenance, Thai-Am, Udon' 24Apr75; toc 18Sep75 by DoAE with TT 4068.9 hrs; to 61 Squadron 09Dec75; re-numbered 601 Squadron 01Oct77; noted Aug80, Jan81 & Apr87; wfu 21May91 & given to 'Tango'; used in the 'Air America' movie Oct89/Feb90; restored 14Feb94 for use by Royal Artificial Rainmaking Unit; noted Dec94 (698); allocated to Royal Artificial Rainmaking Unit (Chiang Mai) 17Nov95; to Si Racha yard by early 2000; displayed at Bang Plee by late 2000 |
| C-123K | 54565 / 565 | L.4k-11/18 | 55-4565 (soc 28Apr71), SVNAF 'QH', Khmer AF | 20226 | Listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc 17Oct75 by DoAE; to 61 Squadron 13Nov75; re-numbered 601 Squadron 01Oct77; noted Jan81; soc 02Oct90; presented to Crown Prince; stored at Don Mueang at least 1994 thru' 2000; to Jomtien by 2003 |
| C-123K | 566 | L.4k-12/18 | 55-4566, SVNAF, USAF (soc 18Apr73), Khmer AF | 20227 | Listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc 18Sep75 by DoAE with TT 12373.2 hrs; to 61 Squadron 09Dec75; re-numbered 601 Squadron 01Oct77; w/o Takhli 06May83; soc 19May83 with TT 13707.6 hrs |
| C-123K / C-123B (ex UC-123K) | | L.4k-13/18 | 55-4570, RSaudi AF, USAF (soc 13Dec74), Khmer AF | 20231 | Listed as 'Under Contract Maintenance, Thai-Am, Udon' 24Apr75; toc 09Sep75 by DoAE with TT 4874.7 hrs; to 61 Squadron 07Apr77; re-numbered 601 Squadron 01Oct77; soc 21Mar89 with TT 6582.0 hrs; modified to C-123B; believed remained airworthy for use in air and ground scenes of the 'Air America' movie Oct89/Feb90; put on display at BN.41, Chiang Mai entrance Nov90 (to replace L4-22/16) coded '4113' <i>Note that '4113' is not 54-570</i> |
| C-123K | 40680 / 680 | L.4k-14/18 | 54-680 (soc 11Mar75), Khmer AF | 20129 | Listed as 'Under Contract Maintenance, Thai-Am, Udon' 24Apr75; toc 28Nov75 by DoAE with TT 9875.3 hrs; to 61 Squadron 19Jan76; re-numbered 601 Squadron 01Oct77; noted Jly80, Jan81 & 1984; soc 27Feb84 with TT 11256.5 hrs; scrapped Apr88 |
| C-123K | 40682 / 682 | L.4k-15/18 | 54-682 (soc 03May71), SVNAF 'QJ', Khmer AF | 20131 | Listed as 'Under Contract Maintenance, Thai-Am, Don Mueang' 24Apr75; toc 20Nov75 by DoAE with TT 13653.1 hrs; to 61 Squadron 29Dec75; re-numbered 601 Squadron 01Oct77; noted Jan81 & Feb82; soc 27Feb84 with TT 15623.9 hrs; noted Aug87; scrapped Apr88 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------|---|-------------|---|-------|---|
| C-123K | 40700 / 700 | L.4k-16/18 | 54-700 (soc 12Dec74), Khmer AF | 20149 | Listed as 'Under Contract Maintenance, Thai-Am, Udorn' 24Apr75; toc 20Nov75 by DoAE; to 61 Squadron 29Dec75; re-numbered 601 Squadron 01Oct77; noted Nov78 & Jan81, Dec81, May85 & Apr87; code 'WH'; soc 21May91 & stored at Lopburi; noted dumped at Lopburi 1998 thro' 2000; parked on apron by Aug02 |
| C-123K | 40713 / 713 | L.4k-17/18 | 54-713 (soc 21Jly74), Khmer AF | 20162 | Listed as 'Under Contract Maintenance, Thai-Am, Udorn' 24Apr75; toc 28Nov75 by DoAE with TT 9150.1 hrs; to 61 Squadron 19Jan76; re-numbered 601 Squadron 01Oct77; noted Jan81, May85 & Apr87; soc 13Feb91 with TT 12841.6 hrs; given to Vietnam Veterans Museum, Surasri Army Camp, Kanchanaburi 02Mar94 & still there Jan12 |
| C-123K / C-123B | 54553 | L.4k-18/18 | 55-4553 (soc 08Jly71), SVNAF 'RE', Khmer AF | 20214 | Listed as 'Under Contract Maintenance, Thai-Am, Udorn' 24Apr75; toc 11Nov75 by DoAE with TT 12493.4 hrs; to 61 Squadron 11Dec75; re-numbered 601 Squadron 01Oct77; noted Jan81; modified to C-123B 14Sep83; modified for artificial rain operation 26Aug87 & operated until Jan89; soc 21Mar89 with TT 14297.7 hrs; believed remained airworthy for use in air and ground scenes of the 'Air America' movie Oct89/Feb90; later used for spares |
| C-123K | | L.4k-19/19 | 54-636 (soc 20Jan73), 636 (RLaoAF) | 20085 | toc 06Feb76 by DoAE with TT 14750.4 hrs; to 61 Squadron 22Mar76; w/o Don Mueang 11Jan77; soc 29Jan77 with TT 14847.7 hrs & broken up for spares |
| C-123K | 576A | L.4k-20/19 | 55-4576, N5006X, 576, RLaoAF | 20237 | <i>[Air America in Laos as N5006X Mar62 (although registered 06Oct62); canx 17Jun66 & re-serialled 576; Air America until soc by USAF 20Jan73; to RLaoAF 30Nov73];</i> toc 06Feb76 by DoAE with TT 20405.5 hrs; to 61 Squadron 22Mar76; re-numbered 601 Squadron 01Oct77; IRAN checks with ThaiAm 11Jly80 until 17Aug84; noted Aug87; soc 02Oct90 with TT 23304.4 hrs; stored at Don Mueang at least 1994 thro' 2000; to Jesada Technik Museum, Nakhon Chaisi by 2003 |
| | <p>Victory Squadron was a transport unit established by the government approval on 02May66 to be sent by RThaiAF to Vietnam. It was to send 2 C-123s with 27 crew to assist air transport in war zone. The unit left Thailand on 22Jly66 with C-123B's L4-9/09 & L4-10/09.</p> <p>The unit later, in 1967, operated three C-123K's of the USAF's 19ACS (later 19TAS), 315TAW at Phan Rang, South Vietnam. These were painted in RTAF camouflage, titles, roundels etc as that unit had a number of crews seconded from the RThaiAF, although being USAF airframes they legally had to have at least one</p> | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------|--|-------------|--------------------|-------|--|
| | USAF crew member aboard. They retained their USAF unit tail code of 'WE'. They were never taken on RThaiAF charge, and the Thai crews were withdrawn in 1970. The three C-123K's involved were:- | | | | |
| C-123K | 360 | | 56-4360 | 20244 | code 'WE'; to SVNAF 'QB' |
| C-123K | 686 | | 54-686 | 20135 | code 'WE'; to SVNAF 'QK' |
| C-123K | 650 | | 54-650 | 20099 | w/o 19Mar71 |
| | In 1979, in an attempt to extend the service life of the fleet, the Thai government placed a USAF-supported contract with the Mancro Aircraft Company of Paramount, CA and Dallas, TX to acquire a C-123 (56-4357) from the USAF stocks at MASDC Davis-Monthan, and re-engine it with turbo props. 56-4357 was sold to Mancro and departed MASDC on 01Jun79. Conversion work was started at Compton/Woodley Airport, CA, close to Mancro's facility in Paramount. Several improvements to the aircraft were made, the most important of which was the replacement of the R-2800-99W piston radials with new Allison T56-A-7 turboprops. The newly converted C-123T Provider first flew from Compton/Woodley Airport on 24Oct80, still in USAF camo, but with RThaiAF markings. After the test flight it became apparent that the T56 engine was too powerful and needed hydraulic pressure to move the control surfaces. Both wings had to be sealed to make them fuel tanks, and in order to gain the full benefit from new engine it was felt it should be pressurised. RThaiAF decided it was not cost-effective, and C-130's were bought instead | | | | |
| C-123T | 64357 | | 56-4357, USCG 4357 | 20241 | Not delivered; stored at Tucson from 1981; to N6828 1998 |
| | Others reported as RTAF, but no RTAF serial traced:- | | | | |
| C-123B | 702 | | | | Confirmed as not RTAF, but reported to have been used in 'Operation Dumbo Drop' movie 1994; however 54-702 crashed near Binh Khe, SVN 25Jan66 killing the 4 crew and 42 US Army troops, so is unlikely to have survived |
| B.L.5 = HS748 | | | | | |
| | 11-111 / '60301' | L.5-1/08 | HS-TAF | 1570 | dd Jan65 (TT 48.00hrs); code '11-111' (Sep70 thro' Feb05), then '60301' (from Nov05); damaged 25May07; under repair thro' Sep07; noted active thro' Feb09; noted parked at Don Mueang during floods Nov11; wfs at ceremony 30Mar16 at Don Mueang; stored at Don Mueang (603 Squadron apron) until dd to RTAF Museum Aug17; being disassembled Oct24 (to go to a Royal palace); noted hangared (with '60303') at Takhli Jan25 |
| | '99-999' / '60302' | L.5-2/16 | HS-TAF | 1715 | dd Jan73 (TT 40.55hrs); damaged on landing 22Nov04; code '99-999' (Feb81 & Jan05), then '60302' (from Nov05); soc 10Apr06 and wfu (never flew after Nov04 accident); parked at Don Mueang until refurbished, and to Crown Prince Tawee Wattana Palace collection Apr09 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------------------|-------------------|-------------|--------|---------|---|
| | ‘60203’ / ‘60303’ | L.5-3/26 | HS-THC | 1569 | From Thai AW Aug83 (TT 30.319:46hrs); code ‘60203’, then ‘60303’ (Feb95 thro’ Jan16, 50 th Anniversary scheme); wfs at ceremony 30Mar16 at Don Mueang; flown to Takhli 30Mar16 & still there Mar23; noted hangared (with ‘60301’) at Takhli Jan25 |
| | ‘60204’ / ‘60304’ | L.5-4/26 | HS-THD | 1644 | From Thai AW Aug83 (TT 24.035.10hrs); code ‘60204’ (Apr87), then ‘60304’ (Oct95); under maintenance at TAI Takhli Feb10; wfs at ceremony 30Mar16 at Don Mueang; stored at Don Mueang (603 Squadron apron); moved to Police apron by Nov16; noted being dismantled there early-Oct19; to Khon Kaen Vocational College as GI airframe Oct19 |
| | ‘60205’ / ‘60305’ | L.5-5/26 | HS-THF | 1646 | From Thai AW Oct83 (TT 25.014.17hrs); fitted with Large Freight Door (in Thailand, from UK-supplied kit); code ‘60205’, then ‘60305’ (Jly94); wfs at ceremony 30Mar16 at Don Mueang; stored at Don Mueang (603 Squadron apron) until moved to RTAF Security Force Training Centre, Tung Sikan Aug17 |
| | ‘60206’ / ‘60306’ | L.5-6/26 | HS-THE | 1645 | From Thai AW Dec83 (TT 24.985.27hrs); fitted with Large Freight Door (in Thailand, from UK-supplied kit); code ‘60206’ (Apr87), then ‘60306’ (from Oct95); noted parked at Don Mueang during floods Nov11; wfs at ceremony 30Mar16 at Don Mueang; stored at Don Mueang (603 Squadron apron); moved to Don Mueang Police apron by Nov16; dismantled there Oct19; f/n unassembled at Hwy331 ‘War Camping & Coffee War’ Army Surplus Store, Sattahip late-Oct19 (not there Sep19); noted unassembled thro’ Mar21 (gone by Jun21); f/n at Thai-Austrian Technical College, Jomtien Jun22, repainted & fully assembled |
| B.L.6 = Swearingen Merlin | | | | | |
| SA226AT / 4A | ‘21-111’ | L.6-1/21 | N5440M | AT-062E | Standard CofA issued 10Dec77; executive VIP interior installed Dec77; test flight 14Dec77; Export CofA E142277 from Swearingen Aviation (San Antonio, TX) to RTAF, Directorate of Aeronautical Engineering (Bangsue, Bangkok) 16Dec77; N5440M canx 16Dec77; at Reykjavik on dd 03Jan78; dd to Don Mueang 10Jan78; assigned to 601 Squadron; dedicated by the King 23Feb78; w/o 06Nov78 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------|-----------------------------|-------------|--------|--------|--|
| SA226AT / 4A | ‘29-999’ | L.6-2/21 | N5442M | AT-065 | Standard CofA issued 10Feb78; executive VIP interior installed Feb78; test flight 24Feb78; N5442M canx 01Mar78; Export CofA E142278 from Swearingen Aviation (San Antonio, TX) to RTAF, Directorate of Aeronautical Engineering (Bangsue, Bangkok) 02Mar78; at Reykjavik on dd 15Mar78; assigned to 601 Squadron; dedicated by the King 10Nov78; current Aug80; w/o 20Sep82 |
| SA226AT / 4A | ‘60301’ / ‘60501’ | T.L.6-1/22 | N5650M | AT-071 | Special CofA issued 22Mar79; test flight 15Aug79; Standard CofA issued 15Aug79; exported to Thailand (RTAF, Directorate of Aeronautical Engineering, Bangsue, Bangkok) by Swearingen Aviation Corp (San Antonio, TX) 17Aug79 (E184031); N5650M canx 16Aug79; assigned to 603 Squadron; code ‘60301’ (Nov81); loaned to 605 Squadron Jun85; code ‘60501’ (Oct95 thro’ Apr03); used as a spares source for the other two Merlins from 2001; parked wfu at Don Mueang from at least Sep04; to RTAF Museum May14 |
| SA226AT / 4A | ‘60302’ / ‘60502’ / ‘40202’ | T.L.6-2/22 | N5496M | AT-072 | Special CofA issued 16May79; test flight 17Aug79; Standard CofA issued 22Aug79; exported to Thailand (RTAF, Directorate of Aeronautical Engineering, Bangsue, Bangkok) by Swearingen Aviation Corp (San Antonio, TX) 24Aug79 (E184033); N5496M canx 24Aug79; assigned to 603 Squadron; code ‘60302’ (Jan81 & Nov85); loaned to 605 Squadron Jun85; code ‘60502’ (Oct95); to 402 Squadron 1999; code ‘40202’ (Jan03); wfs 2003; to GI airframe at Takhli by Jan13 & noted thro’ Jan14; to ‘Jirapat Wora’ yard, Nakhon Pathom by Oct15 (not there Jly15); noted there thro’ Jan16 (gone by May16); to Hangar Café, Nakhon Pathom by Apr16 & noted thro’ Jan19; to Nakhon Pathom Aircraft Market by Jly19 |
| SA226AT / 4A | ‘60303’ / ‘60503’ / ‘40203’ | T.L.6-3/22 | N5672M | AT-073 | Noted on San Antonio line Jly79; Standard CofA issued 04Sep79; N5672M canx 10Sep79; exported to Thailand (RTAF, Directorate of Aeronautical Engineering, Bangsue, Bangkok) by Swearingen Aviation Corp (San Antonio, TX) 11Sep79 (E184034); assigned to 603 Squadron; code ‘60303’; loaned to 605 Squadron Jun85; code ‘60503’ (Oct95); to 402 Squadron 1999; wfs 2003; code ‘40203’ (Jan05); to Takhli as GI airframe by Jan05 & noted thro’ Jan14; to ‘Jirapat Wora’ yard, Nakhon Pathom by Oct15 (not there Jly15); gone by Dec15 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|------------|-------------|--|-------|---|
| SA226T(B) / 3 | 00348 | N/A | N1009G | T-348 | Special CofA issued to N1009G 11Jly80; Standard CofA issued 25Sep80; exported to Thailand (Stillwell Aviation Pty, Essendon, Australia) by Stillwell Aviation Inc (Tucson, AZ) 08Oct80 (E184889); sold by Swearingen Aviation Corp to Stillwell Aviation Pty (Essendon, Australia) 09Oct80; sold by Stillwell Aviation Pty to Stillwell Aviation Inc (Tucson, AZ) 09Oct80; canx on export to Australia 31Jly81; dd to Royal Thai Survey Department; w/o 29Sep82 |
| B.L.7 = IAI Arava M201TH | | | | | |
| | | | <ul style="list-style-type: none"> 3 bought 1979 & delivered 1981 (although deliveries of adjacent c/ns 0055 (Argentina) & 0059 (Swaziland) suggests Mar/Apr79 is more likely); 402 squadron re-equipped with UAV's | | |
| '40456' / '60509' / '40204' | T.L.7-1/22 | 4X-ICC | 0056* | | To 60509 (noted Oct95); to 40204 (noted active early 2002 thro' Dec15); to RTAF Museum Dec15 |
| '40457' / '60510' / '40205' | T.L.7-2/22 | 4X-ICD | 0057 | | To 60510 (noted Nov95); to 40205 (noted active May04 thro' May15); GI airframe at Takhli by Jan18 |
| '40458' / '60511' | T.L.7-3/22 | 4X-ICE | 0058 | | To 60511 (noted Dec95); noted as a wreck at Takhli Nov02 thro' Jan13; gone by Feb17; wreck noted in Tango Takhli compound Jan18 |
| B.L.8 = Lockheed C-130 Hercules | | | | | |
| | | | <ul style="list-style-type: none"> 12 delivered 1980-92; T56 series 3.5 engine upgrade contract signed with Rolls Royce 18Jun19 for 58 engines, all upgrade work done at Segers Aero maintenance centre (Fairhope Airport, AL); Sqdn 601 celebrated 40+ years of Hercules operations on 02Oct24 | | |
| C-130H | '60101' | L.8-1/23 | 79-1714 | 4861 | dd Aug80; noted active thro' Oct11; due for maintenance & grounded at Don Mueang Oct & Nov11 during floods; noted active thro' Dec21; took part in 02Oct24 '40+ years in service' ceremony; ; noted active thro' Sep25 |
| C-130H | '60102' | L.8-2/23 | 79-1715 | 4862 | dd Aug80; wheels-up landing at Hat Yai 05Mar04; noted active thro' Dec22; took part in 02Oct24 '40+ years in service' ceremony; noted active thro' Jan25 |
| C-130H | '60103' | L.8-3/23 | 79-1716 | 4863 | dd Aug80; noted active thro' Mar10; last flew Sep11 & grounded at Don Mueang Oct & Nov11 during floods; noted active thro' Mar24; took part in 02Oct24 '40+ years in service' ceremony |
| C-130H-30 | '60104' | L.8-4/26 | 82-0666 | 4959 | dd Apr83; noted active thro' May25 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------------------------|---------|-------------|--|----------|--|
| C-130H-30 | '60105' | L.8-5/31 | | 5146 | dd Dec88; noted active thro' Apr20; took part in 02Oct24 '40+ years in service' ceremony |
| C-130H-30 | '60106' | L.8-6/31 | | 5148 | dd Dec88; took part in 02Oct24 '40+ years in service' ceremony; noted active thro' Jan26 |
| C-130H-30 | '60107' | L.8-7/33 | | 5208 | dd Nov90; took part in 02Oct24 '40+ years in service' ceremony; noted active thro' Jan26 |
| C-130H | '60108' | L.8-8/33 | | 5209 | dd Dec90; '30 th Anniversary 1980-2010' tail livery 2010/2011; noted active thro' Feb24; took part in 02Oct24 '40+ years in service' ceremony |
| C-130H | '60109' | L.8-9/35 | | 5272 | dd Nov92; noted thro' Oct11; due for maintenance & grounded at Don Mueang Oct & Nov11 during floods; noted active thro' Jan23; took part in 02Oct24 '40+ years in service' ceremony; damaged on the ground at Koh Samui 02May25; presumably repaired & departed Koh Samui 05Jun25; noted at Don Mueang Jan26 |
| C-130H | '60110' | L.8-10/35 | | 5274 | dd Dec92; last recorded flight 28Nov16 & believed on deep maintenance; back in service Oct17; '40th Anniversary 8 Days a Week' tail livery 2020; noted active thro' Dec22, still with '40th Anniversary 8 Days a Week' tail livery; took part in 02Oct24 '40+ years in service' ceremony |
| C-130H-30 | '60111' | L.8-11/35 ? | | 5280 | dd Apr92; last recorded flight 01Jly24 |
| C-130H-30 | '60112' | L.8-12/35 ? | | 5281 | dd Apr92; noted active thro' Oct23; took part in 02Oct24 '40+ years in service' ceremony |
| B.L.9 = GAF N22B Nomad | | | | | |
| | | | <ul style="list-style-type: none"> 20 ordered mid-1981 for delivery 1982 thro' Sep84; 2 more supplied under aid package 1987; 16 still operational 2004; Type wfs 2015; Some serialised in the 'attack' sequence with 'JL9' prefixes; Codes probably have been '40702', '40182', '46136', '4816', '4838' & '60142' | | |
| | '46111' | L.9-1/25 | VH-MVZ, VH-UVD | N22B-109 | dd 1982; noted thro' Jan03; assumed stored until replaced L9-6/25 / '46111' on display near active apron on base [16.784995°, 100.273559°] between 2006 & 2012 |
| | '46112' | L.9-2/25 | VH-UVA | N22B-114 | dd Apr82; noted active thro' Mar13; noted hangered at Phitsanulok Dec15; believed to Bang Sue as GI airframe by 2018 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|-------------------|-------------|--------|----------|---|
| | '46121' | L.9-3/25 | VH-UVE | N22B-133 | dd Jly82; noted Jan03; noted wfu Apr04; to 'Nomad Homestay', Phitsanulok by Feb10 |
| | '46122' | L.9-4/25 | VH-UVG | N22B-134 | dd Sep82; noted active thro' Dec15; to RTAF Museum Dec15 |
| | '46231' / '46131' | L.9-5/25 | VH-UVI | N22B-137 | dd Sep82; noted thro' Apr06; w/o 06Mar09; wreck to Lopburi by Jan12 |
| | '46232' / '46132' | L.9-6/25 | VH-UVJ | N22B-138 | dd Oct82; noted wfu Jan03; noted displayed at Phitsanulok marked L9-6/25 / '46111' (fake code) near active apron on base [16.784995°, 100.273559°] 2003 (<i>believed replaced there by the real '46111' (L9-1/25) between 2006 & 2012</i>); to 'War Camping & Coffee War' Army Surplus Store, Sattahip by early-Jan24 & noted thro' Jun24 (gone by Oct24); to Soldier Car Auction Aug25 |
| | '46241 / '46141 | L.9-7/25 | VH-UVK | N22B-141 | dd Nov82; noted Jan03; noted wfu Apr04 & engineless Apr06; to 'Nomad Homestay', Phitsanulok by Jan12 |
| | '46242 / '46142 | L.9-8/26 | VH-UVL | N22B-144 | dd Apr83; noted thro' Apr04; to 'War Camping & Coffee War' Army Surplus Store, Sattahip by early-Jan24 |
| | '46113' | L.9-9/26 | VH-UVM | N22B-145 | dd Apr83; noted thro' Mar08; to 'Nomad Homestay', Phitsanulok by Jan12 |
| | '60508 / '46114 | L.9-10/26 | VH-UUF | N22B-146 | dd Sep83; code '60508' (Oct95), then '46114' (Jan03 thro' Sep03); to 'Nomad Homestay', Phitsanulok by Mar12 |
| | '46123' | L.9-11/26 | VH-UUI | N22B-147 | dd Sep83; noted thro' May06; noted hangared (no props) at Phitsanulok by Dec15; roaded to Tango Chiang Mai Jun25 |
| | '46124' | L.9-12/26 | VH-UUK | N22B-148 | dd Sep83; noted wfu Jan03; to 'Nomad Homestay', Phitsanulok by Jan12 |
| | '46233' / '46133' | L.9-13/26 | VH-UUN | N22B-149 | dd Sep83; noted wfu Jan03 thro' Apr04; displayed on Phitsanulok base by Jan13 |
| | '46134' | L.9-14/26 | VH-UUO | N22B-150 | dd Oct83; noted active thro' Mar13; noted hangared at Phitsanulok Dec15; to ATTS, Don Mueang by Jan19 |
| | '46143' | L.9-15/26 | VH-UZP | N22B-151 | dd Oct83; noted wfu Jan03 thro' Apr04; noted hangared (no props) at Phitsanulok Dec15; to 'War Camping & Coffee War' Army Surplus Store, Sattahip by early-Jan24 |
| | '46144' | L.9-16/26 | VH-UUS | N22B-153 | dd Oct83; noted thro' Jan03; to 'War Camping & Coffee War' Army Surplus Store, Sattahip by early-Jan24 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------------|-------------------|-------------|----------------|----------|---|
| | '60506' / '46115' | L.9-17/26 | VH-UUT | N22B-155 | dd Nov83; code '60506' (Oct95), then '46115' (Jan03 thro' Nov07); to 'War Camping & Coffee War' Army Surplus Store, Sattahip by early-Jan24 |
| | '60507 / '46125' | L.9-18/26 | VH-UUX | N22B-157 | dd Nov83; code '60507' (Oct95), then '46125' (Jan02 thro' Mar07); preserved at Phitsanulok |
| | '46135' | L.9-19/27 | VH-UUV | N22B-156 | dd Feb84; noted active thro' Feb15; noted hangared at Phitsanulok Dec15; to Rajamangala University of Technology Krungthep - UTK Aviation Institute by 2017 |
| | '46145' | L.9-20/27 | VH-UUZ | N22B-158 | dd Feb84; noted thro' Feb04; to 'Nomad Homestay', Phitsanulok by Jan12 |
| | '46116' | L.9-21/30 | VH-XZA | N22B-152 | dd Apr87; noted thro' May07; to 'Nomad Homestay', Phitsanulok by Jan12 |
| | '46126' | J.L.9-22/30 | VH-XZB | N22B-154 | dd Apr87; noted thro' Jan08; displayed at Nan by Mar12 |
| B.L.10 = DC-8-62AF | | | | | |
| | '60109' | L.10-1/25 | LN-MOC, HS-TGS | 46150 | dd Dec82; c/s HS-TGQ; to HS-TGQ Dec84; back to 60109 by May85; noted Nov85 & Apr89; BoS from RTAF to R. T. Leasing Inc (Hialeah, FL) 24May89; to N791AL |
| | '60110' | L.10-2/28 | SE-DBI, HS-TGZ | 46129 | dd Jly85; c/s HS-TGQ; noted Nov85, Feb88 & Apr89; to N798AL May89 |
| | '60112' | L.10-3/28 | OY-KTE | 45922 | dd Sep85; c/s HS-TGQ; noted Nov85, Apr87 & Apr89; to N799AL May89 |
| B.L.11 = Boeing 737 | | | | | |
| 2Z6 | '60201' | L.11-1/26 | N45733 | 23059 | ff 21Jly83; dd 15Dec83; c/s HS-TGQ (call sign panel); coded '22-222' (Feb95 thro' Oct05), then '60201' (Dec05); soc 01Oct06; stored outside at Don Mueang until moved to RTAF Museum 25Oct13; dismantled Mar/Apr25 & roaded to RTAF Academy, Muek Lek 08Apr25 |
| 3Z6 | '33-333' | L.11k-1/33 | | 24480 | ff 28Aug09; dd Sep89; coded '33-333'; c/s HS-TGQ; w/o 30Mar93 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------------------|---|--------|-------|---|
| 4Z6 | ‘11-111’ / ‘90401’ | B.L.11Kh-01/38 <i>changed to</i> B.L.11Kh.MVK 01/38 <i>on transfer to Royal Flight</i> | | 27906 | ff 13Feb95; dd 28Feb95 to 602 Squadron; c/s HS-RTA; coded ‘55-555’; regd HS-CMV 11Oct05 to Thai Airways International Co. Ltd; officially given by RTAF to Crown Prince 27May07; coded ‘90401’ & ‘11-111’; named “ <i>Dipangkorn Rasmijoti</i> ” (the King’s son’s name in Thai script); seized at Munich by the liquidator of the German construction company Walter Bau 12Jly11, against an alleged debt of €30 million owed by the Thai government to Walter Bau for the Bangkok-Don Mueang tollway project started in the early 1990’s; released late Jly11; Europe-based Dec13 to May14 at least; Thailand-based at least Dec17 thro’ Mar18; Europe-based Mar18 thro’ Mar19; Thailand-based Mar19 thro’ Aug19; Europe-based Aug19 thro’ Jan20; Thailand-based Jan20 thro’ Nov21; Europe-based Nov21 thro’ Jun22..... |
| 448 | ‘99-999’ / ‘90409’ | B.L.11Kh.MVK 02/47 | EI-BXD | 24866 | Regd HS-HRH 26Nov04 to HRH Crown Prince Maha Vajiralongkorn; noted testing at Shannon 26Nov04 & departed from there 27Nov04; dd to Royal Flight (not 602 Squadron); coded ‘99-904’ & ‘90409’; f/n at Don Mueang 01Apr05; re-coded ‘99-999’ & ‘90409’ by Mar07; ‘Royal Flight’ titles removed & codes painted in Thai script late 2011; noted active thro’ Sep22 |
| 8Z6 | ‘999-04’ / ‘90411’ | B.L.11Kh2-1/50 <i>changed to</i> B.L.11k.VPR 04/50 <i>on transfer to Royal Flight</i> | N369BJ | 35478 | Acquisition approved 23Aug05; ff 17May06; noted with TRAMCO at Everett/Paine Field 11Nov06; canx to Thailand 16Apr07; regd HS-TYS 17Apr07 to Thai Airways International Co. Ltd; code ‘55-555’; dd to 602 Squadron 20Apr07; re-regd HS-MVS 20Nov17 to His Majesty King Maha Vajiralongkorn Bodindradebayavarangkun; transferred from 602 Squadron to Royal Flight 2017; code ‘90411’ & ‘999-04’ (in Thai script); Thailand-based thro’ Sep18; Europe-based Sep18 to May19; Thailand-based May19; Europe-based May19 to Aug19; Thailand-based Aug19 to Jan20; Europe-based Jan20 to Aug21; ferried Don Mueang – Dubai – Munich – Woensdrecht 31Aug/03Sep21; first post-maintenance airtest 15Jun22; ferried to Munich 18Jun22 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|------------------------------|---|-----------------------------------|---------|---|
| 8Z6 | ‘99-904’ / ‘90410’ | B.L.11Kh2-2/59 <i>changed to</i> B.L.11k. VPR 03/59 <i>on transfer to Royal Flight</i> | N780BJ, N1786B, N780BJ, PH-AQF | 62445 | N780BJ regd May15; ff (as N1786B) 25Sep15; to Woensdrecht (as N780BJ) 19Oct15 for fitting out by Fokker; regd PH-AQF 23Oct15; ferried Woensdrecht to Seattle 16Sep16; PH-AQF canx 22Sep16; regd HS-TYU 22Sep16 to Thai Airways International Co. Ltd; dd to 602 Squadron 28Sep16; code ‘60205’; first post-dd flight 09Nov16 (DMK-PHS); re-regd HS-HMK Feb17; transferred from 602 Squadron to Royal Flight 2017; coded ‘99-904’ & ‘90410’ (in Thai script); named “ <i>Ramadhibodi Sri Maha Vajiralongkorn</i> ” (King’s name in Thai script); departed Munich en route Zurich 18Aug17 but flew through a heavy hailstorm and diverted to Nuremberg; ferried to Munich 22Aug17 for assessment; airtested 28Sep17; arrived back at Don Mueang, via Muscat, 01Oct17; ferried to U-Tapao 05Oct17 for repair; airtested 05Mar18, 08Mar18 & 15Mar18; ferried to Don Mueang 16Mar18; ferried to Munich 23Mar18 & based until ferried to Woensdrecht 01Oct18, believed to Fokker; returned to Munich 06Mar19; current on 19Sep23, 10Jan24 & 08Jly24 CAAT registers; noted thro’ Jan26 |
| B.L.12 = Lear Jet 35A | | | | | |
| <ul style="list-style-type: none"> • 3 ordered 1987 for survey & reconnaissance; • Only 2 known | | | | | |
| | ‘60504’ / ‘40207’ | T.L.12-1/31 | (N40149), N7260Q | 35A-623 | <i>[CofA issued to N40149 16Jan87; TT 6:00hrs at 16Jan87; Aircraft Registration Application for N7260Q by Gates Learjet Corp 18Dec87; Experimental CofA issued 22Dec87; CofR to Gates Learjet Corp 08Jan88; CofA issued 18Feb88; TT 18:20 hrs at 18Feb88];</i> canx to Thailand (Athon Swai, Bangkok) 22Mar68; dd Mar88; code ‘60504’ (Oct95), then ‘40207’ (Oct03 thro’ Jan13); believed wfs 2012 & stored at Takhli; offered for sale for \$20m (approx. \$636k) by Mr. Chok, Nakhon Pathom Mar18; still stored at Takhli thro’ Jun19 |
| | ‘60505’ / ‘40208’ | T.L.12-2/31 | N1471B (temp flyaway marks) | 35A-635 | exported to Thailand (Athon Swai, Bangkok) by Gates Learjet Corp (Tucson, AZ) 18Feb88 (E244755); dd Mar88; code ‘60505’ (Oct95), then ‘40208’ (Apr03 thro’ Nov06); w/o 08Nov06 |
| B.L.13 = Airbus A310-324 | | | | | |
| | ‘44-444’ / ‘60202’ / ‘60201’ | L.13-1/34 | F-WWCH | 591 | dd Sep91; c/s HS-TYQ (regd 05Nov91); ‘44-444’ (Nov05), then ‘60202’ (Dec05 thro’ Jan11), then ‘60201’ (Dec11 thro’ Mar16); wfs 31Mar16; departed Don Mueang 15Jun16; stored at Takhli thro’ Jun21; broken up by Mar23 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------|---------|-------------|---|------|---|
| B.L.14 = Aeritalia G222 | | | | | |
| | | | <ul style="list-style-type: none"> • All offered for sale Jan03; • 3 passed to Dercos Aerospace in exchange for 1 Saab 340 2012 | | |
| | '60307' | L.14-1/38 | I-RAIT | 4107 | dd 02May95; last flight 2000; parked wfu at Don Mueang at least Dec02 thro' Sep08 (engineless); moved to TAI area 2008 & noted there thro' Jan09; due to go to Air Defence Command; to RTAF Security Force Training Centre (Tung Sikan) by Apr10 & noted thro' Jan16; to Taweeawattana Palace by Dec16 |
| | '60308' | L.14-2/38 | | 4108 | dd 02May95; noted active thro' Feb08; one of three exchanged for a Saab 340B in a contract with Dercos Aerospace signed on 23Feb12; stripped hulk noted at 'US Camping' store, Jomtien by Aug12 & noted thro' Jan13 (gone by Jly13); noted at 'Paisal Phoprasert' yard, Muek Lek Dec18 (not there Nov18) & being prepared for sale early-Mar19 (gone by late-Mar19); sold to a resort in Uttaradit; re-acquired by 'Paisal Phoprasert' yard (location uncertain) & offered for sale for ₩3.3m 18Sep25 |
| | '60309' | L.14-3/38 | | 4109 | dd 02May95; active Mar03 & Mar04; overhauled and noted back in service Jly05; apparently wfu by Jan10; noted stored at Don Mueang by Dec10; one of three exchanged for a Saab 340B in a contract with Dercos Aerospace signed on 23Feb12; still stored at Don Mueang thro' May12; being dismantled Jun12; to premises of Chonsawat Asavahame, Pattaya with tail fin of 60311 (tail fin of 60309 fitted to 60311 at Jesada Technik Museum, Nakhon Chaisi) |
| | '60310' | L.14-4/39 | | 4110 | dd 1996; last flight 2001; noted wfu on Don Mueang GA apron at least Dec02 thro' Sep08 (engineless); moved to TAI area 2008 & noted there Jan09; to Lopburi for display & noted dismantled there Jan12 thro' Feb15; noted at 'Paisal Phoprasert' yard, Muek Lek by Apr15 (gone by Jun15); to Chokchai Museum, Pak Chong by Nov15 |
| | '60311' | L.14-5/39 | | 4111 | dd 1996; apparently wfu by Jan10; noted stored by Dec10; one of three exchanged for a Saab 340B in a contract with Dercos Aerospace signed on 23Feb12; still stored at Don Mueang thro' May12; being dismantled Jun12; stripped hulk noted at Jesada Technik Museum, Nakhon Chaisi by Aug12; assembled (with tail fin of 60309) by Jan13 |
| | '60312' | L.14-6/39 | | 4112 | dd 1996; parked wfu at Don Mueang at least Dec02 thro' Dec08; to RTAF Museum Jan09 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------------|--|-------------|--------------------------|------|--|
| B.L.15 = Airbus A319 / A320 | | | | | |
| A319-115(CJ) | '60202' | L.15-1/47 | D-AVWP, (D-AIJO), F-WWID | 1908 | ff 23Oct03; dd 24Nov03 (for fitting out); c/s HS-TYR (regd 07Jly04); dd to Thailand 25Aug04; coded '60221'; grounded at Don Mueang Oct & Nov11 during floods; repaired and airworthy again Feb12; recoded '60202' early 2012; noted active thro' Jan26 |
| A320-214(CJ)/W Prestige | '60203' | L.15k-1/58 | F-WWBB, F-WHUE | 6112 | Ordered 2013 at a cost of ₩3.4 billion; ff 06May14; ferried to Toulouse 16May14 for fitting out; accepted 18Nov14; test flight 02Jun15; c/s HS-TYT (regd 15Jun15); dd to Don Mueang 18Jun15; sortie from DMK to BKK 21Aug24 to test the new third runway 02L/20R & associated taxiways at Suvarnabhumi; noted thro' Jan26 |
| A320-214(CJ)/W Prestige | '60205' | L.15k-2/63 | F-WWIC, F-WJKH | 9313 | Ordered Mar19; ff 31Jan20; to F-WJKH Feb20; ferried to Hamburg for fitting out 14Feb20; c/s HS-TYW; dd to Don Mueang 28Nov20; noted thro' Jan26 |
| B.L.16 = ATR72-212A | | | | | |
| | <ul style="list-style-type: none"> • 4 ordered 20Sep07 for 2009 delivery; • 3 ATR72-600 dd Dec22 thro' Jly23; official acceptance ceremony 24Aug23 | | | | |
| ATR72-500 | '60313' | L.16-01/52 | F-WWEW | 872 | dd 07Sep09 (official hand-over 09Sep09); VIP configuration, uncoded (planned to be '77-777' but not taken up), & with orange flash on tail; last recorded flight 21Aug17 (reported problems with trim due to interior configuration) until test flight 08Aug18; noted active thro' Apr20; repainted with standard two-tone blue tail colours & coded '60313' 08Jly21; noted active thro' Jan26 |
| ATR72-500 | '60314' | L.16-02/52 | F-WWEJ | 881 | dd 26Sep09; noted active thro' Apr12; w/o 30Apr12 at Dhaka; wreck still there [23.856501, 90.397282] Mar15, but gone by Dec15 |
| ATR72-500 | '60315' | L.16-03/52 | F-WWER | 887 | dd 24Oct09; noted active thro' Oct17; unflown 30Oct17 until 28Mar18; noted active again thro' Dec21; noted on the military ramp at Don Mueang 23Aug23 without engines & with various panels missing; last recorded flight 02Dec24 |
| ATR72-500 | '60316' | L.16-04/52 | F-WWEZ | 893 | dd 07Nov09; unflown 20Oct17 until 09Jan18; last recorded flight 26Sep23 |
| ATR72-600 | '60301' | L.16k-01/66 | F-WWEG, F-WKVE | 1730 | ff 24Oct22; dd to Don Mueang 30Dec22; sortie from DMK to BKK 14Aug24 to test the new third runway 02L/20R at Suvarnabhumi; noted active thro' Jan26 |
| ATR72-600 | '60302' | L.16k-02/66 | F-WWEL, F-WKVF | 1735 | ff 14Feb23; dd to Don Mueang 08May23; first post-dd flight 15Jun23; noted active thro' Jan26 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--|-------------|--------------------------|----------|---|
| ATR72-600 | '60303' | L.16k-03/66 | F-WWEY, F-WKVG | 1746 | ff 26Jun23; dd to Don Mueang 27Jly23; noted active thro' Jan26 |
| B.L.17 = Saab 340B | | | | | |
| <ul style="list-style-type: none"> 1 transport ordered 11Feb08 as part of Gripen deal for late-2010 delivery; 2nd received May12 in exchange for three Aeritalia G222's (parted out) | | | | | |
| ECM | '70202' | T.L.17-1/53 | SE-C72, VH-EKN, Fv100009 | 340B-372 | dd to Don Mueang 19Dec10; later converted to ECM aircraft; noted active thro' Dec19 |
| | '70204' | L.17-2/55 | SE-C35, N335AE, N314CE | 340B-335 | dd to Surat Thani 02May12; canx to Thailand 10Aug12; still at Surat Thani awaiting painting Sep12; noted active thro' Dec19 |
| | '70205' | L.17-3/60 | SE-B52, N452XJ | 340B-452 | departed Bangor, ME 19Jly17; dd to Don Mueang 21Jly17; N452XJ canx 21Sep17; noted active thro' Sep25 |
| | '70206' | L.17-4/60 | SE-B39, N439XJ | 340B-439 | departed Bangor, ME 20Aug17; dd to Don Mueang 22Aug17; N439XJ canx 18Oct17; noted active thro' Jan25 |
| ECM | '70207' | T.L.17-5/63 | SE-B11, N411XJ, N356AG | 340B-411 | <i>[SE-B11 canx 30Jan97; BoS from Saab Aircraft AB to Lambert Leasing Inc (Sterling, VA) 30Jan97; Aircraft Registration Application for N411XJ 30Jan97; N356AG assigned 17Sep12; BoS from US Bank National Association (Owner Trustee) to Avia Synergy Co Ltd (Bangkok) 09Dec16; BoS from Avia Synergy Co Ltd to Wells Fargo Bank Northwest, National Association (Owner Trustee) (Salt Lake City, UT) 06Jan17; Temporary CofR issued 12Jan17, valid until 11Feb17]; ferried from Bangor, ME & arrived at Don Mueang (as N356AG) 06Feb17; to Takhli 07Feb17; change of ownership to Delaware Trust Co (Trustee) (Wilmington, DE) 26Feb18; canx to Thailand 30Apr18; converted to ECM aircraft; still stored at Takhli Feb19; airtested 25Feb19, 26/27Mar19, 02May19, 16Jan20 thro' 30Jan20 & 28Apr20 thro' 30Apr20; ferried Takhli to Surat Thani 21May20, believed on dd to 702 Squadron</i> |
| B.L.18 = Sukhoi RRJ-95LR Superjet | | | | | |
| | <ul style="list-style-type: none"> 2 VIP-configured ordered 2014, with option on 3rd; 3rd confirmed Mar16, for 2018 delivery | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-----------------------------------|-------------------|-------------|-------|-------|--|
| | ‘60317’ / ‘60206’ | L.18-1/59 | 97015 | 95093 | ff 22Oct15 from Komsomolsk-on-Amur; ferried to Zhukovsky 09Nov15; officially handed over in Venice 15Jly16; dd to Don Mueang (as 97015) 28Jly16; code ‘60317’; official induction ceremony at Don Mueang 31Aug16; transferred to 602 Squadron Sep19 & recoded ‘60206’; last recorded flight 28Dec22; back in service 09Nov23; last recorded flight 13Jly24 ; noted on the apron at Don Mueang Nov24; noted on stand on civil side of Don Mueang 03Mar25 (with ‘60207’ & ‘60208’); noted in store Jan26 |
| | ‘60318’ / ‘60207’ | L.18-2/59 | 97014 | 95095 | ff 15Dec15 from Komsomolsk-on-Amur; ferried to Zhukovsky 22Dec15; officially handed over in Venice 15Jly16; dd to Don Mueang 08Aug16; code ‘60318’; official induction ceremony at Don Mueang 31Aug16; last recorded flight 24Nov17 until made several flights 28Sep18 to 05Oct18; last recorded flight 05Oct18; transferred to 602 Squadron Sep19; airtest 11Dec19; last recorded flight 13Jly24 ; noted on the apron at Don Mueang Nov24; noted on stand on civil side of Don Mueang 03Mar25 (with ‘60206’ & ‘60208’) thro’ Jan26 |
| | ‘60319’ / ‘60208’ | L.18-3/61 ? | 97014 | 95132 | ff 23May17; noted at Zhukovsky 18May18; dd to Don Mueang 19Jun18; code ‘60319’; transferred to 602 Squadron Sep19 & recoded ‘60208’; last recorded flight 11Sep20 (awaiting spares & maintenance); noted on the apron at Don Mueang Nov24; noted on stand on civil side of Don Mueang 03Mar25 (with ‘60206’ & ‘60207’) thro’ Jan26 |
| B.L.19 ? = Airbus A340-541 | | | | | |
| | | | | | <ul style="list-style-type: none"> • Due to be wfs 2029 |

