

NON-US MILITARY T-28's

This listing is very much a 'work-in-progress'. It is intended to detail the movements of T-28's with non-US military forces. Confirmed corrections and additions would be very welcome to steve.darke@pswlt.com

Dubious or unconfirmed data is shown in red

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ABBREVIATIONS

canx	Registration cancelled / de-registered
dd	Delivered
DOD	(US) Department of Defense
ff	First flight
MAAG	Military Assistance Advisory Group
MAP	Military Assistance Program
	XS = excess
	PR = procurement
	REDIS = redistribution from other MAP recipient
	TRANS = transfer of MAP owned assets
NARA	US National Archives
RCN	NARA archives 'Record Control Number'
regd	date of registration
RLaoAF	Royal Lao Air Force (to 1975)
RoCAF	Republic of China Air Force (Taiwan)
RoKAF	Republic of Korea Air Force
soc	Struck Off Charge
SVNAF	South Vietnamese Air Force
toc	Taken On Charge
UNOGIL	United Nations Observation Group in Lebanon
w/o	Written off

UNKNOWN MAP ISSUES

The T-28A's below were issued to unknown MAP recipients:-

51-3736	2704ASDG	09/01/1960
51-3642	2704ASDG	12/01/1960
51-3654	2704ASDG	12/01/1960
51-3723	2704ASDG	12/01/1960
51-3506	2704ASDG	01/02/1960
51-3508	2704ASDG	01/02/1960
51-3527	2704ASDG	01/02/1960
51-3538	2704ASDG	01/02/1960
51-3539	2704ASDG	01/02/1960
51-3542	2704ASDG	01/02/1960
51-3543	2704ASDG	01/02/1960
51-3588	2704ASDG	01/02/1960
51-3605	2704ASDG	01/02/1960
51-3681	2704ASDG	01/02/1960
51-3758	2704ASDG	01/02/1960

51-3655	2704ASDG	10/03/1960
51-7728	McClellan, FL	05/04/1960
51-7737	McClellan, FL	05/04/1960
51-7772	McClellan, FL	05/04/1960
51-7535	2704ASDG	15/05/1960
51-7674	McClellan, FL	01/06/1960
51-7684	McClellan, FL	01/06/1960
51-7687	McClellan, FL	01/06/1960
51-7726	McClellan, FL	01/06/1960
51-3515	2704ASDG	09/01/1961
51-3519	2704ASDG	09/01/1961
51-3784	2704ASDG	09/01/1961
51-7628	2704ASDG	09/01/1961
51-7866	2704ASDG	09/01/1961
49-1507 (T-28D-5)	Columbus, OH	17/07/1966

ARGENTINE AIR FORCE T-28A

52 T-28A delivered in two batches & serialled E-601 to E-652; plus at least six spares ships serialled E-653 to E-658.

The initial 24 T-28A's were flown by Argentine pilots in late 1960 from Tucson via Kelly AFB, El Paso, Veracruz, San Salvador, Managua, Albrook, Esmeralda, Guyaquil, Trujillo, Lima, Arica, Antofagasta, Santiago, Villa Mercedes, arriving at Palomar outside Buenos Aires. They were supported by two DC-4's, T-44 and T-47.

	Argentine serial	US serial	MAP issue	Notes
1	E-6xx	51-3464	14Oct60	Assumed based on MAP date
2	E-6xx	51-3487	10Oct60	
3	E-6xx	51-3492	10Oct60	
4	E-6xx	51-3501	10Oct60	
5	E-6xx	51-3524	10Oct60	
6	E-6xx	51-3545	14Oct60	Assumed based on MAP date
7	E-6xx	51-3547	10Oct60	
8	E-608	51-3574	10Oct60	Preserved Coleccion Estancia Santa Romana, Justo Daract
9	E-6xx	51-3581	14Oct60	Assumed based on MAP date
10	E-6xx	51-3602	14Oct60	Assumed based on MAP date
11	E-6xx	51-3611	14Oct60	Assumed based on MAP date
12	E-6xx	51-3614	10Oct60	
13	E-6xx	51-3653	10Oct60	
14	E-6xx	51-3675	10Oct60	
15	E-6xx	51-3718	10Oct60	
16	E-6xx	51-3765	14Oct60	Assumed based on MAP date
17	E-6xx	51-7486	14Oct60	Assumed based on MAP date
18	E-6xx	51-7488	14Oct60	Assumed based on MAP date
19	E-6xx	51-7490	10Oct60	
20	E-6xx	51-7498	10Oct60	
21	E-6xx	51-7514	10Oct60	
22	E-6xx	51-7523	10Oct60	
23	E-6xx	51-7525	10Oct60	
24	E-6xx	51-7546	10Oct60	Believed to Bolivia for display as 'FAB411'
26	E-6xx	51-7573	10Oct60	
26	E-6xx	51-7594	14Oct60	Assumed based on MAP date
27	E-6xx	51-7600	10Oct60	
28	E-6xx	51-7627	14Oct60	Assumed based on MAP date
29	E-6xx	51-7630	10Oct60	
30	E-6xx	51-7631	14Oct60	Assumed based on MAP date
31	E-6xx	51-7653	14Oct60	Assumed based on MAP date
32	E-6xx	51-7656	14Oct60	Assumed based on MAP date
33	E-6xx	51-7659	10Oct60	
34	E-6xx	51-7663	10Oct60	
35	E-6xx	51-7686	10Oct60	
36	E-6xx	51-7720	14Oct60	Assumed based on MAP date
37	E-6xx	51-7721	10Oct60	
38	E-6xx	51-7725	10Oct60	
39	E-6xx	51-7751	10Oct60	

40	E-6xx	51-7771	10Oct60	
41	E-641	51-7836	10Oct60	Preserved Cordoba AB
42	E-6xx	51-7842	10Oct60	
43	E-6xx	51-7843	10Oct60	
44	E-6xx	51-7853	10Oct60	
45	E-6xx	51-7860	10Oct60	
46	E-6xx	51-7862	10Oct60	
47	E-6xx	51-7890	10Oct60	
48	E-6xx	52-1188	10Oct60	
49	E-6xx	52-1189	10Oct60	
50	E-6xx	52-1197	10Oct60	
51	E-6xx	52-1216	14Oct60	Assumed based on MAP date
52	E-6xx	52-1236	10Oct60	
53	E-653			Spares ship
54	E-654			Spares ship
55	E-655			Spares ship
56	E-656			Spares ship
57	E-657			Spares ship
58	E-658			Spares ship
	E-610			Preserved Sauce Viejo Airport
	E-636			Preserved Aeroclub Carlos Casares (in poor condition)

ARGENTINE NAVY FENNEC

	Argentine serial	US serial	Notes
1	0547	51-3488	ex French AF; to Argentine Navy Jly66; wfu
2	0548	51-3535	ex French AF; to Argentine Navy Jly66; scrapped 1968
3	0549	51-3569	ex French AF; to Argentine Navy May66; wfu
4	0550	51-3582	ex French AF; to Argentine Navy Jly66; scrapped 1968
5	0551	51-3584	ex French AF; to Argentine Navy Jly66; w/o 02Dec71
6	0552	51-3585	ex French AF; to Argentine Navy Jly66; wfu
7	0553	51-7640	ex French AF; to Argentine Navy Jly66; w/o 04May77; GI airframe at Escuela de Educacion Tecnica 8 "Jorge Newbery" (EET 8), La Matanza as 1-A-261
8	0554	51-3594	ex French AF; to Argentine Navy Jun66; to Uruguay Navy 401 Oct79
9	0555	51-3598	ex French AF; to Argentine Navy May66; to Uruguay Navy 402 Oct79
10	0556	51-3603	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 403 Oct79
11	0557	51-3625	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 404 Oct79
12	0558	51-3634	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 405 Oct79
13	0559	51-3635	ex French AF; to Argentine Navy Jly66; preserved Comandante Espora
14	0560	51-3638	ex French AF; to Argentine Navy Jly66; wfu
15	0561	51-3644	ex French AF; to Argentine Navy Jly66; scrapped 1968
16	0562	51-3647	ex French AF; to Argentine Navy Jly66; to N992CA 1983
17	0563	51-3652	ex French AF; to Argentine Navy Jly66; scrapped 1968
18	0564	51-3674	ex French AF; to Argentine Navy Jly66; wfu
19	0565	51-3677	ex French AF; to Argentine Navy Jly66; preserved Trelew, Cht
20	0566	51-3686	ex French AF; to Argentine Navy Jly66; wfu
21	0567	51-3703	ex French AF; to Argentine Navy Jun66; w/o 02Aug70
22	0568	51-3704	ex French AF; to Argentine Navy Jly66; wfu
23	0569	51-3710	ex French AF; to Argentine Navy Jun66; scrapped 1968
24	0570	51-3711	ex French AF; to Argentine Navy Jly66; w/o 11Aug71
25	0571	51-3715	ex French AF; to Argentine Navy Jly66; scrapped 1968
26	0572	51-3741	ex French AF; to Argentine Navy Jly66; wfu
27	0573	51-3755	ex French AF; to Argentine Navy Jun66; scrapped 1968
28	0574	51-7645	ex French AF; to Argentine Navy Jly66; wfu
29	0575	51-7655	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 406 Oct79
30	0576	51-7680	ex French AF; to Argentine Navy Jly66; w/o 10Feb71
31	0577	51-7742	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 408 Oct79
32	0578	51-7782	ex French AF; to Argentine Navy Jly66; to N993CA 1983
33	0579	51-7798	ex French AF; to Argentine Navy Jun66; wfu
34	0580	51-7799	ex French AF; to Argentine Navy Jun66; to N91020 1987
35	0581	51-7812	ex French AF; to Argentine Navy Jly66; to Uruguay Navy 409 Oct79
36	0582	51-7817	ex French AF; to Argentine Navy Jun66; preserved Museo de la Aviacion Naval, Bahia Blanca
37	0583	51-7834	ex French AF; to Argentine Navy Jun66; to N994CA 1983
38	0584	51-7845	ex French AF; to Argentine Navy Jly66; w/o 30Nov70; noted in poor condition at Puerto San Julián
39	0585	52-1198	ex French AF; to Argentine Navy Jly66 Jly66; w/o 09Mar78
40	0586	52-1199	ex French AF; to Argentine Navy Jly66; scrapped

41	0587	52-1204	ex French AF; to Argentine Navy Jun66; wfu
42	0588	52-1205	ex French AF; to Argentine Navy Jly66; wfu
43	0589	52-1231	ex French AF; to Argentine Navy Jly66; wfu
44	0590	52-1232	ex French AF; to Argentine Navy Jly66; scrapped
45	0591	52-1238	ex French AF; to Argentine Navy Jly66; to N995CA 1983
46	0619	51-3702	ex French AF; to Argentine Navy Sep67; wfu
47	0620	51-7660	ex French AF; to Argentine Navy Oct67; wfu
48	0621	51-7732	ex French AF; to Argentine Navy Nov67; to Uruguay Navy 407 Oct79
49	0622	51-7654	ex French AF; to Argentine Navy Oct67; wfu
50	0623	51-7504	ex French AF; to Argentine Navy Oct67; w/o 11May73
51	0624	51-3795	ex French AF; to Argentine Navy Oct67; preserved Museo de la Aviacion Naval, Bahia Blanca
52	0625	51-7608	ex French AF; to Argentine Navy Oct67; possibly w/o 12Nov75
53	0626	51-7518	ex French AF; to Argentine Navy Oct67; possibly w/o 12Nov73
54	0627	51-3719	ex French AF; to Argentine Navy Oct67; wfu
55	0628	51-7532	ex French AF; to Argentine Navy Oct67; wfu
56	0629	51-7606	ex French AF; to Argentine Navy Oct67; to N9103F 1987
57	0630	51-7820	ex French AF; to Argentine Navy Oct67; wfu
58	0631	51-7649	ex French AF; to Argentine Navy Oct67; w/o 07Aug76
59	0632	51-7613	ex French AF; to Argentine Navy Oct67; to Escuela de Educacion Tecnica 8 "Jorge Newbery" (EET 8), La Matanza as GI airframe as 3-A-212
60	0633	51-3641	ex French AF; to Argentine Navy Oct67; wfu
61	0634	51-3672	ex French AF; to Argentine Navy Oct67; wfu
62	0635	52-1194	ex French AF; to Argentine Navy Nov67; wfu
63	0636	51-3493	ex French AF; to Argentine Navy Nov67; w/o 30Jan1974
64	0637	51-3592	ex French AF; to Argentine Navy Sep67; w/o 13Nov74
65	0638	51-3646	ex French AF; to Argentine Navy Oct67; wfu
			1-A-251; preserved Punta Indio

BOLIVIAN AIR FORCE T-28A

- MAP allocations:-

NARA says (11):-				
RCN	No.	Type	FY	Source
AT47	2	T-28A	FY64	USAF
AX17	2	T-28A	FY65	USAF
RH18	1	T-28D	FY66	USAF
RH16	2	T-28A	FY66	USAF
RE20	4	T-28A	FY67	USAF

	Bolivian serial	US serial	Type	MAP issue	Notes
1	FAB401		T-28A		toc 18Jun61 (<i>GAC 31</i>); w/o 20Aug65
2	FAB402				toc 18Jun61 (<i>GAC 31</i>); crashed on take off 14Mar62 (Cap.Av. Saavedra Gonzalo Espinoza uninjured); possibly repaired
3	FAB403		T-28A		These 2 possibly T-28A's:- • 51-3466 • 51-3516 both Pensacola 04/09/1965 to MAP
4	FAB404		T-28A		
5	FAB405	'35794'	T-28D		toc 18Sep65 (<i>GAC 31</i>); possibly 51-7849 Pensacola 06/06/1966 to MAP
6	FAB406		T-28A		These 6 possibly T-28A's:- • 50-0198 / N3310G Columbus 27/04/1967 • 50-0204 / N9110Z Columbus 27/04/1967 • 50-0235 / N3308G Columbus 26/06/1967 • 50-0238 / N3302G Columbus 26/06/1967 • 50-0248 / N3290G Columbus 26/06/1967 • 50-0265 / N3286G Columbus 26/06/1967
7	FAB407		T-28A		
8	FAB408		T-28A		
9	FAB409		T-28A		
10	FAB410		T-28A		
11	FAB411	50-0265	T-28A	26Jun67	ex N3286G

The T-28 marked FAB411 preserved Cochabamba is probably ex Argentine 51-7546

Also possibly 51-3588 MAP 09Jun65 Columbus, OH, returned ex-MAP 22Dec68 (McClellan, CA)

USAF-supported MAP aircraft (Bolivia):-

Date	Number
30Jun65	2
30Sep65	3
31Dec66	3 + 1 inactive
30Jun67	6
30Sep67	10
31Dec67	9
30Jun68	7
30Sep68	6
30Sep69	5 + 1 inactive
31Dec70	5

BRAZILIAN NAVY / AIR FORCE T-28R-1

	Brazilian serial Navy / Air Force	US serial	Type	Notes
1	N-701	50-0270	T-28R-1 #3	ex N3311G; E-46327 22Sep62; to Brazilian Navy; N3311G canx 26Oct62; wfu
2	N-702	49-1605	T-28R-1 #4	ex N8396H; E-46329 27Sep62; to Brazilian Navy; N8396H canx 26Oct62; w/o ?
3	N-703 / 0862	50-0202	T-28R-1 #5	ex N9104Z; E-46328 26Sep62; to Brazilian Navy; N9104Z canx 14Nov62; wfu 1972; preserved Museu Aeroespacial, Rio de Janeiro from 1973
4	N-704 / 0863	50-0299	T-28R-1 #6	ex N9095Z; E-46330 28Sep62; to Brazilian Navy; N9095Z canx 14Nov62; to Museu Aeroespacial, Rio de Janeiro; BoS from Museu Aeroespacial to Mid Atlantic Air Museum (Middleton, PA) 04Dec89; regd N9095Z 21May90
5	N-705	49-1665	T-28R-1 #7	ex N6083C; E-46331 02Oct62; sold to Brazilian Navy 10Oct62; N6083C canx 26Oct62 <i>Note: reported to Dominican 2803, HI-282, N64785, N665DB, N665PB, but the link is very uncertain, and is based on the identity of HI-282, N64785 etc being shown as 49-1665 in the FAA file</i>
6	N-706	49-1720	T-28R-1 #8	ex N9874C; E-46332 28Sep62; to Brazilian Navy; N9874C canx 14Nov62; wfu

Ferry permit issued for delivery for all six from Tucson, AZ to Norfolk, VA 22Sep62, for shipping to Brazil

1 lost with Navy 1964; 5 survivors to Air Force Jan65 as 0861 to 0865

CAMBODIAN AIR FORCE

- MAP allocations:-

NARA says (111):-				
RCN	No.	Type	FY	Source
SD39	16	T-28A	1963	XS USAF
ZB25	20	T-28D	1971	PR USAF
TC93	6	T-28D	1972	REDIS USAF
ZB25	22	T-28D	1972	PR USAF
TD09	10	T-28B	1973	XS NAVY
TD10	6	T-28B	1973	XS NAVY
TC93	5	T-28D	1973	REDIS USAF
CS48	23	T-28D	1974	XS USAF
CW36	3	T-28D	1975	REDIS USAF

- Known are:-

	US Serial	Type	USAF / USN soc	Notes
Probable Direct Deliveries grouped by soc date				
1	52-1196	T-28D (#13)	18May62	
2	52-1210	T-28D (#5)	18May62	
3	52-1228	T-28D (#14)	18May62	
4	52-1229	T-28D (#10)	18May62	
5	51-7584	T-28D (#53)	07Aug62	
6	51-7823	T-28D (#51)	07Aug62	
7	51-7778	T-28D (#59)	08Aug62	
8	51-7828	T-28D (#60)	08Aug62	
9	51-7837	T-28D (#58)	08Aug62	
10	51-7807	T-28D (#49)	09Aug62	
11	51-7815	T-28D (#50)	09Aug62	
12	51-7819	T-28D (#52)	09Aug62	
13	51-7825	T-28D (#54)	09Aug62	
14	51-7831	T-28D (#55)	09Aug62	
15	51-7833	T-28D (#56)	09Aug62	
16	51-7839	T-28D (#57)	09Aug62	
Probable Redistributions from 1970/71				
17	49-1554	T-28D-5 (#283)	1971?	ex RThaiAF
18	49-1716	T-28D-5 (#299)	1972?	ex RLaoAF?
19	50-0287	T-28D-5 (#169)	1973	ex RLaoAF
20	51-3579	T-28D (#129)	1971?	ex RLaoAF
21	51-3732	T-28D (#101)		ex RThaiAF
22	51-3771	T-28D (#93)		ex RThaiAF
23	51-7678	T-28D (#28)	1970	ex RLaoAF
24	51-7735	T-28D (#37)		ex RThaiAF
26	Bu137646	T-28D-10 (#406)	1972	ex RLaoAF
26	Bu137673	T-28D-10 (#428)		ex RLaoAF
27	Bu138366	T-28B		ex RLaoAF
Direct Deliveries, toc 21Nov71				