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|---------|-----------|----------------|-----|--|
| '60204' | L.19-1/59 | F-WWTR, HS-TLC | 698 | <p>Stored by THAI at Don Mueang from 29Jun12; bt by RTAF for \$1,745 million (incl. spares etc) May16 (paid in nine tranches Jun16 to Sep17); rolled out of paint shop at Don Mueang 29Aug16; c/s HS-TLC (regd 02Sep16); airtest 08Sep16 (last flew 27Apr12); 2nd flight (training) 04Oct16; new c/s HS-TYV Nov16; HS-TLC canx 16Jan17; Hamburg 23Oct17 for maintenance / fit-out; returned to Don Mueang 25Jan18;</p> <ul style="list-style-type: none"> • operated Don Mueang – Charlotte, NC – Don Mueang 28Oct/05Nov22 & 17/22Nov22; • operated Don Mueang – Brussels – Don Mueang 12/14Dec22; • operated Don Mueang – Munich – Don Mueang 23/25Dec22 & 06/08Jan23; <p>current on 30Jan23 CAAT register;</p> <ul style="list-style-type: none"> • operated Don Mueang – Ankara – Don Mueang 16Feb23; • operated Don Mueang – Munich – Don Mueang 31Mar/02Apr23 & 14/16Apr23; • operated Don Mueang – Jeddah – Don Mueang 27/27Apr23 & 29Apr23; • operated Don Mueang – Busan – Don Mueang 08/13May23; • operated Don Mueang – Vancouver – Don Mueang 26/28May23; • operated Don Mueang – Munich – Don Mueang 30Jly/01Aug23 & 15/17Aug23; <p>current on 19Sep23 CAAT register;</p> <ul style="list-style-type: none"> • operated Don Mueang – Phnom Penh – Don Mueang 28Sep23; • operated Don Mueang – Tel Aviv – Don Mueang 15/16Oct23, 18/19Oct23 & 21/22Oct23 (<i>repatriating Thais from Gaza</i>); • operated Don Mueang – Fujairah – Don Mueang 26Oct23 & 29Oct23; • operated Don Mueang – Munich – Don Mueang 08Nov23 & 17Nov23; • operated Don Mueang – Tokyo/Haneda – Osaka – Tokyo/Haneda – Don Mueang 14/18Dec23; • operated Don Mueang – Munich – Don Mueang 23/25Dec23 & 05/07Jan24; <p>current on 10Jan24 CAAT register;</p> <ul style="list-style-type: none"> • operated last service, Don Mueang – Phuket – Don Mueang 26Jan24; • test flight from/to Don Mueang 08Jun24 <p>current on 08Jly24 CAAT register</p> <ul style="list-style-type: none"> • operated Don Mueang – Munich – Don Mueang 31Jly/02Aug24; • operated Don Mueang – Munich – Don Mueang 16/18Aug24; |
|---------|-----------|----------------|-----|--|