28	Bu137704	T-28D-10 (#417)	20Aug71	
29	Bu138199	T-28D-10 (#416)	20Aug71	
30	Bu138248	T-28D-10 (#415)	20Aug71	
	Direct Deliveries, toc Mar72 – May72			
31	Bu138183		05Mar72	toc 06Mar72
32	Bu153652		05Mar72	toc 06Mar72
33	Bu153645		13Jan72	toc 13Mar72
34	Bu153649		13Jan72	toc 13Mar72
35	Bu153644		14Jan72	toc 08Apr72
36	Bu153647		13Jan72	toc 08Apr72
37	Bu153657		13Jan72	toc 08Apr72
38	Bu138116		22Feb72	toc 19May72
39	Bu153651		22Feb72	toc 19May72
40	Bu153656		22Feb72	toc 19May72
	From RThai AF, toc 10Nov72 ('Peace Trunk')			
41	49-1741			
42	49-1749			
43	50-0205			
44	50-0251			
45	50-0279			
46	51-3527			
47	51-3658			
48	51-3706			
49	51-3714			
50	51-7626			
51	51-7741			
	Direct Deliveries, toc 25Nov72			
52	Bu137664		15Nov72	
53	Bu137691		13Nov72	
54	Bu137698		15Nov72	
55	Bu137700		15Nov72	
56	Bu137716		15Nov72	
57	Bu137734		16Nov72	
58	Bu137741		16Nov72	
59	Bu137754		15Nov72	
60	Bu137795		13Nov72	
61	Bu138110		13Nov72	
62	Bu138241		13Nov72	
63	Bu138274		15Nov72	
64	Bu138287		16Nov72	
65	Bu138317		13Nov72	
66	Bu138366		13Nov72	
67	Bu140005		13Nov72	
	Direct Deliveries, toc Feb74 to Apr74 ('Flycatcher')			
68	51-3502		23Dec73	
69	51-3512		23Dec73	
70	51-3526		23Dec73	

71	51-3542		23Dec73	
72	51-3583		23Dec73	
73	51-3618		23Dec73	
74	51-3629		23Dec73	
75	51-3659		23Dec73	
76	51-3762		23Dec73	
77	51-3763		10Sep73	Possible error for 51-3673
78	51-7512		23Dec73	
79	51-7531		23Dec73	
80	51-7537		04Sep73	
81	51-7551		23Dec73	
82	51-7568		10Sep73	
83	51-7569		23Dec73	
84	51-7596		11Sep73	
85	51-7872		23Dec73	
86	51-7873		23Dec73	
87	51-7878		23Dec73	
88	51-7882		23Dec73	
89	51-7891		23Dec73	
Probable Direct Deliveries Grouped by soc Date				
90	51-3480		14Jly73	
91	51-3605		14Jly73	
92	Bu137711		14Jly73	
93	51-7487		16Jly73	
94	51-7499		16Jly73	
95	51-7554		16Jly73	
96	51-7560		16Jly73	
97	51-7565		16Jly73	
98	51-7729		16Jly73	
99	51-7881		16Jly73	Assumed
100	51-7494		27Jun73	
101	51-7520		27Jun73	
102	51-7556		27Jun73	
103	51-7577		27Jun73	
104	51-7846		27Jun73	
105	51-3782		04Sep73	
106	51-7492		10Sep73	
107	51-7505		10Sep73	
108	51-7586		10Sep73	
109	51-7637		10Sep73	
110	51-3673		23Dec73	See 51-3763 above
111	51-3695		23Dec73	

- In FY 1972, [deleted] T -28's were received. All of these aircraft came out of excess programs except for [deleted] T -28's which were transferred from Thailand as redistributable property under a program called 'Peace Trunk'. These were (or included) 49-1741, 49-1749, 50-0205, 50-0251, 50-0279, 51-3527, 51-3658, 51-3706, 51-3714, 51-7626 & 51-7741, which were all toc by Khmer AF 10Nov72.
- Khmer AF T-28 status 1972:-

MONTH 1972	AVERAGE POSSESSED	SORTIES	FLYING HOURS	U/R HOURS	O/R %	NORS %	NORM %
JAN	12	476	551	1.5	79	14	7
FEB	13	364	637	1.8	76	14	10
MAR	16.7	371	646	1.3	87	2	11
APR	20	375	561	.9	80	7	13
MAY	20	365	566	.9	70	7	23
JUN	22	357	561	.9	77	2	21
JUL	20	330	522	.8	77	3	20
AUG	19	191	391	.7	78	3	19
SEP	18	184	337	.6	83	0	17
OCT	19	405	509	.9	73	1	26
NOV	23	556	683	1.0	63	8	29
DEC	26	733	962	1.2	64	12	24

- The Khmer AF inventory as of 18Apr73, was 187 aircraft - both fixed wing and helicopters. This included [deleted] T -28's The revised FY 1973 program list showed that Cambodia would receive 59 additional aircraft - both fixed wing and helicopters.
- 23 T-28D were shipped from USA to Sattahip on the 'SS Sheldon Lykes', scheduled to arrive 27Jan74; uncrated & assembled at U-Tapao; intended for RLaoAF, but diverted to Khmer AF under project 'Flycatcher' between Feb74 & Apr74.
- KAF T-28 status as of 30 June 1974:-

	Programmed	Received	Possessed	Active	Inactive	Attrition	Other losses
T-28B	16	16	15	15	0	1	0
AT-28D	76	76	67	67	0	7	2

- KAF T-28 status as of 31 March 1975:-

Aircraft Type	Programmed	Received	Assigned	Lost	Aircraft out of Country	Aircraft in Country	Daily Average OR Rate (Mar)
T-28D	76	76	58	18	18	40	66%
T-28B	16	16	15	1	13	2	100%

- 97 ex-Khmer aircraft reported escaped to U-Tapao (and other Thai bases) after 12Apr75, including 50 T-28D's.

KAF AIRCRAFT DISPOSITION - AIRCRAFT IN THAILAND				
Type	Prior to 16Apr75	Evacuated 17/18 Apr75	Total 18Apr75	Remaining in Cambodia
T-28B	15	0	15	0
T-28D	23	7	35	22

CONGO / ZAIRE AIR FORCE T-28B, T-28C & T-28D

- MAP allocations:-

NARA says (27):-				
RCN	No.	Type	FY	Source
AB75	8	T-28C	FY64	Navy
AG64	9	T-28B	FY65	Navy
AK04	2	T-28D	FY65	AF
PP09	5	T-28D	FY66	AF
PS05	3	T-28D	FY67	AF

	Congo serial	US serial	Type	MAP issue	Notes
1	FA-477 / FG-477	140477	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; overturned into water during take-off from Albertville 09Jly65; rebuild apparently abandoned late 1968
2	FA-490	140490	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; crashed into trees near Mahagi during straffing run 17Dec64
3	FA-496	140496	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; crash landed near Sudanese border after running out of fuel 17Feb65
4	FA-516 / FG-516	140516	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; bt by Euroworld Ltd from US DSA 29Sep75; sold by Euroworld Ltd to William J. Nelson (El Paso, TX) 01Jan76 (BoS dated 02Jan77); to N99153; ferry flight from Zaire to El Paso, TX (via Gabon, Nigeria, Togo, Abidjan, Monrovia, Freetown, Bissau, Dakar, Port Etienne, Villa Cisneros, Marrakech, Spain, France, London, Iceland, Greenland & Labrador) authorised 07Nov77
5	FA-282 / FG-282	146282	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; 'Hot Dog'; crashed near Kalemie after fuel starvation 20Aug67
6	FA-290	146290	T-28C	25May64	dd by USAF C-133 to Leopoldville 27May64; crash landed at Kabongo possibly due to ground fire 27Jly64
7	FA-067 / FG-067	140067	T-28C	15Oct64	shot down C-46 9T-LPA in error; crashed at Zongo Falls whilst low flying 13Dec68
8	FA-485 / FG-485	140485	T-28C	15Oct64	captured by mutineers at Kisangani; blown up at Punia 02Aug67
9	FA-576 / FG-576	140576	T-28C	15Oct64	'Louis'; bt by Euroworld Ltd from US DSA 29Sep75; sold by Euroworld Ltd to William J. Nelson (El Paso, TX) 01Jan76 (BoS dated 02Jan77); to N99141; ferry flight from Zaire to El Paso, TX (via Gabon, Nigeria, Togo, Abidjan, Monrovia, Freetown, Bissau, Dakar, Port Etienne, Villa Cisneros, Marrakech, Spain, France, London, Iceland, Greenland & Labrador) authorised 07Nov77; arrived Biggin Hill 16Dec77
10	FA-252 / FG-252	146252	T-28C	15Oct64	crashed at N'Dolo airport, Kinshasa during air display 17Dec68
11	FG-255	146255	T-28C	15Oct64	damaged on landing at Bunia Jan65 &

					unserviceable until 1968; bt by Euroworld Ltd from US DSA 29Sep75; sold by Euroworld Ltd to William J. Nelson (El Paso, TX) 01Jan76 (BoS dated 02Jan77); to N39408, mispainted as 'N49308'; ferry flight from Zaire to El Paso, TX (via Gabon, Nigeria, Togo, Abidjan, Monrovia, Freetown, Bissau, Dakar, Port Etienne, Villa Cisneros, Marrakech, Spain, France, London, Iceland, Greenland & Labrador) authorised 07Nov77; arrived Biggin Hill 16Dec77
12	FA-289 / FG-289	146289	T-28C	15Oct64	bt by Euroworld Ltd from US DSA 29Sep75; sold by Euroworld Ltd to William J. Nelson (El Paso, TX) 01Jan76 (BoS dated 02Jan77); to N99163; mispainted as 'N99153'; ferry flight from Zaire to El Paso, TX (via Gabon, Nigeria, Togo, Abidjan, Monrovia, Freetown, Bissau, Dakar, Port Etienne, Villa Cisneros, Marrakech, Spain, France, London, Iceland, Greenland & Labrador) authorised 07Nov77; crashed at Bellegarde-en-Marche, France 14Dec77 en route from Congo (pilot, uninjured, was William Scott-Bloxam)
13	FA-291	146291	T-28C	15Oct64	crash landed near Sudanese border after running out of fuel 17Feb65
14	FA-476	140476	T-28C	10Mar65	abandoned in mid-air NW of Paulis after running out of fuel at night 29May65
15	FA-111	138111	T-28B	28Apr65	abandoned in mid-air NW of Paulis after running out of fuel at night 29May65
16	FA-153	138153	T-28B	28Apr65	crashed near Albertville during attack on target on Lake Tanganyika 20Nov65
17	FA-260 / FG-260	138260	T-28B	28Apr65	'Leon'; captured by mutineers at Kisangani; blown up at Punia 02Aug67
18	FG-543	51-3543	T-28D-5 #139	21Sep65	crashed near Kinsaha 10May67
19	FG-559	51-3559	T-28D-5 #141	22Sep65	spun into ground near Kikwit during ferry flight in bad weather 12Oct65
20	FG-563	51-3563	T-28D-5 #140	25Sep65	abandoned in mid air N of Albertville due to engine failure Mar67
21	FG-244	50-0244	T-28D-5 #179	07Mar66	withdrawn from storage as T-28A 25May65; to NAA for conversion to T-28D; MAP 07Mar66; transferred to the CIA stock Apr66 and supplied to Anstalt Wigmo for operation in Congo; wfu 1967; discovered in Oct82 by Belgian customs officers at Ostend aboard a cargo aircraft from Zaire; impounded due to the complete lack of documents explaining its origins and destination; later reported as owned by J. De Wulf and noted stored dismantled at the Ostend fish market 09Jun93; acquired by Eric Vormezele and his son in 1994, reportedly from a "graveyard" (scrapyard?) and moved to Brasschaat airfield where it was stored; noted at Avignon-Caumont Apr07 & Jun09
22	FG-245	50-0245	T-28D-5 #178	07Mar66	crashed on landing at Kamembe, Rwanda after being hit by ground fire 20Sep67
23	FG-528	49-1528	T-28D-5 #254	07Nov67	ex N3212G; crash landed & dbf at Kwamouth after hitting River Congo 04Aug68
24	FG-533	49-1533	T-28D-5 #253	07Nov67	ex N3230G; ditched in Bay of Burton Tanganyika after engine failure possibly due to ground fire 27Oct70