| | | | | |
|--|--|--|--|--|
| | | | | <ul style="list-style-type: none">• operated Don Mueang – Suvarnabhumi – Los Angeles/LAX – Lima – Madrid - Don Mueang 10/17Nov24 (<i>PM to APEC summit in Peru</i>); |
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| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|-------------------|---------------|--|----------|--|
| B.T.L.20 = Piaggio P.180 Avanti EVO | | | | | |
| | | | <ul style="list-style-type: none"> 1 PR-configured ordered Sep14, to replace Lear Jet; dd due Sep16 (possibly handed over then) | | |
| | '40214' / '60461' | T.L.20-1/60 ? | I-PDVT | 3005 | mfg at Genoa; green airframe airlifted by Italian Army Chinook to Villanova d'Albenga for fitting out 10Dec15; departed Genoa 04Sep 17 & dd to Don Mueang (then Takhli) 07Sep17; code' 40214'; recoded '60461' late-2019; last recorded flight 20Sep24 |
| B.Ph.1 = Cessna 150 | | | | | |
| | | | <ul style="list-style-type: none"> 2 Cessna 150H escaped 1975 from Laos; 4 A150L, 150H, 150L & 150M delivered from Australia Jan91 | | |
| 150H | 7894 | Ph.1-1/19 | N7194S, XW-PGU | 67894 | <p><i>[CofA 18Nov67; BoS from Cessna by Business Aircraft Distributors Corp (Oakland, CA) 18Nov67; BoS from Business Aircraft Distributors Corp to California Aviation Service Inc (Oakland, CA) 16Nov67 (?); BoS from California Aviation Service Inc to Bird & Sons Co (San Francisco, CA) 05Aug70; BoS from Bird & Sons Co to Lao Air Development Co (Vientiane, Laos) 10Aug70; exported to Laos (or Thailand, both listed) 09Apr71 (owner still given as Bird & Sons Co); to XW-PGU; Lao Air Development; noted active Aug74 to May75; believed escaped to Thailand 1975; telex from FAA to Thai DCA 10Nov75 to confirm 09Apr71 cancellation]; code '60401' (Feb03 & Feb04); to 'Tango' Nov04; to HS-AFA 2005</i></p> |
| 150H | | Ph.1-2/19 ?? | Possibly N6451S, XW-PGS | 67251 ?? | <p>Assumed; thought to be ex XW-PGS c/n 15067251 which escaped to Thailand 26May75, but that was regd as PK-SRV c/n 15067251 10Feb76, then canx 20Jly18 (noted Oct06). It is possible that XW-PGS escaped to Thailand in 1975, was allocated RTAF serial Ph.1-2/19 for administrative reasons, then 'sold' to the American owner whose quote is shown below.</p> <p><i>"In early 1975, I rescued this abandoned airplane from a hangar on an air base in northeast Thailand, to which it had been hurriedly flown by American members of an embassy flying club in Vientiane, Laos, just before the country fell to communists the previous year. I renovated it over two weeks, painted the current Indonesian registration letters, and flew it to Jakarta through tropical storms over Sumatra, flying it there for two years while assigned to the American Embassy. In Thailand, it had sat hangared under the wing of Laotian resistance General Vang Pao's DC-3"</i></p> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|--------------|-----------------------------|-------|---|
| 150H | 8175 | Ph.1-3/34 | N22261, VH-DTR (cc 22Jan91) | 68175 | bt Jan91; code '60402' (Oct03 & Feb04); to 'Tango' Nov04; to HS-AFB 2005 |
| 150L | 5077 | Ph.1-4/34 | N10840, VH-JFX (cc 10Jan91) | 75077 | bt Jan91; code '60403'; current Mar03; force-landed 21Aug03; wreck still at Don Mueang Mar04 (gone by Jan10) |
| 150M | # | Ph.1-5/34 ?? | N45205, VH-JFZ (cc 10Jan91) | 76785 | bt Jan91; derelict at Don Mueang Oct95; spares?; to '60406' display ?? |
| A150L | 0372 | Ph.1-6/34 | N6072J, VH-DJW (cc 11Jan91) | 0372 | bt Jan91; code '60404' (Oct03 & Feb04); to 'Tango' Nov04; to HS-AFC 2005 |
| | | | | | Code '60406'; preserved at Don Mueang [13.915439°, 100.614267°]; repainted in yellow scheme, marked 6 on fin & nose; noted thro' Apr18 (gone by Nov18, following redevelopment of the area); possibly ex VH-JFZ |