26	FG-542	49-1542	T-28D-5 #252	07Nov67	ex N3208G; crashed near Lovanium University, Kinshasa during aerobatics 17Jun68
26	FG-634	49-1634	T-28D-5 #313	18Feb69	ex N9878C; bt by Euroworld Ltd from US DSA 29Sep75; sold by Euroworld Ltd to William J. Nelson (El Paso, TX) 01Jan76 (BoS dated 02Jan77); to N99160; departed Congo 29Nov77 & arrived Biggin Hill 16Dec77, via Abidjan, Monrovia, Freetown, Dakar, Rabat, Tanger, Valencia and Le Touquet
27	FG-524	49-1524 ?		Feb69	crashed at N'Djili, Kinshasa during air display 07Feb70

CUBAN AIR FORCE T-28A

In 1958 the Cuban (Batista) government requested ten T-28A's from the US to allow their existing six T-6's (which were no longer MAP-supported) to be retired. This request was turned down in August 1958 (an arms embargo had been in force since March of that year), but it seems not before ten T-28A's had been acquired from a salvage dealer in Phoenix, AZ (probably Ace Smelting) for \$2,500 each, and flown to Fort Lauderdale, FL for storage. With the denial of an export permit the Cuban government, in September 1958, put the aircraft up for sale in the US.

The Cuban government changed in early 1959, with Castro becoming Prime Minister in February. In July 1959 the 10 aircraft were delivered to Air International in Miami for refurbishment, presumably because the new Cuban (Castro) government was attempting to obtain an export permit. This was in theory possible if the arms embargo could be side-stepped, because the US did not impose a more general embargo on Cuba until October 1960.

Several of the ten were damaged in an attack on Air International's premises on the night of 02 August 1959, when small bombs were placed under the engine cowlings of four of them, reportedly by anti-Castro saboteurs of the Masferrer faction. Two of the bombs exploded, causing substantial damage (reported as \$8,000 to \$10,000 each, and therefore beyond economical repair) to two aircraft, 152 & 153, although both were noted at Miami in April 1960 apparently intact with only the engine cowlings covered. At the time of this attack Air International had only been paid for the refurbishment of the first three (150, 151 & 152).

1	150	not delivered, later sold to Aviaparts Inc, FL; noted stored outside at Miami with FAR titles Apr60
2	151	sabotaged by bomb which did not explode, whilst being refurbished in Miami, FL by Air International 02Aug59
3	152	damaged 02Aug59 by bomb whilst being refurbished in Miami, FL by Air International; noted stored outside at Miami with FAR titles Apr60
4	153	damaged 02Aug59 by bomb whilst being refurbished in Miami, FL by Air International; noted stored outside at Miami with FAR titles Apr60
5	154	not delivered, later sold to Aviaparts Inc, FL
6	155	not delivered, later sold to Aviaparts Inc, FL
7	156	not delivered, later sold to Aviaparts Inc, FL
8	157	sabotaged by bomb which did not explode, whilst being refurbished in Miami, FL by Air International 02Aug59; noted stored outside at Miami with FAR titles Apr60
9	158	not delivered, later sold to Aviaparts Inc, FL
10	159	not delivered, later sold to Aviaparts Inc, FL; noted stored outside at Miami with FAR titles Apr60

None of the ten are believed to have been delivered to Cuba, remaining parked outside at Miami where they were noted well into 1960 with Fuerzas Armadas Revolucionarias (FAR) markings.

These ten are believed to be:-

49-1612 to N7285C	49-1625 to N7276C	49-1691 to N7286C	49-1707 to N7279C
49-1615 to N7284C	49-1640 to N7287C	49-1696 to N7282C	
49-1623 to N7278C	49-1655 to N7281C	49-1698 to N7280C	

As a further twist, these were sold to F. Daniel Bennett (who may well be the same as Aviaparts Inc) in January 1961 (ie. after sanctions had been imposed) by Hector Garcia, the Miami representative of the FAEC (the Cuban Air Force during Batista's government). Bennett made registration applications to the FAA for all ten aircraft, but eight of these were withdrawn in late 1961, no C's of A were issued, and the registrations were cancelled as 'Never Registered'.

An example of the Bill of Sale from FAEC to Bennett is included below.

DOMINICAN REPUBLIC AIR FORCE T-28A & FENNEC

1 reported acquired 1963 through MAP for evaluation, then 3 more for Military Aviation School; 7 also reported acquired between Jan66 & Jun66; 3 Fennecs also reported.

	Dominican serial	US serial	Type	Notes
1	2801	49-1513	T-28A	ex N9879C; BoS from Latin-American Aviation Exports Inc to FAD 17Jun64; BoS from FAD to Seagull Enterprises Inc 28Sep78; to HI-315 (ferry reg) Oct78; to N300AF
2	2802	49-1602	T-28A	ex N9668C; BoS from Latin-American Aviation Exports Inc to FAD 26Aug64; w/o
3	2803	49-1665	T-28A	BoS from FAD to Seagull Enterprises Inc 09Mar77; to HI-282 (ferry reg) Mar77; to N64785 <i>Note: 49-1665 is known to have been Brazilian Navy N-705; the link with Dominican 2803 etc is very uncertain, and is based on the identity of HI-282, N64785 etc being shown as 49-1665 in the FAA file</i>
4	2804	49-1616	T-28A	ex N2882G; bt by FAD from Omeddon Inc; damaged 1965, but repaired; BoS (for fuselage with 5 engines) from FAD to Seagull Enterprises Inc 28Sep78; to N400AF
5	2805			wfu; reported to USA
6	2806	49-1547	T-28A	ex N2839G; BoS from Latin-American Aviation Exports Inc to FAD 26Mar65; BoS from FAD to Seagull Enterprises Inc 28Sep78; to HI-283 (ferry reg) Oct78; to N200AF
7	2807			wfu; reported to USA
8	2808			wfu; reported to USA
9	2809			wfu; reported to USA
Known to be Dominican AF is:-				
		49-1646	T-28A	ex N9666C; BoS from Latin-American Aviation Exports Inc to FAD 31Mar65; BoS from FAD to Seagull Enterprises Inc; to HI-276 (ferry reg) Dec76; to N70743
Possibly Dominican AF, because of the association with Omeddon Inc (Indianapolis, IN), are:-				
		49-1662		ex N9630C; sale reported to Omeddon Inc 10Aug64; canx as Expired 20Mar13
		49-1666		ex N2838G; sale reported to Omeddon Inc 10Aug64; canx 17Dec70

The tie-ups for 2801 as 49-1513 & 2806 as 49-1547 are from the following extract from the sales contract between FAD & Seagull Enterprises.

----- SE HA CONVENIDO Y PACTADO LO SIGUIENTE-----
 PRIMERO: LA SEGUNDA PARTE, vende, cede y traspasa a LA PRIMERA PARTE quien acepta con todas las garantías legales DOS (2) AVIONES T28A; No.1, serie 2801 FAD, tipo motor R1300, número de serie del avión 49-1513, número de serie del motor KF475539; y No.2, serie 2806 FAD, tipo motor R1300, número de serie del avión 49-1547, número de serie del motor W-440065.-----

The tie-up for 2804 as 49-1616 is from the following extract from the sales contract between FAD & Seagull Enterprises.