The **B.PhTh** series below include aircraft operated by the Royal Thai Survey Department (RTSD).

In October 1982, an order was received to cease the aerial photographic flying program of the military aerial photographic group, which was an agency of the Military Mapping Department, Supreme Command Headquarters (ie. Royal Thai Army). The responsibility then became shared between the RTAF and the Military Mapping Department with eight borrowed aircraft fitted with aerial photography equipment. The RTAF received orders to raise a squadron to conduct this mission, resulting in the formation of 605 Squadron, initially as an auxiliary squadron until in May 1985 it became a regular squadron with RTAF.

The '8 borrowed aircraft' were probably:-

| | | | |
|--|---------------------------|----------------------------|----------------------------|
| Aero Commander 690 11340 | Beech King Air E-90 01769 | Beech Queen Air A-80 01768 | Beech Queen Air B-80 06892 |
| Cessna 411A 0167 | Cessna 411 0241 | JetRanger 0872 | Kawasaki KH-4 2042 |
| Hughes 269A 62-0090 is another candidate | | | |

For completeness, the list below includes those RTSD aircraft which did not survive until 1982.

B.PhTh.1 = Cessna 411

| | | | | |
|------|-----------------|-------------------|----------|--|
| | • 2 active 1986 | | | |
| 0167 | | N4967T, Thai Army | 411-0167 | Exported to Thavi General Services Co, Bangkok 07Mar66 (E66462); probably operated by Army for RTSD until transferred to RTAF 1982; noted dismantled at Don Mueang Mar83 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---|-------------|---------------------------|----------|--|
| | 0241 | | N3241R, Thai Army | 411-0241 | Exported to Thavi General Services Co, Bangkok 31Oct66 (E76020); probably operated by Army for RTSD until transferred to RTAF 1982; withdrawn 1985; GI airframe at CATC by Apr95 & noted there thro' Aug03 (gone by Mar07); noted at 'Paisal Phoprasert' yard, Muek Lek Dec18 (not there Nov18) |
| B.PhTh.2 = Beech Queen Air A-80 | | | | | |
| | 02018 | N/A | N2018W, HS-RID | LD-255 | Probably operated by Army for RTSD; w/o 21Jan68 & therefore probably not transferred to RTAF |
| | 04676 | N/A | N4676A | LD-440 | Export CofA E102601 from Beech Aircraft Corp to Royal Thai Survey Dept 07Jan71; operated by Army for RTSD; noted at Don Mueang Feb71; 'Survey 676' w/o 03Apr78 & therefore probably not transferred to RTAF |
| | 01768 | | N1768W, Thai Army | LD-457 | Noted at Wichita, KS Oct72; Export CofA E111473 from Beech Aircraft Corp to Royal Thai Survey Dept 17Nov72; operated by Army for RTSD until transferred to RTAF 1982; withdrawn 1986 |
| B.PhTh.2k = Beech Queen Air B-80 | | | | | |
| | 06892 | PhTh.2k | N6892Q, Thai Army | LD-199 | Canx to Thailand 04Dec64 to "Command HQ, Bangkok"; probably operated by Army for RTSD until transferred to RTAF 1982; noted at Don Mueang Jan84; withdrawn 1989; noted wfu Dec97 thro' Jan00; static in 'Tango' Don Mueang Museum by Aug02; remained parked in 'Tango' Don Mueang Museum during Nov11 floods; noted thro' Nov17; moved to Don Mueang Technical College 23Aug19 in exchange for Turbo Porter 1605 |
| B.PhTh.3 = Beech King Air E-90 | | | | | |
| | 01769 | | N1769W, Thai Army | LW-26 | Noted at Wichita, KS Oct72; Export CofA E112529 from Beech Aircraft Corp to Royal Thai Survey Dept 12Feb73; dd 19Feb73; current Apr73; probably operated by Army for RTSD until transferred to RTAF 1982; withdrawn 1989; to JUSMAG 00-923 |
| B.PhTh.4 = Aero Commander 690 | | | | | |
| | 11340 / 81491 | | N81491, HS-TFA, Thai Army | 11340 | Canx to Thailand 02Jun77; allocated HS-TFA but probably ntu; probably operated by Army for RTSD until transferred to RTAF 1982; withdrawn 1988; 'Tango' Don Mueang |
| Beech King Air B-200 / B-300 | | | | | |
| | <ul style="list-style-type: none"> • 3 delivered 1993; • operated by Royal Thai Survey Department | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------|--------|-------------|--------|---------|---|
| B-200 | 93303 | | N1564M | BB-1436 | Canx to Thailand 11Jan93; based at U-Tapao during Don Mueang Nov11 floods; noted active thro' Nov25; noted at Don Mueang Jan26 |
| B-200 | 93304 | | N56385 | BB-1441 | Canx to Thailand 27May93; based at U-Tapao during Don Mueang Nov11 floods; noted active thro' Apr20; noted at Don Mueang Jan26 |
| B-200 | 93305 | | N56379 | BB-1443 | Canx to Thailand 14Sep93; based at U-Tapao during Don Mueang Nov11 floods; noted active thro' Sep20; noted at Don Mueang Jan26 |
| B-300 / "350" | 93310 | | N1134G | FL-1134 | Export CofA E482401 from Textron Aviation Inc to RTSD issued 11Oct18; departed Wichita 13Oct18 on dd; arrived at Don Mueang 18Oct18; in service by 24Oct18; noted active thro' Aug23; noted at Don Mueang Jan26 |
| B-300 / "350" | 93311 | | N1227K | FL-1227 | Departed Wichita 15Jan21 on dd; arrived at Don Mueang 27Jan21; noted active thro' Jun25; noted at Don Mueang Jan26 |

B.T.1 = Percival P.54 Survey Prince 3A

| | | | | |
|-------------|----------|-----------------------|------|---|
| PhThOr.-G.1 | T.1-1/98 | G-AMNT (canx 04Apr52) | P.41 | dd commenced Luton - Bovingdon 03Apr52, to Marseilles 04Apr, to Rome 05Apr, to Athens 06Apr, to Nicosia 07Apr, to Baghdad & Basra 12Apr, to Sharjah 13Apr, to Karachi 14Apr, to Delhi 15Apr; demonstrated to Indian AF 16Apr, to Calcutta 17Apr, to Rangoon 18Apr, to Bangkok 19Apr, test flight at Bangkok 07May52 (all flown by John Saffery & as G-AMNT); operated by Aerial Mapping Organisation with serial PhThOr.-G.1 by Jan53; AMO absorbed by Army Mapping Department 12May54; transferred to RTAF 1955; wfu 1960; stored at RTAF Museum since at least 1967 (probably earlier); given to Army 11 th Infantry Division at Bang Khaen as static para trainer by 1977 & reported still there 1982; returned to RTAF Museum by 1989; restored & put on display Jan95 |
|-------------|----------|-----------------------|------|---|