----- SE HA CONVENIDO Y PACTADO LO SIGUIENTE-----
 PRIMERO: LA SEGUNDA PARTE, vende, cede y traspasa a LA PRIMERA PARTE quien acepta con todas las garantías legales: a)- Cinco (5) motores tipo R1300 Números de series 440279, KF475715, KF475863, KF475031 y KF440162; b)- Un fuselaje perteneciente a un avión tipo T28A, serie Número 2804 FAD, serie 49-1616; y c)- Un grupo de piezas de repuestos de avión T28A.-----

ECUADORIAN AIR FORCE T-28A & T-28D

- MAP allocations:-

NARA says (10):-				
RCN	No.	Type	FY	Source
AY90	2	T-28A	FY64	AF
BB81	4	T-28A	FY65	AF
ZB07	2	T-28D	FY66	AF
RY97	2	T-28D	FY67	AF

	Ecuador serial	US serial	Type	MAP issue	Notes
1		51-3561	T-28A	20May65	Received 04Jun65 (<i>Escuela de Aviación Militar</i>)
2	13572 / TB-572	51-3572	T-28A	20May65	Received 04Jun65 (<i>Escuela de Aviación Militar</i>); preserved Guayaquil
3	50243 / TB-243	50-0243	T-28D-5 #180	19Jan66	<i>Escuadrón de Combate 2113 del Ala de Combate No.21</i>
4	FAE00222 / T-222	50-0222	T-28D-5 #181	19Jan66	<i>Escuadrón de Combate 2113 del Ala de Combate No.21</i> ; w/o 13Mar67
5	FAE00211 / T-211	50-0211	T-28D-5 #182	09Feb66	Preserved Taura
6	FAE00208 / T-208	50-0208	T-28D-5 #183	09Feb66	w/o
7	TB-596	49-1596	T-28A	N/A	ex N9460Z; E-46775 23Dec66; dd ex Hamilton Aircraft (ferry permit issued 23Dec66)
8	50229 / TB-229	50-0229	T-28A	N/A	ex N9100Z; E-46776; dd ex Hamilton Aircraft; preserved Salinas
9		49-1563	T-28A	N/A	ex N3750G; E-46777 23Feb67; dd ex Hamilton Aircraft
10	49-1545 / FAE545	49-1545	T-28A	N/A	ex N6514C; E-46779 09Mar67; dd ex Hamilton Aircraft (ferry permit issued 09Mar67); preserved Museo Aéreo de la Fuerza Aérea Ecuatoriana, Quito
11	91686	49-1686	T-28D-5 #274	31Aug68	ex N7690C
12	O-91647	49-1647	T-28D-5 #275	31Aug68	ex N9859C; preserved Museo Aéreo de la Fuerza Aérea Ecuatoriana, Quito
13			T-28D-5		Reported received by 1969, but unconfirmed
14			T-28D-5		Reported received by 1969, but unconfirmed

Two T-28's are preserved Taura, 50-0211 plus one unidentified.

ETHIOPIAN AIR FORCE T-28A & T-28D

- MAP allocations:-

NARA says (34):-				
<u>RCN</u>	<u>No.</u>	<u>Type</u>	<u>FY</u>	<u>Source</u>
SC55	18	T-28A	FY63	
AT71	14	T-28D	FY63	
PP09	2	T-28D	FY66	

	Ethiopian serial	US serial	Type	MAP issue	Notes
1	501	51-7508	T-28A	03May61	
2	502	51-7550	T-28A	03May61	
3	503	51-7564	T-28A	11Jly61	
4	504	51-7754	T-28A	03May61	
5	505	51-7756	T-28A	03May61	Possibly to Cuba & displayed in Havana as '121' by 1996; noted there thro' 2008 (see also 52-1190)
6	506	51-7818	T-28A	03May61	Stored Debre Zeit; later to South Africa
7	507*	51-7838*	T-28A	03May61	Stored Debre Zeit; later to South Africa
8	508*	51-7865*	T-28A	11Jly61	Stored Debre Zeit; later to South Africa
9	509	51-7876	T-28A	03May61	
10	510	52-1190	T-28A	03May61	Possibly to Cuba & displayed in Havana as '121' by 1996; noted there thro' 2008 (see also 51-7756)
11	511	52-1200	T-28A	11Jly61	
12	512*	52-1201*	T-28A	03May61	Stored Debre Zeit; later to South Africa
13	513	52-1202	T-28A	11Jly61	
14	514	52-1209	T-28A	11Jly61	
15	515	52-1219	T-28A	11Jly61	Stored Debre Zeit; later to South Africa
16	516	52-1223	T-28A	11Jly61	
17	517	52-1224	T-28A	03May61	Stored Debre Zeit; later to South Africa
18	518	52-1237	T-28A	11Jly61	
19	5xx	51-3783	T-28D-5 (#79)	13May63	
20	5xx	51-3778	T-28D-5 (#88)	17May63	
21	5xx	51-3779	T-28D-5 (#86)	17May63	
22	5xx	51-3789	T-28D-5 (#83)	17Oct63	
23	5xx	51-3794	T-28D-5 (#84)	17Oct63	
24	5xx	51-7483	T-28D-5 (#82)	17Oct63	
26	5xx	51-7540	T-28D-5 (#80)	17Oct63	
26	5xx	51-7651	T-28D-5 (#81)	17Oct63	
27	5xx	51-7496	T-28D-5 (#91)	17Nov63	
28	5xx	51-7538	T-28D-5 (#89)	17Nov63	
29	5xx	51-7567	T-28D-5 (#87)	17Nov63	
30	5xx	51-7589	T-28D-5 (#85)	17Nov63	
31	5xx	51-7598	T-28D-5 (#92)	17Nov63	
32	5xx	51-7683	T-28D-5 (#90)	17Nov63	
33	5xx	49-1522	T-28D-5 (#218)	22Jun66	Unconfirmed

34	5xx	49-1524	T-28D-5 (#216)	22Jun66	Unconfirmed (see Bolivia); to Congo 1968/69 ?
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The T-28 (believed ex Ethiopian) marked '121' displayed in Havana by 1996 & thro' 2008 may be either 52-1190 (reported visible thro' paint on tail) or 51-7756 (reported visible on data block), or a composite of both

* serial or c/n physically checked in South Africa. Indirect evidence suggests that the other tie-ups are correct, but they have not been physically checked.

FRENCH AIR FORCE FENNEC

Fennec #	USAF	Fennec #	USAF	Fennec #	USAF I	Fennec #	USAF
01 (1 st)	49-1714	36	51-3715	74	51-3741	112	51-7518
01 (2 nd)	51-3593	37	51-3737	75	51-3493	113	51-7782
02	51-3751	38	51-3752	76	51-3555	114	51-3775
1	51-7632	39	51-3755	77	51-3495	115	51-7530
2	51-7669	40	51-3488	78	51-3603	116	51-7533
3	51-7719	41	51-3551	79	51-3638	117	51-7798
4	51-7730	42	51-3690	80	51-3634	118	51-3678
5	51-7688	43	51-3557	81	51-3657	119	51-7545
6	52-1206	44	51-3529	82	51-3573	120	51-7511
7	51-7747	45	51-3540	83	51-3592	121	51-7491
8	51-7844	46	51-3525	84	51-3580	122	51-7781
9	52-1193	47	51-3505	85	51-3631	123	51-3719
10	52-1195	48	51-3554	86	51-3535	124	51-7542
11	51-7680	49	51-3530	87	51-3582	125	51-7623
12	52-1198	50	51-3509	88	51-3646	126	51-7532
13	52-1199	51	51-3513	89	51-3672	127	51-7660
14	52-1204	52	51-3528	90	51-3693	128	51-7618
15	52-1238	53	51-3537	91	51-3585	129	51-7761
16	52-1232	54	51-3590	92	51-3639	130	51-7732
17	51-7817	55	51-3532	93	51-3664	131	51-7629
18	52-1194	56	51-3565	94	51-3594	132	51-7543
19	51-7812	57	51-3491	95	51-3584	133	51-7666
20	52-1231	58	51-3566	96	51-3626	134	51-7742
21	51-7845	59	51-3586	97	51-3641	135	51-7749
22	52-1241	60	51-3620	98	51-3570	136	51-7606
23	52-1226	61	51-3550	99	51-3628	137	51-7640
24	51-7835	62	51-3625	100	51-3553	138	51-7820
25	51-7834	63	51-3622	101	51-3702	139	51-7649
26	51-7799	64	51-3627	102	51-3598	140	51-7664
27	51-3624	65	51-3704	103	51-3756	141	51-7655
28	51-3635	66	51-3674	104	51-3742	142	51-7692
29	51-3647	67	51-3601	105	51-3682	143	51-7673
30	51-3652	68	51-3663	106	51-3711	144	52-1205
31	51-3677	69	51-3569	107	51-7645	145	51-7613
32	51-3688	70	51-3644	108	51-7504	146	51-7654
33	51-3699	71	51-3686	109	51-3795	147	51-3751
34	51-3703	72	51-3604	110	51-7608		
35	51-3710	73	51-3630	111	51-3785		

Summary of shipping of 30 Fennecs from France to Waco-Pacific (became N14100 to N14124 & N14141 to N14145):-

“*Woltersum*” Rotterdam to New Orleans Dec67 (8)
(51-3566, 51-3663, 51-3664, 51-3751, 51-7511, 51-7542, 51-7664 & 51-7761)

“*Loppersum*” Le Havre to New Orleans Jan68 (11)
(51-3495, 51-3553, 51-3570, 51-3620, 51-3630, 51-3775, 51-7530, 51-7545, 51-7618, 51-7673 & 51-7781)

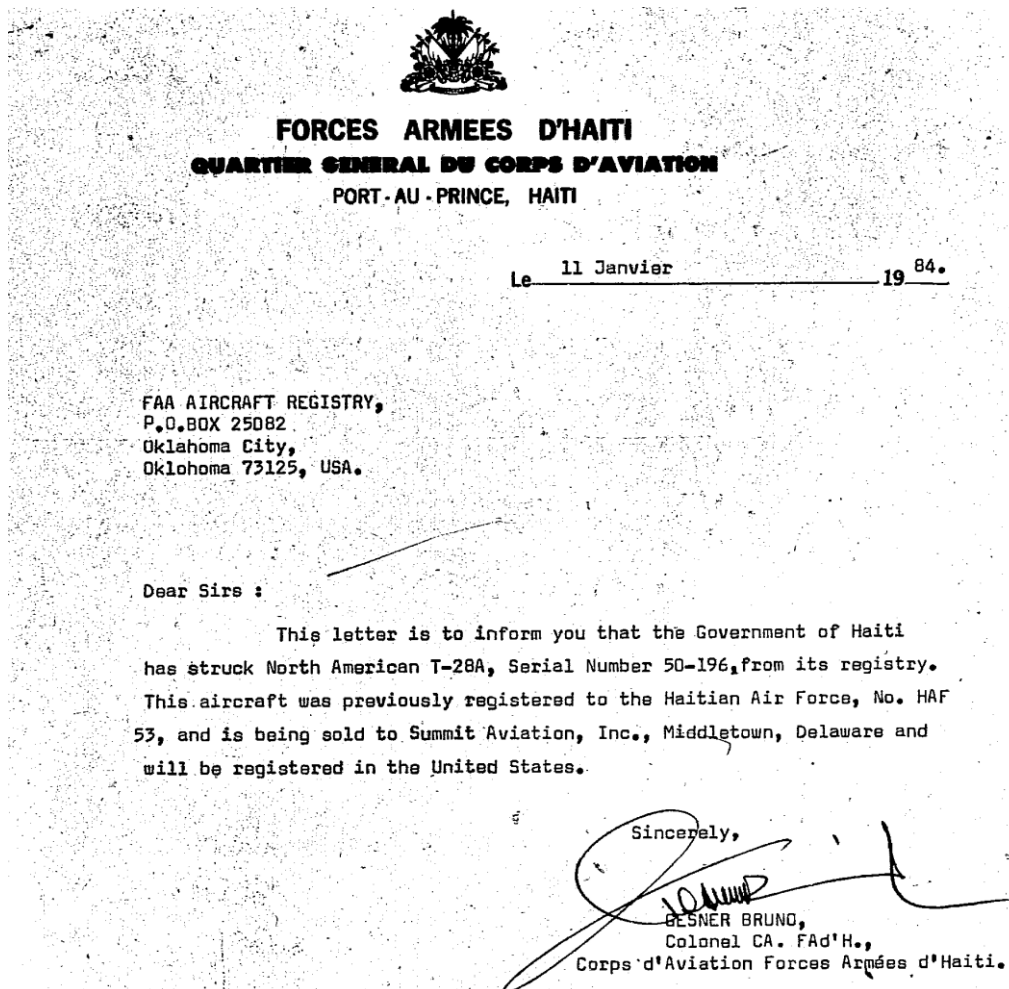
“*???*” Le Havre to New Orleans Jly68 (11)
(51-3573, 51-3624, 51-3626, 51-3678, 51-3682, 51-3693, 51-3742, 51-3756, 51-3785, 51-7533 & 51-7835)