B.T.2 = Cessna O-1 Bird Dog

| MAP deliveries (32):- <table border="1"> <thead> <tr> <th>RCN</th><th>No.</th><th>Type</th><th>FY</th><th>Source</th></tr> </thead> <tbody> <tr> <td>AT55</td><td>1</td><td>O-1A</td><td>1970</td><td>PR USAF</td></tr> <tr> <td>ZB60</td><td>5</td><td>O-1A</td><td>1970</td><td>XS USAF</td></tr> </tbody> </table> | RCN | No. | Type | FY | Source | AT55 | 1 | O-1A | 1970 | PR USAF | ZB60 | 5 | O-1A | 1970 | XS USAF | | | | | |
|--|-----|------|------|---------|--------|------|---|------|------|---------|------|---|------|------|---------|--|--|--|--|--|
| RCN | No. | Type | FY | Source | | | | | | | | | | | | | | | | |
| AT55 | 1 | O-1A | 1970 | PR USAF | | | | | | | | | | | | | | | | |
| ZB60 | 5 | O-1A | 1970 | XS USAF | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

| Type | Serial | | RTAF Serial | ex | c/n | notes |
|---|--------|----------|--|-------|--|-------|
| | DN37 | 8 | O-1A | 1972 | XS USAF | |
| | TB43 | 3 | O-1A | 1972 | XS USAF | |
| | TB42 | 6 | O-1D | 1972 | XS USAF | |
| | TB44 | 6 | O-1E | 1972 | XS USAF | |
| | TC53 | 3 | O-1A | 1975 | REDIS USAF | |
| <ul style="list-style-type: none"> 8 O-1A supplied Oct67; 3 of these lost by Apr69; 4 borrowed from RThaiArmy Apr69, to increase fleet to 9; 3 further O-1's received from USAF 1969, plus 2 more borrowed from RThaiArmy; last 14 O-1's supplied from 1975 (all or most ex SVNAF), to a total of 56; 10-12 active 1982 thro' 1985; 30 active 1986; Withdrawn from service 1990 & replaced by Cessna 150 <p>Codes & serials probably reported in error have been:-</p> <ul style="list-style-type: none"> 51-4864 - probably an error for 51-16864 = T.2-25/15; 6003 code '60141' - no viable Bird Dog serial & 601 Squadron did not operate the type; 6019 code '60142' - no viable Bird Dog serial & 601 Squadron did not operate the type; 9683 - no viable Bird Dog serial | | | | | | |
| O-1A | | T.2-1/10 | 50-1709 | 21445 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; returned to Army as 1709 | |
| O-1A | | T.2-2/10 | 51-4657, 14657 (Unogil Air Service), 51-4657 | 21542 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; believed w/o by 30Jun68; soc 13Aug68 | |
| O-1A | | T.2-3/10 | 51-5015 | 21917 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; believed w/o by 30Sep68; soc 18Dec68 | |
| O-1A | 7314 | T.2-4/10 | 51-7314 | 22048 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; code '7114'; starboard wing damaged by rotating propeller from other aircraft; returned to Army as 7314 | |
| O-1A | 7316 | T.2-5/10 | 51-7316 | 22050 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; code '7115'; returned to Army as 7316 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---|-------------------------------------|---|
| O-1A | 7428 | T.2-6/10 | 51-7428 | 22167 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; code '7116'; returned to Army as 7428 |
| O-1A | 7458 | T.2-7/10 | 51-7458 | 22197 | [US Army last report 15Aug67] ; assigned to Thai Army, but toc by RTAF Oct67; assigned to 71 Squadron; code '7117'; returned to Army as 7458 |
| O-1A | 2422 | T.2-8/10 | 51-12422, 112422 (Unogil Air Service), 51-12422 | 22855 | [US Army last report 15Aug67] ; toc Oct67; assigned to 71 Squadron; current Jan81; code '1901'; code '60401'; in store with 'Tango' at Don Mueang Oct95; to 'Tango' Takhli store by 2002, then to 'Tango' Saraburi Aero Park site by Apr07 |
| O-1A | 5019 | T.2-9/12 | 51-5019 | 21922 | [US Army last report 15Dec67] ; toc 1969; code '60402'; to VH-LKB Dec91, then VH-UXX |
| O-1A | 7344 | T.2-10/12 | 51-7344 | 22078 | [US Army last report 15Nov67] ; toc 1969; code '7122'; then code '53123'; soc 05Nov82 |
| O-1A | 4655 | T.2-11/12 | 51-4655 | 21540 | [US Army last report 15Dec67] ; toc 1969; code '7123'; then code '60412' |
| O-1A | | T.2-12/12 | 51-12372 | 22711 | [US Army last report 15Aug67] ; toc 1969; shot down 02Sep76 |
| O-1G | 4606 | T.2-13/13 | 51-4606 | 21491 | MAP 22May70; toc 1970; code '7125'; then code '53125'; to VH-LRE Nov91; [noted Dec01 thro' Oct09 still in Thai markings] |
| O-1G | 4882 | T.2-14/13 | 51-4882 | 21774 | MAP 22May70; toc 1970; code '53126'; to VH-LPZ Jly91, then VH-XTI |
| O-1G | 16971 | T.2-15/13 | 51-16971 | 22856* | MAP 22May70; toc 1970; code '7127'; then code '53127'; 'Tango' Don Mueang |
| O-1A | 7336 | T.2-16/13 | 51-7336 | 22070 | [US Army last report 15May69] ; toc 1970; current Jan81; code '7128'; then code '60403'; w/o 28Apr84 |
| O-1A | | T.2-17/13 | 51-12714 | 23171 | [US Army last report 15May69] ; toc 1970; soc 20Jan75 |
| O-1A | 1539 | T.2-18/14 | 50-1539, (RLaoAF) | 21213 [data plate marked '1539'] | toc 1971; code '7151; damaged in fuselage by small arms fire 21Apr73 whilst flying an observation/surveillance flight near Ban Seung Meng (believed approx. 32 miles south east of Chiang Rai); landed safely; code '60413'; in store with 'Tango' at Don Mueang Oct95 (gone by Jun96); to 'Tango' Takhli store by 2002, then to 'Tango' Saraburi Aero Park site by Apr07 <i>Note: 1539 '53114' at Prachuap Khiri Khan is an O-1E and must be a different aircraft</i> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|--|--------|---|
| O-1A | 1674 | T.2-19/14 | 50-1674, (RLaoAF) | 21403* | [US Army last report 15Feb69] ; toc 1971; code '7152'; then code '53152'; 'Tango' Chiang Mai by 1991 (HS-XTZ) |
| O-1A | 4678 | T.2-20/14 | 51-4678 | 21563 | [US Army last report 15Feb69] ; toc 1971; code '7153'; w/o Sep79 |
| O-1A | 5044 | T.2-21/14 | 51-5044, 5044 (RLaoAF) | 21949 | toc 1971; code '7154'; then code '53154'; wfu at Prachuap Khiri Khan Jan00 thro' Mar03; to Tango Don Mueang by Jun09; to Klong 15 Nakhon Nayok by Apr10 |
| O-1A | 7322 | T.2-22/14 | 51-7322 | 22056 | [US Army last report 15Feb69] ; toc 1971; code '53155'; wfu at Prachuap Khiri Khan Jan00 thro' May06; restored to airworthy at Pattaya Air Park 2007; w/o 20Dec07; wreck to Tango Don Mueang by Sep11 |
| O-1A | 2781 | T.2-23/15 | 51-12781, 12781 (Philippine AF), 2781 (RLaoAF) | 23238* | toc 1972; code '53156'; airworthy; noted at Klong 15 Nakhon Nayok by Jan10 |
| O-1A | 2666 | T.2-24/15 | 51-12666, 666 (RLaoAF) | 23121 | toc 1972; code '60418'; soc 03Jan86; to 'Tango' Takhli store by Feb04, then to 'Tango' Saraburi Aero Park site by Apr07 |
| O-1A | | T.2-25/15 | 51-16864 | 22652 | [US Army last report 15Dec64] ; toc 1972; force landed into field in Minburi 14Jly77 |
| O-1A | 2525 | T.2-26/15 | 51-12525, 12525 (Philippine AF) | 22980* | toc 1972; code '53182'; 'Tango' Don Mueang |
| O-1A | 2604 | T.2-27/15 | 51-12604, 12604 (Philippine AF) | 23059* | toc 1972; code '60406'; RTAF Museum |
| O-1E | 2483 | T.2-28/15 | 56-2483 | 23605 | MAP 28Dec71; toc 1972; code '60414'; in store with 'Tango' at Don Mueang Oct95 (gone by Jun96); reported moved to Prachuap Khiri Khan (Wing 53), but not noted there Mar13 |
| O-1E | 2507 | T.2-29/15 | 56-2507 | 23629* | MAP 28Dec71; toc 1972; code '7167'; then code '60415'; in store with 'Tango' at Don Mueang Oct95; to RTAF Museum |
| O-1E | 2643 | T.2-30/15 | 56-2643 | 23765* | MAP 28Dec71; toc 1972; code '53171'; 'Tango' Chiang Mai |
| O-1E | 4229 | T.2-31/15 | 56-4229 | 23890 | [US Army last report 15Oct66; to MASDC] ; toc 1972; current Jan81; code '1907'; code '60407'; transferred to Army as 4229 |
| O-1E | 4231 | T.2-32/15 | 56-4231 | 23892 | [US Army last report 15Oct66; to MASDC] ; toc 1972; current Aug80 & Jan81; code '1908'; code '60409'; transferred to Army as 4231 |
| O-1E | 6275 | T.2-33/15 | 57-6275 | 23947 | MAP 28Dec71; toc 1972; shot down by Vietnamese near Chong Prik on Thai-Cambodia border 16Apr84 |
| O-1E | 2473 | T.2-34/16 | 56-2473 | 23595 | MAP 28Dec71; toc 1973; code '53175'; soc 16Dec82 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|-------------------------------|------------|--|
| O-1E | 2623 | T.2-35/16 | 56-2623 | 23745 | [US Army last report 15Oct71] ; toc 1973; code '7176'; then code '53176'; soc 15Nov82 |
| O-1E | 2650 | T.2-36/16 | 56-2650 | 23772 | [US Army last report 15Oct71] ; toc 1973; code '7177'; code '71177'; code '60416' (May85); code '53116' (Jan99); wfu at Prachuap Khiri Khan Jan00 thro' Mar06; to Bangkok National Memorial by Dec08 |
| O-1E | 2661 | T.2-37/16 | 56-2661 | 23797 | [US Army last report 15Oct66] ; toc 1973; code '7178'; then code '60417'; noted wfu at Prachuap Khiri Khan, coded '53117', Jan00 thro' Mar03; to Tango Don Mueang by Nov08 as '53117' <i>Note: also reported as 2881 ex 51-12881, believed in error</i> |
| O-1E | 3007 | T.2-38/16 | 61-3007, 613007 (Korean Army) | 305M-0058 | [US Army last report 15Oct71] ; toc 1973; code '1909'; to 'Tango' Takhli store by Feb04, then to 'Tango' Saraburi Aero Park site by Apr07 |
| O-1E | 2655 | T.2-39/16 | 56-2655, (RLaoAF) | 23777* | [US Army last report 15Oct71] ; toc 1973; code '60418'; to 'Tango' Takhli store by Feb04, then to 'Tango' Saraburi Aero Park site by Apr07 |
| O-1E | 3020 | T.2-40/16 | 61-3020 | 305M-0073* | [US Army last report 15Oct71] ; toc 1973; code '7182'; then code '53159'; 'Tango' Chiang Mai (HS-OOJ) |
| O-1A | 4867 | T.2-41/16 | 51-4867 | 21752* | [US Army last report 15Oct71] ; toc 1973; current Aug80 & Jan81; code '1903'; code '60410'; in store with 'Tango' at Don Mueang Oct95; to 'Tango' Takhli store by 2002, then to 'Tango' Saraburi Aero Park site by Apr07 |
| O-1E | 2693 | T.2-42/16 | 56-2693 | 23875* | [US Army last report 15Oct71] ; toc 1973; code '7184'; then code '60420'; noted on 604 Sqdn apron, Don Mueang c1990/91 (with 9 others); in store with 'Tango' at Don Mueang Oct95; moved to Prachuap Khiri Khan (Wing 53) by 2003 |
| O-1A | 7349 | T.2-43/16 | 51-7349 | 22083 | [US Army last report 15Oct71] ; toc 1973; code '7185'; then code '53185'; force-landed after being hit by Vietnamese fire near Chong Prik on Thai-Cambodia border 07Jly84 |
| O-1G | 1534 | T.2-44/19 | 50-1534, SVNAF | 21208 | [US Army last report 15Nov71] ; toc 1976; soc 06Dec82 |
| O-1G | 2288 | T.2-45/19 | 51-12288, SVNAF | 22602 | toc 1976; code '7187'; then code '53187'; exchanged for Cessna 150; to VH-YAP Jun91 |
| O-1G | 4748 | T.2-46/19 | 51-4748, SVNAF | 21633 | toc 1976; code '53188'; exchanged for Cessna 150; to VH-LPV Jly91 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--------|-------------|--|----------------|---|
| O-1G | 4955 | T.2-47/19 | 51-4955, SVNAF | 21847 | toc 1976; code '7189'; soc 25Jun82 |
| O-1E | 2642 | T.2-48/19 | 56-2642, SVNAF | 23764 | toc 1976; code '7191'; ditched in the Gulf of Thailand 21Sep77 |
| O-1A | 2476 | T.2-49/19 | 51-12476, SVNAF, Khmer AF, 51-12476 | 22918 | <i>[Received back by USAF from SVNAF 31Jan71 at Tan Son Nhut & served with 432TRN WG; on maintenance at Udorn 24Apr74]; to MAP 20Jan75; listed as 'Under Contract Maintenance, Thai-Am, Udorn' 24Apr75; toc 1976; code '7192'; then code '53192' (May85); to VH-SCB Apr92</i> |
| O-1G | 4591 | T.2-50/19 | 51-4591, SVNAF, Khmer AF | 21416 | <i>[Received back by USAF from SVNAF 31Jan71 at Tan Son Nhut & served with 432TRN WG]; to MAP 08Jan75; toc 1976; code '60422'; to VH-OIE Mar92</i> |
| O-1A | 7445 | T.2-51/19 | 51-7445, Khmer AF | 22184 | <i>[Received back by USAF from Khmer AF 31Jan71 at Udorn & served with 432TRN WG]; to MAP 20Jan75; toc 1976; code '7194'; soc 09Jan88</i> |
| O-1A | 5003 | T.2-52/20 | 51-12020, SVNAF | 22334* | toc 1977; current Jan81; code '1911'; code '60411'; to 'Tango' Takhli store by Feb04; to Saraburi Aero Park by Apr07 & noted there thro' Feb18; to 'Paisal Phoprasert' yard, Muek Lek by Jan20 (probably during 2019) |
| Other Bird Dogs reported as RTAF, but not listed above:- | | | | | |
| O-1A | 1538 | | 50-1538 | 21212 | <i>[US Army last report 15Apr67 W0B6AA]; code '60419'</i> |
| O-1A | 2550 | | 51-12550 or 56-2550 | 23005 or 23672 | <i>[51-12550 = US Army last report 15Aug69 WAYFAA; 56-2550 = US Army last report 15Dec64 W0MYAA]; code '60408'</i> |
| O-1A | 2681 | | 51-12681 | 23136 | <i>[no US Army last report, suggests < 1962]; code '60405'</i> |
| O-1A | 4581 | | 51-4581 | 21371 | <i>[no US Army last report, suggests < 1962]; see Army 4581; code '60421'</i> |
| O-1A | 4907 | | 51-4907 | 21799 | <i>[no US Army last report, suggests < 1962]</i> |
| | 2625 | | 56-2625 (51-12625 less likely) | 23747 | <i>[neither option has a US Army last report, suggests < 1962]; code '60405'</i> |
| O-1E | 2860 | | 57-2860 | 24059 | <i>[US Army last report 15Dec64 W0MAAA]; code '60411'</i> |
| | | | | | Code '1904'; current Aug80 |
| | | | | | Code '53168' |
| | | | | | Code '60404' |
| O-1E | 2522 | | 56-2522 | 23644 | MAP 28Dec71 (to Thailand ?) |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--|---|----------------------------|---|--|
| O-1A | Not confirmed as RTAF. May be Thai Army or another MAP recipient | | 51-12080, SVNAF?, 51-12080 | 22394 | [Received back by USAF from SVNAF? 31Jan71 at Tan Son Nhut & served with 432TRN WG]; to MAP 20Jan75 |
| O-1A | Not confirmed as RTAF. May be Thai Army or another MAP recipient | | 51-12382, SVNAF, 51-12382 | 22731 | [Received back by USAF from SVNAF 31Jan71 at Tan Son Nhut & served with 432TRN WG]; to MAP 20Jan75; reserved as VH-NFB |
| Bird Dog Squadron code analysis:- | | | | | |
| 71 Squadron From 1967 > 1977 | | Dir. of Aviation From c.1973 > 1981 | | 711 Squadron From 1977 > c.1980 | |
| 7114 | T.2-4/10 | 1901 | T.2-8/10 | | |
| 7115 | T.2-5/10 | | | | |
| 7116 | T.2-6/10 | 1903 | T.2-41/16 | | |
| 7117 | 71177 T.2-7/10 | 1904 | | | |
| 7122 | T.2-10/12 | | | | |
| 7123 | T.2-11/12 | | | | |
| | | 1907 | T.2-31/15 | | |
| 7125 | T.2-13/13 | 1908 | T.2-32/15 | | |
| | | 1909 | T.2-38/16 | | |
| 7127 | T.2-15/13 | | | | |
| 7128 | T.2-16/13 | 1911 | T.2-52/20 | | |
| 7151 | T.2-18/14 | | | | |
| 7152 | T.2-19/14 | | | | |
| 7153 | T.2-20/14 | | | | |
| 7154 | T.2-21/14 | | | | |
| 7167 | T.2-29/15 | | | | |
| 7176 | T.2-35/16 | | | | |
| 7177 | T.2-36/16 | | | | |
| 7178 | T.2-37/16 | | | | |
| 7182 | T.2-40/16 | | | | |
| | | | | | |
| 7184 | T.2-42/16 | | | | |
| 7185 | T.2-43/16 | | | | |
| | | | | | |
| 7187 | T.2-45/19 | | | | |
| | | | | | |
| 7189 | T.2-47/19 | | | | |
| | | | | | |
| 7191 | T.2-48/19 | | | | |
| 7192 | T.2-49/19 | | | | |
| | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|----------|-------------|----|-----|---|
| | 7194 | T.2-51/19 | | | |
| (B.Th.1) = Type 24 = Breguet 14A & 14B | | | | | |
| <ul style="list-style-type: none"> • 8 (also reported as 5) acquired 1919; • local production later; • highest recorded serial is 24-96/68 suggesting 88 locally-built by 1925 | | | | | |
| 1 | | F-AZBH | | | RTAF Museum; replica |
| | B.213/64 | | | | |
| | B.278/65 | | | | |
| | 9 | | | | |
| | 4 | | | | |
| | 4 | | | | |
| | 9 | | | | |
| (B.Th.2) = P.S. = Type 21 = Paribatra | | | | | |
| <ul style="list-style-type: none"> • #1 - BMW engine; crashed 22Dec29 near Uthai Thani en route to India; • #2 - Jupiter engine; • #3 - Jupiter engine; force-landed 30Dec29 near Allahabad; • #4 - Curtiss D-12 engine; • later production powered by P&W R-1690 Hornet; • highest recorded serial is 21-15/79 suggesting 15 built by 1936; • three 3/4 replicas built with two at RTAF Museum & one at Bang Sue, Bangkok | | | | | |
| (B.Th.3) = Type 41 = Martin 139WSM | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 139WSM | | | | 683 | |
| 139WSM | | 41-2/80 | | 684 | Landing accident nr Logan Field, Baltimore, MD before dd; believed repaired |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------|--------|-------------|----------|-----|-------------|
| 139WSM | | | | 685 | |
| 139WSM-2 | | | | 686 | |
| 139WSM-2 | | | | 687 | |
| 139WSM-2 | | | | 688 | |
| 139WH-1 | 11 | | Dutch AF | | Noted Nov46 |
| 139WH-1 | | | Dutch AF | | |
| 139WH-1 | | | Dutch AF | | |
| 166 | | | Dutch AF | | |
| 166 | | | Dutch AF | | |
| 166 | | | Dutch AF | | |
| 166 | | | Dutch AF | | |
| 166 | | | Dutch AF | | |
| 166 | 12 | | Dutch AF | | Noted Nov46 |