HAITIAN AIR FORCE T-28A & FENNEC

	Haitian serial	US serial	Type	Notes
1	53	50-0196	T-28A	ex N9688C; BoS from Everett L. Weekley to Robert L. Hill Jr (Naples, FL) 18Aug62; ferried Naples, FL to Opa Locka, FL 14Sep64 with N3336G for ferry tanks for dd to Haiti, but both impounded Opa Locka as unauthorised exports; dd to Haiti illegally by air from Florida Sep64; N9688C canx 02Mar71; BoS from Haitian AF to Summit Aviation Inc (Middletown, DE) 11Jan84; to N514FR
2	54	50-0221 ?	T-28A	possibly ex N3336G; ferried Naples, FL to Opa Locka, FL 14Sep64 with N9688C for ferry tanks for dd to Haiti, but both impounded Opa Locka as unauthorised exports; believed dd to Haiti illegally by air from Florida Sep64

The tie-up for 54 as 50-0221 is assumed based on indirect evidence.

The tie-up for 53 as 50-0196 is from the following extract from the sales contract between Haitian AF & Summit Aviation.



3	1236	51-7545	Fennec	ex N14113; canx 16Jun76; to N14113 Apr78
4	1237	51-7533	Fennec	ex N14144; canx 17Oct73; to N14144 Apr78
5	1238	51-3626	Fennec	ex N14121; canx 17Oct73; to N14121 Apr78
6	1239		Fennec	believed w/o
7	1240	51-7511	Fennec	ex N14110; canx 17Oct73; to N14110 Apr78

8	1241	51-3570	Fennec	ex N14103; canx 17Oct73; to N14103 Apr78
9	1242	51-7542	Fennec	ex N14112; canx 17Oct73; to N14112 Apr78
10	1243		Fennec	
11	1244	51-3620	Fennec	ex N14104; canx 17Oct73; to N14104 Apr78
12	1245	51-3751	Fennec	ex N14108; canx 17Oct73; to N14108 Apr78

All bought from NAPCO Industries.

Candidates for 1239 & 1243 are:-

- 51-3624 (N14120), canx to Haiti 29Mar74
- 51-3785 (N14143), canx as 'Destroyed' 1971 but possibly a dataplate rebuild

At Dec76 Haitian AF reported to have 13 T-28's, of which 1 was occasionally operational and 7 were hulks.

Negotiations were undertaken in Dec76 between the Haitian AF and NAPCO Industries to sell 6 T-28's & 2 hulks to the Argentine Navy. A visit was made to Haiti by Edwin A. Agranoff (NAPCO) and Capt. Ruiz (assistant naval attache at the Argentine embassy, Washington) on 07Dec76. Cable from US Embasst, Port au Prince to US Secretary of Sate dated Dec76:-

1. THE EMBASSY HAS LEARNED THAT THE HAITIAN AIR FORCES IS NEGOTIATING WITH A U.S. FIRM, NAPCO INDUSTRIES, REPRESENTED BY A MR. EDWIN A AGRANOFF, TO SELL TO THE ARGENTINE NAVY SIX T-28 AIRCRAFT AND TWO T-28 HULKS. IN ALL, THE HAITIAN AIR FORCE HAS THIRTEEN T-28 AIRCRAFT, OF WHICH ONE IS OCCASIONALLY OPERATIONAL AND SEVEN ARE HULKS. HAITI ACQUIRED THE AIRCRAFT BY DIRECT PURCHASE FROM NAPCO AND NOT THROUGH FMS OR MAP PROGRAMS. CAPT. RUIZ, ASSISTANT NAVAL ATTACHE OF THE ARGENTINE EMBASSY IN WASHINGTON, ACCOMPANIED MR AGRANOFF DURING THE VISIT TO HAITI ON DECEMBER 7.

HONDURAN AIR FORCE T-28A, T-28B, T-28D & FENNEC

The first were a batch of five T-28A's supplied through MAP in 1967:-

NARA says (5):-				
<u>RCN</u>	<u>No.</u>	<u>Type</u>	<u>FY</u>	<u>Source</u>
ZB01	3	T-28A	FY66	AF
SB70	3	T-28A	FY67	AF

	Honduras serial	US serial	Type	MAP issue	Notes
1	212	50-0272	T-28A	02Jun67	ex N9695C; sale authorised by FAH 27Aug84; to HR-AKF-P (Jun85); BoS from FAH to Courtesy Aircraft Inc 05Sep85; one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N272NA
2	213	50-0230 ('367')	T-28A	02Jun67	ex N9109Z (<i>assumed based on MAP date</i>); sale authorised by FAH 27Aug84; to HR-AKG-P (Jun85); BoS from FAH to Courtesy Aircraft Inc 05Sep85; one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N367NA
3	214	50-0293	T-28A	02Jun67	ex N7653C, w/o 10Aug81
4	215	50-0234	T-28A	14Jly67	ex N3285G; sale authorised by FAH 27Aug84; to HR-AKH-P (Jun85); believed sold by FAH to Courtesy Aircraft Inc 05Sep85; one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N234NA
5	216	50-0233	T-28A	14Jly67	ex N9114Z; w/o 08Feb73 (<i>serial tie-up assumed</i>)

The tie-ups of USAF serial, FAH serial and HR-AKx delivery registration are confirmed in the letters below.

The identification of 50-0230 as FAH213 is based on the MAP issue date (this, 50-0272 & 50-0293 were the only three issued by MAP on 02Jun67). The FAA file for N9109Z is unfortunately missing.

Similarly, 50-0233 and 50-0234 were the only two MAP issues on 14Jly67, hence the identification made of FAH216 as 50-0233. The FAA file for N9114Z is also missing.

1-3

MINISTERIO DE COMUNICACIONES, OBRAS PUBLICAS Y TRANSPORTE
DIRECCION GENERAL DE AERONAUTICA CIVIL
APARTADO T-245
TEGUCIGALPA, D. C., HONDURAS, C. A.

27 de junio de 1985
REF. DIR. GRAL. No. 00862

COURTESY AIRCRAFT
5239 PACCOM ROAD
ROCKFORD, IL 61109
815 228-5112

Coronel de Aviación D.E.M.A.
FRANCISCO ZEPEDA ANDINO
Comandante General de la
Fuerza Aérea Hondureña
Su Despacho

Estimado Señor Comandante:

Para su conocimiento y fines pertinentes, me permito transcribirle el auto emitido por este Departamento que literalmente dice:

"DIRECCION GENERAL DE AERONAUTICA CIVIL. Departamento de Operaciones y Registro Aeronáutico Administrativo. Tegucigalpa, Distrito Central, veintisiete de junio de mil novecientos ochenta y cinco. Vista la solicitud presentada por el Coronel de Aviación DEMA, FRANCISCO RAMON ZEPEDA ANDINO, en su condición de Comandante General de la Fuerza Aérea Hondureña, tendiente a obtener asignación de marcas de nacionalidad y matrícula para (9) nueve aeronaves de entrenamiento militar tipo T-28, propiedad de la Institución que él representa, con el fin de que las mismas puedan salir del país con fines de exportación, ya que han sido vendidas a una empresa aérea para uso civil. RESULTA: Que se ha tenido a la vista, fotocopia del Acuerdo No. 208 de fecha 27 de agosto de 1984, emitido por el Poder Ejecutivo, mediante el cual se autoriza la venta y posterior exportación de las aeronaves en mención, las cuales se describen a continuación:

AVION	MODELO	SERIE
212	T-28A	50-272
213	T-28A	367
215	T-28A	50-234
226	T-28D	51-3681
227	T-28D	51-7632
229	T-28B	138343
231	T-28B	138263
232	T-28B	140031
233	T-28B	140025

1-1

MINISTERIO DE COMUNICACIONES, OBRAS PUBLICAS Y TRANSPORTE
DIRECCION GENERAL DE AERONAUTICA CIVIL
APARTADO T-245
TEGUCIGALPA, D. C., HONDURAS, C. A.

CONSIDERANDO: Que el objeto de obtener una matrícula civil hondureña es únicamente con fines de exportación de las aeronaves arriba descritas y que por la misma razón una vez que las descritas hayan llegado a su destino, las matrículas quedarán automáticamente canceladas sin ninguna notificación posterior. CONSIDERANDO: Que lo solicitado por ser asunto del Estado y que las razones que se exponen son justificadas, este Departamento RESUELVE: Asignar las marcas de nacionalidad y matrícula provisionales a las aeronaves siguientes:

AVION MATRICULA	MODELO	SERIE
HR-AKF-P	T-28A	50-272
HR-AGG-P	T-28A	367
HR-AKH-P	T-28A	50-234
HR-AKI-P	T-28D	51-3681
HR-AKJ-P	T-28D	51-7632
HR-AKK-P	T-28B	138343
HR-AKL-P	T-28B	138263
HR-AKM-P	T-28B	140031
HR-AKN-P	T-28B	140025

Es entendido que una vez en su lugar de destino, éstas matrículas quedarán automática y definitivamente canceladas. NOTIFIQUESE: JOSE SANTOS GALINDO FIALLOS, Jefe de Operaciones. Vo.Bo. SANTIAGO PERDOMO, Director General."

De usted atentamente,

Jose M. Sureda
JOSE SANTOS GALINDO FIALLOS
Jefe de Operaciones

Vo.Bo. SANTIAGO PERDOMO
Director General

JSGF/gsg
cc. Archivo

These were followed by a single AT-28D-5, also through MAP, in 1978. This was one of a batch of twelve T-28A's which had been issued to an unknown MAP recipient on 1st February 1960, before returning (assuming they went anywhere) to the USAF on 30th August 1960. It was converted to AT-28D-5 #039 in 1973, and (uniquely) remained with the USAF until issued to Honduras. The other 49 AT-28D-5's were issued to SE Asian countries immediately after conversion in 1973/74.

6	226	51-3681	AT-28D-5 #039	28Feb78	sale authorised by FAH 27Aug84; to HR-AKI-P (Jun85); believed sold by FAH to Courtesy Aircraft Inc 05Sep85; one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N81NA; to N285DL
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Euroworld California contracted with the Moroccan Government on 29th September 1977 to purchase a large number of aircraft and a substantial quantity of spares for \$993,033.

Eight of the Fennecs were, through subsidiary Yesterday's Air Force, sold on (also plus a substantial quantity of spares) to the Honduran Air Force for \$520,000 in 1978.

As they were destined directly for Honduras, all received HR-prefixed civil delivery registrations, rather than being delivered with US civil marks.

They were all delivered by air from Rabat via the Azores, Newfoundland and the west coast of the USA, but only the first two made it to Tegucigalpa, HR-226A, later serialised 227, arriving there on 7th August 1978. The second (HR-227A, later believed to have been serialised 228) had a short career, being written off in November 1978.

The remaining six got no further than the USA, five to Fort Lauderdale Executive, FL and one to NAS Lakehurst, NJ, before the new Honduran government cancelled the letter of credit for their payment (they were not impounded by customs, as has been frequently reported).

Despite difficulties cancelling the Honduran registrations, all six were formally sold by Euroworld California to Visionair International in July 1980, and registered in the US. They were formally sold back to Euroworld California in June 1983, then to Military Aircraft Restoration Corp.

7	HR-226A / 227	51-7632	Fennec #1	ex CNA-EP; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; to HR-226A; departed Rabat 29Jly78, routing Santa Maria – Horta - St Johns – Yarmouth – Freeport - Nassau; arrived Tegucigalpa 07Aug78; to 227; sale authorised by FAH 27Aug84; to HR-AKJ-P (Jun85); one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N632NA
8	HR-227A / 228 ?	51-7844	Fennec #8	ex CNA-EB; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; dd to Tegucigalpa 1978, believed to 228 & w/o 10Nov78
9	HR-228A	52-1226	Fennec #23	ex CNA-EC; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 23Sep78 for Santa Maria; arrived Nassau 27Sep78; ferry flight to Honduras stopped at Fort Lauderdale Executive, FL 01-Nov78 due to cancellation of contract by Honduran AF; to N8522X 1980
10	HR-229A	51-3557	Fennec #43	ex CNA-EE; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 23Sep78 for Santa Maria; arrived Nassau 27Sep78; ferry flight to Honduras stopped at Fort Lauderdale Executive, FL 01Nov78 due to cancellation of contract by Honduran AF; to N85228 1980
11	HR-230A	51-3530	Fennec #49	ex CNA-EH; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 20Oct78 for Santa Maria; at Halifax NS by 25Oct78; ferry flight to Honduras stopped at Fort Lauderdale Executive, FL 31Oct78 due to cancellation of contract by Honduran AF; to N8523A 1980
12	HR-231A	51-3528	Fennec #52	ex CNA-EK; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 25Nov78 for Santa Maria; ferry flight to Honduras stopped at Fort Lauderdale Executive, FL late 1978 due to cancellation of contract by Honduran AF; to N8523B 1980
13	HR-232A	51-3565	Fennec #56	ex CNA-EN; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 25Nov78 for Santa Maria; ferry flight to Honduras stopped at NAS Lakehurst 06Dec78 due to cancellation of contract by Honduran AF; to N8522Z 1980
15	HR-233A	51-3627	Fennec #64	ex CNA-EY; sold by Speciality Restaurants Inc (controlling shareholder of Euroworld) 15Oct77 to Honduran AF; departed Rabat 20Oct78 for Santa Maria; at Halifax NS by 25Oct78; ferry flight to Honduras stopped at Fort Lauderdale Executive, FL 31Oct78 due to cancellation of contract by Honduran AF; to N8539A 1980

And finally a batch of T-28B's acquired through Lester Industries, TX in 1980.

16	229	138343	T-28B	sale authorised by FAH 27Aug84; to HR-AKK-P (Jun85); one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N343NA
17	230	138309	T-28B	Toncontin Museum (as '214')
18	231	138263	T-28B	sale authorised by FAH 27Aug84; to HR-AKL-P (Jun85); one of 10 dismantled at Comeyagua AB, Honduras Sep85 &

				shipped in container to New Orleans, LA Oct85; to N63NA
19	232	140031	T-28B	sale authorised by FAH 27Aug84; to HR-AKM-P (Jun85); one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N31NA
20	233	140025	T-28B	sale authorised by FAH 27Aug84; to HR-AKN-P (Jun85); one of 10 dismantled at Comeyagua AB, Honduras Sep85 & shipped in container to New Orleans, LA Oct85; to N125NA

* 140004 reported to Honduras, but did not leave AMARC until 31Mar83, and became N52475 in 1992

Serials 234 and 235 have also been reported.

	234		T-28B	N/A	FAH serial reported
	235		T-28B	N/A	FAH serial reported

IRAN T-28A

	Iranian serial	US serial	Notes
1		50-0316	N3282G; letter to FAA letter 15Oct62 requesting cancellation of N3282G as sold to Lt. Gen. Teymoore Bakhtair (= Teymur Bakhtiar) (Tehran) in Nov60; canx 22Oct62 as exported to Iran.
2		51-7804	N3316G; canx 22Oct62 as exported to Iran.

The evidence of sale to Iran is included in Ace Smelting's letter dated 15Oct62 to the FAA, relevant extract below.

Please cancel No. American T-28A Registration No. N-3282G, Serial No. 50-316, original Bill of Sale from Government enclosed, this aircraft was also sold to Lt. Gen. Teymoore Bakhtair, Tehran, Iran, and exported from the U.S. in November of 1960.

And the cancellation records to Iran.

FEDERAL AVIATION AGENCY

CANCELLATION RECORD OF AIRCRAFT REGISTRATION NUMBER

LAST REGISTERED OWNER <i>Ace Smelting, Inc.</i>	REGISTRATION NO. N-3282G
--	------------------------------------

☒ ABOVE REGISTRATION NUMBER IS TO BE CANCELLED FOR THE REASON CHECKED BELOW:
☐ ACCIDENT
☒ EXPORTED TO: *Iran* No unreleased recorded liens this date 11-22-62
☐ PERMANENTLY RETIRED FROM SERVICE
☐ DISMANTLED OR SALVAGED
☒ AT OWNER'S REQUEST
☐ OTHER (Explain)

BY *[Signature]* DATE 11-22-62

THE ABOVE REGISTRATION NUMBER HAS BEEN CANCELLED ON OFFICE RECORDS.

BY _____ DATE _____

FAA AC 88-1978 18 OCT 26 1962 Form FAA-195 (9-58)

FEDERAL AVIATION AGENCY

CANCELLATION RECORD OF AIRCRAFT REGISTRATION NUMBER

LAST REGISTERED OWNER <i>Ace Smelting, Inc.</i>	REGISTRATION NO. N-3316G
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☒ ABOVE REGISTRATION NUMBER IS TO BE CANCELLED FOR THE REASON CHECKED BELOW:
☐ ACCIDENT
☒ EXPORTED TO: *Iran* No unreleased recorded liens this date 11-22-62
☐ PERMANENTLY RETIRED FROM SERVICE
☐ DISMANTLED OR SALVAGED
☒ AT OWNER'S REQUEST
☐ OTHER (Explain)

BY *[Signature]* DATE 11-22-62

THE ABOVE REGISTRATION NUMBER HAS BEEN CANCELLED ON OFFICE RECORDS.