(B.Th.4) = Type 61 = Mitsubishi Ki-21 'Sally'

- 9 (Nakajima-built) delivered Dec40;
- 1 w/o 02Mar43;
- 6 (4 serviceable) active Apr45;
- 6 (3 serviceable) active Aug45;
- 4 active Nov45;
- type withdrawn 1949

B.ThOr.1 = RTAF-1 Paribatra

- See B.Th2

B.ThOr.2

- Conversion of one, based on RTAF Bonanza c/n D-1467 as base airframe, carried out Jan57 to Feb58;
- Displayed in public for the first time 27Mar58;
- ff 23Sep58;
- Modified engine fitted Dec60;
- Disassembled during 1961 and stored at Bang Sue;
- Passed to RTAF Civil Aviation Club 1965 & re-assembled Mar66;
- Believed flew again 02May67

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---------------------------|--|-------------|----|------|---|
| | | 1/2500 | | | RTAF Museum |
| B.ThOr.3 | | | | | |
| | <ul style="list-style-type: none"> • Proposed single-engined (Continental O-470), low wing, 3-seat trainer; length 31ft 1in, wing span 37ft, height 11ft 6in; • Mock-up constructed; • First flight planned for 1965, but project cancelled | | | | |
| B.ThOr.4 = Chantra | | | | | |
| | <ul style="list-style-type: none"> • Prototype, believed c/n 001, built 1972; • 12 production aircraft (c/ns 002 to 013) built by 1974 as B.F17 | | | | |
| | | | | | |
| B.ThOr.5 | | | | | |
| | <ul style="list-style-type: none"> • Design started Feb75; • construction of prototype started May76 (or Aug76); • first flight 05Oct84; • construction of second prototype possibly started | | | | |
| | ThOr.5-1/26 | | | | |
| B.ThOr.6 | | | | | |
| | <ul style="list-style-type: none"> • A further, turboprop with 3-bladed propeller, development of the ChOr2; • production line reported opened at Bang Sue 19Feb14; • 2 prototypes plus 3 pre-production aircraft built 2011-16; • Project cancelled | | | | |
| | | | | 001* | Prototype #1 (under-nose intake set forward); ff 14Jun12; to RTAF Museum 2017 |
| | | | | | Prototype #2; status unknown |
| | | | | 003* | Prototype #3 (under-nose intake set further back); to RTAF Museum 2017 |
| '01' | ThOr.6-1/59 | | | | Pre-production #1; noted recently repainted & active Dec16; based with 604 Sqdn, Don Mueang; noted active thro' Jan23 |
| '02' | ThOr.6-2/59 | | | | Pre-production #2; noted recently repainted & active Dec16; based with 604 Sqdn, Don Mueang; noted active thro' Jan26 |

| Type | Serial | RTAF Serial | ex | c/n | notes | |
|---------------------------------------|--|---------------|---------------------------|------------|---|--|
| | ‘03’ | ThOr.6-3/59 ? | | | Pre-production #3; plate shows ‘6-03’ mfg 2016/17; based with 604 Sqdn, Don Mueang; noted active Apr17 thro’ Dec21 | |
| | The following airframes (at least) are believed to have been used in the ThOr6 programme:- | | | | | |
| SF-260C/W | | F.15-13/21 | | | Retained by RTAF for ChOr2 / ThOr6 project | |
| SF-260C/W | | F.15-18/21 | | | Retained by RTAF for ChOr2 / ThOr6 project | |
| SF-260TP | | | Haiti 1274, N921WJ, N43GP | 599/61-004 | Sold by George Parker (Craddockville, VA) to Thai Aviation Industries Co, Don Mueang 11Mar14, as parts; canx to Thailand 03Jun14; fuselage noted sat on trestles underneath the TAI shelter at Don Mueang 16Sep14 | |
| SF-260TP | | | Haiti 1275, N915WJ | 600/61-005 | Sold by George Parker (Craddockville, VA) to Thai Aviation Industries Co, Don Mueang 11Mar14, as parts; fuselage noted sat on trestles underneath the TAI shelter at Don Mueang 16Sep14 | |
| B.ChOr.1= Pazmany PL2 | | | | | | |
| | <ul style="list-style-type: none"> • 1 (or 2?) built by RTAF workshops c1971 for evaluation as trainers | | | | | |
| PL-2 | | | | | dd 1974 ?; RTAF Museum | |
| B.ChOr.2 = SF-260 | | | | | | |
| | <ul style="list-style-type: none"> • An SF-260 disassembled, then re-assembled with some Thai parts, as a lead-in to the ThOr6; • See ThOr6 | | | | | |
| | | ChOr.2-1/50 | | | Orange scheme, 2-bladed propeller; ff 2007; noted flying in Sep07; noted at Bang Sue 2019 | |
| Zenair CH701 | | | | | | |
| | 1 bought 2002 as engineering project | | | | | |
| B.Th.1 = Helio U-10B/D Courier | | | | | | |
| | MAP deliveries (20):- | | | | | |
| | RCN | No. | Type | FY | Source | Serial numbers of aircraft probably involved |
| | SG06 | 12 | U-10 | 1963 | PR USAF | 63-8099 to 63-8110 |
| | DG10 | 8 | U-10 | 1970 | XS USAF | 66-14332, 66-14335, 66-14345, 66-14370, 66-14371, 66-14373, 66-14374, 66-14375 |
| | <ul style="list-style-type: none"> • Losses to unknown U-10’s were 1 in QE 31Mar67, 1 in QE 31Dec67, 1 in QE 31Mar68, 1 in QE 30Jun69 & 1 circa QE 31Dec69 • In-service total was 15 (ie. 12 – 5 lost + 8 delivered) by QE 30Jun70 and remained so until at least QE 30Jun71 | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|----------|-------------|------------------|-------|---|
| U-10B | | | 63-8099 | 573 | MAP 25Feb63 McLellan, CA |
| U-10B | | | 63-8100 | 572 | MAP 25Feb63 McLellan, CA |
| U-10B | | | 63-8101 | 574 | MAP 25Feb63 McLellan, CA; code '7133' |
| U-10B | 63-8102 | | 63-8102 | 575 | MAP 25Feb63 McLellan, CA; code '2214' (1967) |
| U-10B | | 5/06 ? | 63-8103 | 576 | MAP 25Feb63 McLellan, CA; code '7135'; RTAF Museum |
| U-10B | 63-8104 | 6/06 | 63-8104 | 577 | MAP 25Feb63 McLellan, CA; code '7136'; damaged on landing 15Mar71 at Ta Mai, Chantaburi; ground-looped at Nakhon Phanom 01Nov72 |
| U-10B | | | 63-8105 | 578 | MAP 25Feb63 McLellan, CA |
| U-10B | | | 63-8106 | 579 | MAP 25Feb63 McLellan, CA |
| U-10B | | | 63-8107 | 580 | MAP 31Jan63 (or 25Feb63) McLellan, CA |
| U-10B | | | 63-8108 | 581 | MAP 31Jan63 McLellan, CA |
| U-10B | | | 63-8109 | 582 | MAP 31Jan63 McLellan, CA |
| U-10B | 63-8110 | | 63-8110 | 583 | MAP 31Jan63 McLellan, CA; code '2234' (?), then '7146' |
| U-10D | | | 66-14370 | 1272 | MAP 28Oct69 Tuy Hoa, Vietnam (ex 14th SOW); possibly attrition replacement |
| U-10D | | | 66-14371 | 1273 | MAP 28Oct69 Tuy Hoa, Vietnam ex (14 th SOW); possibly attrition replacement; code '7142' |
| U-10D | 66-14373 | | 66-14373 | 1275 | MAP 28Oct69 Tuy Hoa, Vietnam (ex 14 th SOW); possibly attrition replacement; code '7143'; current Jan81 & Dec81 |
| U-10D | 66-14374 | | 66-14374 | 1276 | MAP 28Oct69 Tuy Hoa, Vietnam (ex 14 th SOW); possibly attrition replacement; code '7144'; current Jan81 & Dec81 |
| U-10D | | | 66-14375 | 1277 | MAP 28Oct69 Tuy Hoa, Vietnam (ex 14 th SOW); possibly attrition replacement; code '7144' (?) |
| U-10D | | | 66-14332, RLaoAF | 1234* | Transferred from Laos Q2 1970; preserved at Vajiravudh Scout Camp, Si Racha |
| U-10D | | | 66-14335, RLaoAF | 1237 | Transferred from Laos Q2 1970 |
| U-10D | | | 66-14345, RLaoAF | 1247* | Transferred from Laos Q2 1970; 'Tango' Chiang Mai |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------|--------|-------------|--------|-----|---|
| U-10D | | | | | Code' 53144'; preserved at Prachuap Khiri Khan |
| | | | | | Code '2222' |
| U-10B | | | | | Code '2223' |
| U-10B | | | | | Code '2224' |
| U-10B | | | | | Code '2231' |
| | | | | | Code '7165' |
| | | | N4190D | 545 | Exported to Thailand 05Mar62 (E23050) from Air Ventures Inc (New York, NY) to Air Ventures Inc (Bangkok); to Air America as B-869, XW-PGC |
| | | | N4191D | 546 | Exported to Thailand 08Mar62 (E23051) from Air Ventures Inc (New York, NY) to Air Ventures Inc (Bangkok); to Air America as B-867, XW-PGM |

B.JTh.2 = Fairchild AU-23A Peace Maker (PC-6 Turbo Porter)

| | | | | | | |
|--|-----------------------|----------------|-------------|-----------|--|---|
| | MAP deliveries (14):- | | | | | |
| | <u>RCN</u> | <u>No.</u> | <u>Type</u> | <u>FY</u> | <u>Source</u> | <u>Serial numbers of aircraft probably involved</u> |
| | TC00 | 13 | AU-23 | 1973 | XS USAF | 72-1304 to 72-1306, 72-1308, 72-1310 to 72-1318 |
| | EY37 | 1 | AU-23 | 1974 | XS USAF | 72-1307 |
| | FA88 | 0 ? | AU-23 | 1974 | XS USAF | |
| <ul style="list-style-type: none"> • 13 MAP aircraft delivered with 2 (72-1307 & 72-1309) remaining in USA (believed at Eglin AFB, FL); • 20 FMS aircraft (74-2073 to 74-2092) allocated 1974 for delivery from Oct75; • 72-1307 (MAP) finally delivered to Thailand 1977; • 50th Anniversary ceremony held 24Nov22, when 12 still in service (8 upgraded & 4 awaiting upgrade) | | | | | | |
| AU-23A | 21309 | None allocated | 72-1309 | 2055 | Retained in USA at Eglin AFB, FL; w/o 10May72 at Eglin AFB | |
| Batch 1 (MAP) | | | | | | |
| AU-23A | 21304 | JTh.2-01/15 | 72-1304 | 2050 | MAP 12Nov72 Davis Monthan; noted active thro' Feb08; noted hangared with no prop Jan13; noted active Jan17 thro' Jan26 | |
| AU-23A | 21305 | JTh.2-02/15 | 72-1305 | 2051 | MAP 12Nov72 Davis Monthan; w/o 05Jan89 | |
| AU-23A | 21306 | JTh.2-03/15 | 72-1306 | 2052 | MAP 12Nov72 Davis Monthan; w/o 26Jly82 | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------|--------|-------------|-----------------|-------|---|
| AU-23A | 21308 | JTh.2-04/15 | 72-1308 | 2054 | MAP 12Nov72 Davis Monthan; soc 07Mar03; noted Mar03; stored for spares at Prachuap Khiri Khan Aug04 thro' Jan13 |
| AU-23A | 21310 | JTh.2-05/15 | 72-1310* | 2056* | MAP 12Nov72 Davis Monthan; soc 07Mar03; noted Mar03; stored for spares at Prachuap Khiri Khan at least Aug04 thro' Jan13; noted stored wingless at Lopburi by Jan18 thro' Jan25 |
| AU-23A | 21311 | JTh.2-06/15 | 72-1311 | 2057 | MAP 12Nov72 Davis Monthan; w/o 15Apr77 |
| AU-23A | 21312 | JTh.2-07/15 | 72-1312 | 2058 | MAP 12Nov72 Davis Monthan; w/o 01Feb78 |
| AU-23A | 21313 | JTh.2-08/15 | 72-1313 | 2059 | MAP 12Nov72 Davis Monthan; w/o 05Feb73 |
| AU-23A | 21314 | JTh.2-09/15 | 72-1314 | 2060 | MAP 12Nov72 Davis Monthan; soc 05Jun01; stored for spares at Prachuap Khiri Khan at least Aug04 thro' Jan13 |
| AU-23A | 21315 | JTh.2-10/15 | 72-1315 | 2061 | MAP 12Nov72 Davis Monthan; noted active thro' Aug14; stored for spares at Prachuap Khiri Khan at least Jan16 thro' Jun17 |
| AU-23A | 21316 | JTh.2-11/15 | 72-1316 | 2062 | MAP 12Nov72 Davis Monthan; soc 05Jun01; stored for spares at Prachuap Khiri Khan at least Aug04 thro' Jan13 |
| AU-23A | 21317 | JTh.2-12/15 | N5301F, 72-1317 | 2039 | <i>[Aircraft Registration Application for N5301F by Fairchild Industries Inc (Germantown, MD) 14Jun71; Special CofA issued 14Jun71; canx 08Apr13 (Expired 31Dec11)]</i> ; MAP 12Nov72 Davis Monthan; noted active thro' Nov25 |
| AU-23A | 21318 | JTh.2-13/15 | N362F, 72-1318 | 2020 | MAP 12Nov72 Davis Monthan; w/o 26Nov73 |
| <u>Batch 2 (FMS)</u> | | | | | |
| AU-23A | 42073 | JTh.2-14/19 | 74-2073 | 2073 | w/o 18Aug78 |
| AU-23A | 42074 | JTh.2-15/19 | 74-2074 | 2074 | Noted active thro' Jan26 |
| AU-23A | 42075 | JTh.2-16/19 | 74-2075 | 2075 | w/o 09Feb88; noted Jan00; wrecked fuselage noted in 'Tango' Takhli store Feb04 thro' Jan07; to 'Tango' Saraburi Aero Park by Apr07 & noted there thro' Feb18; noted for spares with Thai Sky Adventures Co. Ltd at Banana Aug19 |
| AU-23A | 42076 | JTh.2-17/19 | 74-2076 | 2076 | Noted active thro' Jan13; w/o 17Jly13; noted stored wingless at Lopburi by Jan23 |
| AU-23A | 42077 | JTh.2-18/19 | 74-2077 | 2077 | Noted active Jan07 thro' Jan26 |
| <u>Batch 3 (FMS)</u> | | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|----------------------|--------|-------------|----------|-------|--|
| AU-23A | 42078 | JTh.2-19/19 | 74-2078 | 2078 | w/o 19Jun92; noted hangared at Prachuap Mar03 thro' May06 |
| AU-23A | 42079 | JTh.2-20/19 | 74-2079 | 2079 | Noted active thro' Jan14; noted hangared at Prachuap Khiri Khan Jun17; w/o 05Mar19 |
| AU-23A | 42080 | JTh.2-21/19 | 74-2080 | 2080 | Damaged 13Dec13; repaired; noted active thro' Jan26 |
| <u>Batch 4 (FMS)</u> | | | | | |
| AU-23A | 42081 | JTh.2-22/19 | 74-2081 | 2081 | Noted active Oct95 thro' Jan17; noted hangared at Prachuap Khiri Khan Jun17; noted active thro' Jan26 |
| <u>Batch 5 (FMS)</u> | | | | | |
| AU-23A | 42082 | JTh.2-23/19 | 74-2082 | 2082 | Noted active thro' Jan11; w/o 23Mar12; wreck at Prachuap Khiri Khan Jan13; to RTAF Museum by Nov17 |
| AU-23A | 42083 | JTh.2-24/19 | 74-2083 | 2083 | Noted active thro' Jan26 |
| AU-23A | 42084 | JTh.2-25/19 | 74-2084 | 2084 | w/o 29Apr77 |
| AU-23A | 42085 | JTh.2-26/19 | 74-2085 | 2085 | Noted active thro' Jan26 |
| AU-23A | 42086 | JTh.2-27/19 | 74-2086 | 2086 | Noted active thro' Jan26 |
| <u>Batch 6 (FMS)</u> | | | | | |
| AU-23A | 42087 | JTh.2-28/19 | 74-2087 | 2087 | Noted active thro' Jan26 |
| AU-23A | 42088 | JTh.2-29/19 | 74-2088 | 2088 | Noted active thro' Jan26 |
| <u>Batch 7 (FMS)</u> | | | | | |
| AU-23A | 42089 | JTh.2-30/19 | 74-2089 | 2089 | w/o 19Aug78 |
| <u>Batch 8 (FMS)</u> | | | | | |
| AU-23A | 42090 | JTh.2-31/19 | 74-2090 | 2090 | Noted Jan05; w/o 06Sep05 |
| AU-23A | 42091 | JTh.2-32/19 | 74-2091 | 2091 | w/o 21Jan79 |
| AU-23A | 42092 | JTh.2-33/19 | 74-2092 | 2092 | Noted active thro' Jan10; noted hangared with no prop Jan13; noted active Mar14 thro' Jan26 |
| <u>Batch 9 (MAP)</u> | | | | | |
| AU-23A | 21307 | JTh.2-34/20 | 72-1307* | 2053* | <i>[model PC-6/C-H2; 72-1307 accepted 25Apr72]; retained in USA at Eglin AFB, FL until 1977; noted active thro' Apr17; noted hangared at Prachuap Khiri Khan Jun17; to RTAF Museum 05Nov20</i> |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------------------------------------|--------|-------------|--|------|--|
| B.R.1 = Hoffman H-36 Dimona | | | | | |
| | | | <ul style="list-style-type: none"> • 10 delivered from 1983; • type withdrawn 1994, and all survivors to Australia mid-2001 <p>Serials reported, but in error, are:-</p> <ul style="list-style-type: none"> • 3520 (D-KAWG since Aug83); • 3536 (OE-9237 Apr84, then EC-DVA since Nov84) | | |
| | 506 | R.1-1/26 | | 3506 | Released from production 03Dec82; Austrian Export CofA 10Feb83; soc 13Dec93; TT 1,491:30hrs; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; <i>[BoS from Asia Pacific Aero Sales Ltd to Thomas E. Preisser 25Jan02 & exported to USA (to Sanford Seacoast Regional, ME) Apr02; under restoration from 2013; Aircraft Registration Application by Thomas E. Preisser (Cape Neddick, ME) for N506VP 05Sep13]</i> |
| | 507 | R.1-2/26 | | 3507 | TT 1,664:70hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; regd VH-WVW 19Nov01 |
| | 512 | R.1-3/26 | | 3512 | TT 1,861:50hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; regd VH-GYT 02Aug02 |
| | 513 | R.1-4/26 | | 3513 | TT 1,428:20hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; regd VH-GEO 03Apr02 |
| | 526 | R.1-5/27 | | 3526 | RTAF Museum by Jun97 |
| | 534 | R.1-6/27 | | 3534 | TT 1,583:10hrs at soc; noted Jan96; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; to VH-GNW Jan02 |
| | 535 | R.1-7/27 | | 3535 | TT 1,960:40hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; to VH-GOE Aug02 |
| | 537 | R.1-8/27 | | 3537 | W/o 26Feb92; TT 1,524:80hrs; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; <i>[bt by Ian Williams & exported to New Zealand; to ZK-GCB Mar04 (under restoration 2013)]</i> |
| | 538 | R.1-9/27 | | 3538 | TT 1,877:10hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; to VH-GVQ Oct02 |
| | 539 | R.1-10/27 | | 3539 | TT 1,836:80hrs at soc; purchased by Asia Pacific Aero Sales Ltd 2001 & exported to Australia; to VH-NHB Oct02 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---|----------------|---------------------|------|---|
| B.R.2 = Grob 109 | | | | | |
| <ul style="list-style-type: none"> • 2 acquired 1981 (?); • type withdrawn 1994; • Grob G-140TP D-ETPG & Grob G-520T D-FHHH demonstrated to RTAF Apr15 | | | | | |
| | 063 | | | 6063 | CofA for export to Thailand issued 19Oct81; to HS-ATN Jun88 |
| | 069 | R.2-1/27 | (HS-ATC) | 6069 | CofA for export to Thailand issued 04Dec81; TT 920hrs at soc; to VH-GUD Nov01 |
| Nihon Kogata gliders | | | | | |
| | <ul style="list-style-type: none"> • 3 gliders delivered as gift from Japanese on 24Jun41 (National Day) | | | | |
| Tobi | <i>Liw Lom</i> | none allocated | (primary glider) | | to RTAF Museum |
| Hato | <i>Len Lom</i> | none allocated | (elementary glider) | | to RTAF Museum |
| Ootori | <i>Long Lom</i> | none allocated | (soarer glider) | | |
| (B.S.1) = Type 91 = Fairchild 24J, 24W9 & 24W40 | | | | | |
| | <ul style="list-style-type: none"> • 3 Fairchild 24J (from c/ns 3411-3416) delivered 1938, but probably used by ATCS; • 1 Fairchild 24W9 (1939 production), c/n 217, delivered 1939 • 10 Fairchild 24W40 (from c/ns W40-104, 142-146, 153-157) delivered 1940; • 1 shot down Mar45; • 8 (3 serviceable) active Apr45; • 2 active Nov45; • Three Warner Super Scarab 50A engines imported (E17690) to 'Dept. of Aeronautical Works, Royal Siamese Air Force' 26Feb48; serials SS-720EAM, SS-733AM & SS-1038EAM; • type withdrawn 1950; • the Fairchild 24 in the RTAF Museum is probably one of these | | | | |
| 24J | | | | 3411 | Export Certificate E4233 to Aerial Transport Co of Siam Ltd (Bangkok) 19Sep38 |
| 24J | | | | 3412 | Export Certificate E4234 to Aerial Transport Co of Siam Ltd (Bangkok) 19Sep38 |
| 24J | | | | 3413 | Export Certificate E4235 to Aerial Transport Co of Siam Ltd (Bangkok) 19Sep38 |
| 24J | | | | 3414 | Export Certificate E4454 to Aerial Transport Co of Siam Ltd (Bangkok) 23Nov38 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--|-------------|----|---------|--|
| 24J | | | | 3415 | Export Certificate E4455 to Aerial Transport Co of Siam Ltd (Bangkok) 23Nov38 |
| 24J | | | | 3416 | Export Certificate E4456 to Aerial Transport Co of Siam Ltd (Bangkok) 23Nov38 |
| 24W9 | | | | 217 | Export Certificate E5602 to Aerial Transport Co of Siam Ltd (Bangkok) 22Nov39 |
| 24W40 | | | | W40-104 | Export Certificate E5961 to Aerial Transport Co Ltd (Bangkok) 25Mar40 |
| 24W40 | | | | W40-142 | Export Certificate E6434 to Aerial Transport Co of Siam Ltd (Bangkok) 12Sep40 |
| 24W40 | | | | W40-143 | Export Certificate E6435 to Aerial Transport Co of Siam Ltd (Bangkok) 12Sep40 |
| 24W40 | | | | W40-144 | Export Certificate E6438 to Aerial Transport Co of Siam Ltd (Bangkok) 12Sep40 |
| 24W40 | | | | W40-145 | Export Certificate E6436 to Aerial Transport Co of Siam Ltd (Bangkok) 12Sep40 |
| 24W40 | | | | W40-146 | Export Certificate E6437 to Aerial Transport Co of Siam Ltd (Bangkok) 12Sep40 |
| 24W40 | | | | W40-153 | Export Certificate E6501 to Aerial Transport Co of Siam Ltd (Bangkok) 04Oct40 |
| 24W40 | | | | W40-154 | Export Certificate E6502 to Aerial Transport Co of Siam Ltd (Bangkok) 04Oct40; to HS-SEA |
| 24W40 | | | | W40-155 | Export Certificate E6503 to Aerial Transport Co of Siam Ltd (Bangkok) 04Oct40 |
| 24W40 | | | | W40-156 | Export Certificate E6504 to Aerial Transport Co of Siam Ltd (Bangkok) 04Oct40 |
| 24W40 | | | | W40-157 | Export Certificate E6505 to Aerial Transport Co of Siam Ltd (Bangkok) 04Oct40 |
| (B.S.2) = Type 92 = Rearwin Deluxe 9000L | | | | | |
| | <ul style="list-style-type: none"> • 2 exported to Thailand Oct38; • type withdrawn 1955 (?); • photo of #2 marked 'ขนส 15' | | | | |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|-------------------------------------|--|-------------|---|---------|--|
| | | | | 615D | Canx to Thailand 07Oct38; noted at Suan Kularb Palace 14Jly41; believed to Siamese AW 1947 |
| | | | | 616D | Canx to Thailand 07Oct38; noted at Suan Kularb Palace 14Jly41; believed to Siamese AW 1947 |
| De Havilland DH80A Puss Moth | | | | | |
| | <ul style="list-style-type: none"> At least one (presumably one of HS-PAB, -PAC or -PAD) operated during WW2 & survived the war | | | | |
| | ขนส 4 | | | | |
| B.S.3 = Piper L-4J | | | | | |
| | <ul style="list-style-type: none"> 42 'war surplus aircraft from the Allies' (also reported as 38) acquired for ?19,840 each 1947; only up to 28/90 listed as current 01Jun51; 22 reported transferred to Army 1952; type withdrawn 1959 | | | | |
| | | S.3-1/90 | 45-4747 (excluded 27May46 Tacloban, PI) | 13487 | |
| | | S.3-2/90 | 45-4752 (excluded 27May46 Tacloban, PI) | 13492 | |
| | | S.3-3/90 | 45-4763 (excluded 27May46 Tacloban, PI) | 13503 | |
| 4 | | S.3-4/90 | 45-4773 (excluded 27May46 Tacloban, PI) | 13513 | RTAF Museum |
| 5 | | S.3-5/90 | 45-4775 (excluded 27May46 Tacloban, PI) | 13515 | Noted Dec46 |
| | | S.3-6/90 | 45-4780 (excluded 27May46 Tacloban, PI) | 13520 | |
| | | S.3-7/90 | 45-4811 ? (43-4851 or 43-4817 ?) | | |
| | | S.3-8/90 | 45-4852 ? (43-4853 ?) | | |
| | | S.3-9/90 | 45-4854 (excluded 27May46 Tacloban, PI) | 13594 | Possibly to Thai Army |
| | | S.3-10/90 | 45-4976 ? | 13716 ? | dd Dec46 from Guam; presumed lost before 01Jun51; tie-up assumed |
| | | S.3-11/90 | 45-4979 | 13719 | dd Dec46 from Guam |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|------|--------|-------------|---|---------|--|
| | | S.3-12/90 | 45-4986 | 13726 | dd Dec46 from Guam |
| | | S.3-13/90 | 45-4987 | 13727 | dd Dec46 from Guam |
| | | S.3-14/90 | 45-4989 | 13729 | dd Dec46 from Guam |
| | | S.3-15/90 | 45-4991 | 13731 | dd Dec46 from Guam |
| | | S.3-16/90 | 45-4992 ? | 13732 ? | dd Dec46 from Guam; presumed lost before 01Jun51; tie-up assumed |
| | | S.3-17/90 | 45-4994 | 13734 | dd Dec46 from Guam |
| | | S.3-18/90 | 45-4996 ? | 13736 ? | dd Dec46 from Guam; presumed lost before 01Jun51; tie-up assumed |
| | | S.3-19/90 | 45-4997 | 13737 | dd Dec46 from Guam |
| | | S.3-20/90 | 45-4998 | 13738 | dd Dec46 from Guam |
| | | S.3-21/90 | 45-5005 | 13745 | dd Dec46 from Guam |
| | | S.3-22/90 | 45-5009 | 13749 | dd Dec46 from Guam |
| | | S.3-23/90 | 45-5010 | 13750 | dd Dec46 from Guam |
| | | S.3-24/90 | 45-5018 | 13758 | dd Dec46 from Guam; current Dec53 |
| | | S.3-25/90 | 45-5019 | 13759 | dd Dec46 from Guam |
| | | S.3-26/90 | 45-5020 | 13760 | dd Dec46 from Guam |
| | | S.3-27/90 | 45-5041 | 13781 | dd Dec46 from Guam |
| | | S.3-28/90 | 45-5043 | 13783 | dd Dec46 from Guam |
| | | | 45-4740 (excluded 27May46 Tacloban, PI) | 13480 | |
| | | | 45-4973 (excluded 27May46 Tacloban, PI) | 13713 | |
| | | | 45-4978 (excluded 27May46 Tacloban, PI) | 13718 | |
| | | | 45-4990 | 13730 | dd Dec46 from Guam |
| | | | 45-5012 | 13752 | dd Dec46 from Guam |
| | | | 45-5044 | 13784 | dd Dec46 from Guam |
| | | | 45-5046 | 13786 | dd Dec46 from Guam |
| | | | 45-5048 | 13788 | dd Dec46 from Guam |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|--------|-------------|--|-----------|-----------------------|
| | | | 45-5050 | 13790 | dd Dec46 from Guam |
| | | | 45-5051 | 13791 | dd Dec46 from Guam |
| | | | 45-5055 | 13795 | dd Dec46 from Guam |
| | | | 45-5058 | 13798 | dd Dec46 from Guam |
| | | | 45-5063 | 13803 | dd Dec46 from Guam |
| | | | 45-5065 | 13805 | dd Dec46 from Guam |
| B.S.3k = Piper PA-11 Cub Special | | | | | |
| | | | <ul style="list-style-type: none"> • 2 transferred from Navy following failed Jun51 Navy coup | | |
| | | | | 11-1069 | |
| | | | | 11-1070 | |
| B.S.4 = Stinson L-5 | | | | | |
| | | | <ul style="list-style-type: none"> • 10 acquired for £19,872 each from RAF in Burma Jan47 (also reported as 38); • 5 reported transferred to Army 1952; • L-5 42-98148, N9795F & L-5G 45-35034, N45AK with 'Tango' are not ex-RTAF; • L-5 N4252K (c/n 76-3551) flew in RTAF marks as '3551' (at least 2005 thro' 2007), but is not ex-RTAF | | |
| | ??302 | | | | |
| L-5 | | S.4-1/90 | 42-99490, KJ371 (returned to US 17Oct46) | 76-1731 ? | |
| L-5 | | S.4-2/90 | 42-99493, KJ374 (returned to US 26Sep46) | 76-1734 ? | |
| L-5 | | S.4-3/90 | 42-99539, KJ398 (returned to US 26Sep46) | 76-1780 ? | |
| L-5B | | S.4-4/90 | 42-99606, KJ423 (returned to US 17Oct46) | 76-1847 ? | |
| L-5B | | S.4-5/90 | 42-99609, KJ426 (returned to US 17Oct46) | 76-1850 ? | |
| L-5B | | S.4-6/90 | 42-99683, KJ438 (returned to US 31Dec46) | 76-1924 ? | |
| L-5B | | S.4-7/90 | 44-16980, KJ459 (returned to US 17Oct46) | 76-3267 ? | |
| L-5B | | S.4-8/90 | 44-16983, KJ462 | 76-3270 ? | |
| L-5B | | S.4-9/90 | 44-16984, KJ463 (soc 12Dec46) | 76-3271 ? | |
| L-5B | | S.4-10/90 | 44-16985, KJ464 (FLC 31Dec46) | | RTAF Museum |
| L-5 | | | 42-99501, KJ382 (to 'Siamese AF' 19Jun47) | | Possibly Siamese AW ? |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--------------------------------------|--|-------------|---|--------|--|
| L-5 | | | 42-99540, KJ399 (to 'Siamese Government' 31Jly47) | | Possibly Siamese AW ? |
| L-5B | | | 42-99603, KJ420 (to 'Siamese AF' 19Jun47) | | Possibly Siamese AW ? |
| B.S.5 = Beech Bonanza | | | | | |
| | <ul style="list-style-type: none"> 2 transferred from Navy following failed Jun51 Navy coup | | | | |
| | | | NC3996N | D-1467 | Canx to Thailand 15Apr48 (for Navy); used as basis for B.ThOr2 from Jan57 |
| | | | NC3997N | D-1483 | Canx to Thailand 26Apr48 (for Navy); to HS-SFE 1948; to HS-TBE 1958; returned to RTAF Jun62; RTAF Museum |
| | | | NC3998N | D-1486 | Canx to Thailand 26Apr48 (for Navy) |
| B.S.6 = Grumman G-44A Widgeon | | | | | |
| | <ul style="list-style-type: none"> 5 transferred from Navy following failed Jun51 Navy coup | | | | |
| | | | NC41972 | 1403 | Believed on display at AFPS, Bangkok at least Feb67, 1968 & 1974 |
| | | | NC86623, N86623 | 1449 | RTAF Museum since at least 1967 |
| B.S.7 = Cessna 170B | | | | | |
| | <ul style="list-style-type: none"> 9 delivered 1954; type withdrawn 1959 | | | | |
| | | | N11B | 26219 | Canx to Thailand 19Feb54; to HS-RAA May64 |
| 26230 | | | N2586C, N11B | 26230 | Canx to Thailand (Thai Technical Services, Bangkok) 19Feb54; to HS-RAB May64 |
| 26231 | | | N2587C, N11B | 26231 | Test flown 29Jan54; exported to Thailand (Thai Technical Services, Bangkok) 19Feb54 (E25789); ferry permit issued to N11B 27Feb54 for flight from Wichita, KS to New Orleans, LA via Texarkana, TX for shipping; to HS-RAC May64 |
| | | | N11B | 26232 | Canx to Thailand (Thai Technical Services, Bangkok) 26Feb54 |
| | | | N11B | 26233 | Canx to Thailand 26Feb54 |
| | | | N11B | 26247 | Canx to Thailand 26Feb54 |
| | | | N2705C, N11B | 26249 | Test flown 09Feb54; exported to Thailand (Thai Technical Services, Bangkok) 11Mar54 (E25799); to HS-RAD May64 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|---|---------|-------------|------|-------|--|
| | | | N11B | 26257 | Canx to Thailand 11Mar54 |
| | | | N11B | 26258 | Canx to Thailand 11Mar54 |
| | '6331' | | | | photo |
| | '6336' | | | | photo |
| B.W.1 = Lear-Siegler / BAe Systems Skyeye R4E-30 UAV | | | | | |
| | | | | | <ul style="list-style-type: none"> • 6 reported dd 1983; • 1 preserved in Musee de l'Armee Populaire, Vientiane after being shot down by Lao forces 1987/88; • 1 lost at sea near Rayong; • 1 lost its wings while hitting the recovery net at Takhli; • 1 to RTAF Museum |
| B.W.? = Sapura Cyber Eye UAV | | | | | |
| | | | | | <ul style="list-style-type: none"> • 3 bought from Malaysia for RTAF Academy 2010 |
| B.W.? = Aeronautics Defence Systems AeroStar UAV | | | | | |
| | | | | | <ul style="list-style-type: none"> • 2 (or 22 ?) reported acquired c2010/11; • 'about 5' reported in service with 404 Squadron 2016; • a further 3 reportedly ordered Feb16; • 402 Squadron re-equipped with UAV's after Aravas wfs |
| B.W.? = Tigershark I UAV | | | | | |
| | | | | | <ul style="list-style-type: none"> • Believed experimental design |
| B.W.? = Tigershark II UAV | | | | | |
| | | | | | <ul style="list-style-type: none"> • Parts ordered 2015 for production; • 2 put into service by 404 Squadron, Takhli |
| | 02 | | | | |
| | 679 | | | | Noted Mar25 |
| B.W.? = G-Force Composites G-Star UAV | | | | | |
| G-Star 150 | GST-002 | | | | Noted Jun12 |

| Type | Serial | RTAF Serial | ex | c/n | notes |
|--|--------|-------------|--|-----|-------------------------------------|
| B.W.? = RTAF U-1 UAV | | | | | |
| | | | <ul style="list-style-type: none"> • based on the RV Connex Sky Scout; • 16 (or 17 ?) bought 2017; • type inducted into service 14Nov19; • believed operated by 404 Squadron, Takhli, then transferred to Wing 3, Wattana Nakhon | | |
| | U1-01 | | | | Noted at induction ceremony 14Nov19 |
| | U1-02 | | | | Noted at induction ceremony 14Nov19 |
| | U1-07 | | | | |
| | U1-09 | | | | Noted at induction ceremony 14Nov19 |
| | U1-12 | | | | Noted Mar25 |
| | U1-14 | | | | Noted at induction ceremony 14Nov19 |
| BR.T.3 = DA42 / Aeronautics Dominator UAV | | | | | |
| | | | <ul style="list-style-type: none"> • type, possibly 3, ordered Jly18; • 1st dd 2022; • induction ceremony held at Takhli 01Sep23; • operated by Wing 3, Watthana Nakhon | | |
| | 506 | | | | noted Jan25 |
| | 507 | | | | noted Jan24 (no dataplate) |
| | 508 | | | | |

Aircraft Ordered but not Delivered

The table below lists types which have been associated with the RTAF and its predecessors, but either in error or for types ordered but not delivered.

Seversky P-35 (2PA-B3)

There are rumours that the 20 P-35's delivered to the Japanese Navy were initially sold to Siam in 1938, and they were ferried to Glendale for sea shipment by Babb & Co. before being diverted to the Japanese Navy

Bristol Blenheim IV

- 6 ordered 1939 but not delivered

North American NA50 / 68

- 6 ordered 30Nov39 but not delivered;
- diverted to USA Oct40 whilst awaiting delivery in California, following US declaration of an embargo against exporting weapons to any nation other than the UK (executive order 15Oct40);
- redesignated P-64 by USAAF and used as advanced trainers;

| | | | | | |
|--|--|--|----------|---------|---|
| | | | 41-19082 | 68-3058 | to NX25607 |
| | | | 41-19083 | 68-3059 | |
| | | | 41-19084 | 68-3060 | |
| | | | 41-19085 | 68-3061 | BoS 22Feb46 from WAA to Jack Canary and Leonard C. Hoffman; regd NC37498 Aug46, then NX37498; canx 16Jun49; to XB-KUU; canx 03Dec58; wfu at Long Beach, CA 1959-62; regd N68622 Nov61; to EAA May64; regd N840 Jly65; first post-restoration flight 24Jly65; displayed in the Eagle Hangar of the EAA AirVenture Museum 1988-2013; restored to airworthy & first post-restoration flight Jly16; active 2021 |
| | | | 41-19086 | 68-3062 | w/o 19Nov41 |
| | | | 41-19087 | 68-3063 | |

North American NA44 / 69

- 10 ordered 30Nov39 but not delivered; diverted to USA 10Oct40 whilst awaiting delivery in Manila

| | | | | |
|--|--|--|----------------------|--------------------|
| | | | 41-18890 to 41-18899 | 69-3064 to 69-3073 |
|--|--|--|----------------------|--------------------|

Tachikawa Ki9 'Spruce'

- Type reported, but in error. Never operated by RThaiAF

Mitsubishi A6M2 / A6M5 'Zero'

- Type reported, but in error. Never operated by RThaiAF

Mansyu Ki-79

| | |
|--|---|
| | <ul style="list-style-type: none">• 'some' reported delivered during WW2, but in error. Never operated by RThaiAF |
|--|---|

Piper Super Cub

| | |
|--|---|
| | <ul style="list-style-type: none">• 'some' reported delivered early 1950's; none identified & believed confused with L-4J Cub |
|--|---|

Short SD330 Sherpa

| | |
|--|---|
| | <ul style="list-style-type: none">• Proposal to buy 12 Sherpas 1986 for \$48m; not proceeded with |
|--|---|

www.thai-aviation.net