BY *[Signature]* DATE 10/26/62

FAA AC 88-1978 18 OCT 26 1962 Form FAA-195 (9-58)

KOREAN AIR FORCE T-28A

- MAP allocations:-

NARA says (26):-				
RCN	No.	Type	FY	Source
SH62	26	T-28A	1963	XS USAF

These believed to be:-

51-7639, 51-7657 (2, all soc 06Dec60)
 51-7634, 51-7646 (2, all soc 20Dec60)
 51-7854, 51-7858 (2, all soc 31Jan61)
 51-7609, 51-7641, 51-7643, 51-7676 (4, all soc 01Feb61)
 51-7765, 51-7816, 51-7826, 51-7864 (4, all soc 02Feb61)
 51-7559, 51-7813, 51-7867 (3, all soc 04Feb61)
 51-7625 (1, soc 09Feb61)
 51-7827, 51-7830, 51-7886 (3, all soc 16Feb61)
 51-7889 (1, soc 17Feb61)
 51-7821, 51-7857 (2, all soc 24Feb61)
 52-1212 (1, soc 27Jly61)
 51-7877 (1, soc 20Jly62)

- Numbers of T-28 MAP deliveries & active / inactive 1960-1971 from USAF records:-

Q ending		deliveries	active / inactive	Q ending		deliveries	active / inactive
30Sep60	Q1 FY61	4	0/0		Q3 FY66		25/0
	Q2 FY61		4/0		Q4 FY66		25/0
	Q3 FY61	20	24/0	30Sep66	Q1 FY67		25/0
	Q4 FY61		23/1		Q2 FY67		24/0
30Sep61	Q1 FY62	1	25/0		Q3 FY67		24/0
	Q2 FY62		25/0		Q4 FY67		25/0
	Q3 FY62		25/0	30Sep67	Q1 FY68		25/0
	Q4 FY62		25/0		Q2 FY68		25/0
30Sep62	Q1 FY63		24/0		Q3 FY68		25/0
	Q2 FY63	1	24/0		Q4 FY68		23/0
	Q3 FY63		25/0	30Sep68	Q1 FY69		23/0
	Q4 FY63		25/0		Q2 FY69		23/0
30Sep63	Q1 FY64		25/0		Q3 FY69		23/0
	Q2 FY64		25/0		Q4 FY69		22/0
	Q3 FY64		25/0	30Sep69	Q1 FY70		22/0
	Q4 FY64		25/0		Q2 FY70		22/0
30Sep64	Q1 FY65		25/0		Q3 FY70		22/0
	Q2 FY65		25/0		Q4 FY70		22/0
	Q3 FY65		25/0	30Sep70	Q1 FY71		21/0
	Q4 FY65		25/0		Q2 FY71		21/0
30Sep65	Q1 FY66		25/0		Q3 FY71		21/0
	Q2 FY66		25/0		Q4 FY71		21/0

- 2 x T-28's lost in mid air collision 14May68

LAO AIR FORCE

- MAP allocations:-

NARA says (287):-				
<u>RCN</u>	<u>No.</u>	<u>Type</u>	<u>FY</u>	<u>Source</u>
ZB36	8	T-28A	1963	XS USAF
BB00	15	T-28A	1965	XS USAF
BB01	18	T-28B	1965	REDIS USAF
BB14	5	T-28D	1965	XS USAF
BB21	4	T-28D	1965	PR USAF
ZB01	14	T-28D	1965	REDIS USAF
XV05	8	T-28C	1966	REDIS NAVY
XA08	15	T-28D	1966	PR USAF
ZB05	29	T-28D	1966	PR USAF
ZB01	52	T-28D	1967	PR USAF
ZB02	16	T-28D	1967	TRANS USAF
YA11	7	T-28D	1969	XS USAF
YA11	7	T-28D	1970	PR USAF
ZB07	36	T-28D	1971	PR USAF
YA11	22	T-28D	1972	PR USAF
TB06	5	T-28B	1973	XS NAVY
TB07	1	T-28B	1973	XS USAF
AR76	3	T-28D	1973	REDIS USAF
TB05	5	T-28D	1973	REDIS USAF
YA11	17	T-28D	1973	PR USAF

- 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>
30Sep62	Q4 FY62	10	30Sep67	Q3 FY67	41/0
	Q1 FY63			Q4 FY67	15
	Q2 FY63			Q1 FY68	47/0
	Q3 FY63			Q2 FY68	46/0
30Sep63	Q4 FY63		30Sep68	Q3 FY68	52/0
	Q1 FY64			Q4 FY68	54/0
	Q2 FY64			Q1 FY69	62/0
	Q3 FY64	6		Q2 FY69	74/0
30Sep64	Q4 FY64	2	30Sep69	Q3 FY69	27
	Q1 FY65			Q4 FY69	71/0
	Q2 FY65			Q1 FY70	60/0
	Q3 FY65	36		Q2 FY70	23
30Sep65	Q4 FY65	19	30Sep70	Q3 FY70	77/0
	Q1 FY66			Q4 FY70	69/0
	Q2 FY66			Q1 FY71	67/0
	Q3 FY66	22		Q2 FY71	14
30Sep66	Q4 FY66	1		Q3 FY71	63/0
	Q1 FY67			Q4 FY71	59/0
	Q2 FY67	7			

- The first three (of six) T-28's were handed over to the RLaoAF 25Jly63, the remaining three being handed over 29Aug63. Reported to be ex-RThaiAF. Two were w/o in Nov63 by pilots doing low level aerobatics.

- RLaoAF T-28 operations started in Aug63, with 52:05hrs being flown in that month.
- On 03Jan64, Thailand's Prime Minister authorised the transfer of two further T-28's to RLaoAF from RThaiAF, possibly to replace the two lost in Nov63.
- On 18May64, the four *Water Pump* T-28's were handed over to the RLaoAF at Udorn. Replaced on 22May64 (at *Water Pump*?) by six T-28's and four RT-28D's from Vietnam.
- The Joint Chiefs instructed Admiral Felt to turn over five T-28's and five RT-28's from South Vietnam to Udorn, where they arrived on 20May64. The SVNAF aircraft were to be painted in RLaoAF c/s, but not handed over to RLaoAF until authorised by Ambassador Unger.
- Dept of State telegram dated 26Jun64 stated that the RLaoAF had 20 T-28's available either in Laos or Udorn, and 15 T-28's can be made available from the SVNAF. It is noted that Thailand has 27 aircraft. By 02Jly64 the T-28 total was 41. Fifteen T-28's are being moved from South Vietnam to Udorn and should be in place by 29Jun64.
- Dept of State telegram dated 27Jun64 stated that they are prepared to furnish additional T-28's promptly from the 15 now assembled at Udorn, for Laos.
- As of late Dec64 RLaoAF had 40 T-28's.
- As of mid Jly70 RLaoAF had 44 T-28's.
- *'Peace Prop'. A total of forty-nine T-28-D-10 Peace Prop aircraft were received during FY 72, of which ten were turned over to the RTAF as repayment for previously-loaned T-28s. Only five T-28 aircraft were scheduled for delivery until August 1973 (one rebuilt, one Peace Prop, three Peace Trunk). With the rate of expected RLAF losses at two per month, the Assistant DEPCH estimated that the RLAF T-28 inventory would only be 59 aircraft by the end of FY 73. A follow-on program called Peace Post allocated 28 T-28s to MASF Laos, but delivery was estimated at sixteen months after an unawarded contract had finally been let. Project Peace Trunk, the releasing of some RTAF T-28 assets, offered the only immediate relief for increased attrition.*
- The RLaoAF had on hand, in April 1973, a total of 171 aircraft, both fixed wing and rotary. In addition, there were fourteen T-28's due to arrive, which were funded under the FY 1972 program.
- Dept of State telegram dated 24Aug73. RLaoAF T-28's damaged in coup attempt.
 1. *Eight of nine RLAF T-28 aircraft at Vientiane's Wattay airfield were used at one time or another during course of Aug 20 attempted coup. Four of these aircraft were damaged and one (probably 51-7677) destroyed, leaving only four in operational status.*
 2. *Two of the four damaged aircraft are in commission but must be flown to Air America facility Bangkok for repair. One aircraft has hole in tail, the other a hole in right wing near root.*
 3. *Two other aircraft out of commission. One suffered major airframe damage resulting from hitting guy wire during low pass over far hdqtrs. The other has battle damage to right wing.*
- Dept of State telegram dated 14Jun74. Redistribution of RLaoAF T-28D aircraft
 1. *I informed President Marcos June 14 of announcement to be made June 17 concerningSECDEF action in releasing sixteen T-28D aircraft to Philippine Military Assistance Program.*
 2. *..... JUSMAG will assume action responsibility with Philippine Air Force and DEPCHJUSMAG Udorn for T-28 movement and training problems.*
- Dept of State telegram dated Dec75. Disposition of RLAF aircraft
 1. *COMUSMACHAI has received a letter dated 16 December from RTARF supreme commander, Admiral Sa-ngat Chaloyu, formally requesting the swap of ex-RLAF T-28D's for T-28D's now in the RTAF inventory. Following is text of paragraph relating to these aircraft.*
I wish to confirm that we have urgent requirement for at least 15 each of the modified T-28 aircraft now being stored at Udorn RTAFB in order to be operationally ready to meet crisis developed in the northeast, and the RTAF is prepared to return its unmodified aircraft to USAF.
 2. *Comment. As reported in REFTEL there are only 14 modified T-28D's among the ex-RLAF planes at Udorn. The number 15 was probably taken by Sa-ngat from the Lao request for return of 15 T-28 aircraft, identified by tail numbers. We have never been able to identify the fifteenth plane.*

- Significant & unknown losses include:-

- Nov63. Two ex-RThaiAF T-28's w/o by pilots doing low level aerobatics.
- Jly64. One T-28 lost in a mission against Ban Ken Bridge on Route 7.
- 18Aug64. Pathet Lao gunners shot down a T-28 engaged in a close air support mission in the northwestern corner of the Plain of Jars. The wingman notified the Air Support Operations Center at Udorn, and an H-34 was despatched from Wattay, supported by USAF F-100's from Takhli. Pathet Lao gunners shot down the H-34 and hit one of the F-100's (56-3085), which managed to reach the Mekong River before the pilot ejected and landed on the southern outskirts of Nong Khai, from where he was recovered. Possibly RThaiAF, not RLaoAF.

Six further T-28's left Wattay to escort a second H-34 search and rescue attempt. The H-34 picked up a badly burned Air America helicopter pilot (the Filipino H-34 crewman died in the crash). The two Thai T-28 crew, objectives of the original rescue, disappeared into the bush.

Two further T-28's were shot down over the following two days, but the crews were not rescued.

- 24Jan65. The guns of a T-28 parked at Vientiane were accidentally triggered, and eight parked & fueled T-28's were destroyed.
- By Dec65 RLaoAF had lost between 20 & 25 T-28's in combat and to accidents.
- 01/02Feb67. A small arms and rocket attack on Luang Prabang destroyed six T-28's (and two H-34's), and damaged another two T-28's (and an H-34). See 49-1526, 50-0287, 50-0306, 50-0308, 50-0309 & 50-0317.
- 16Jly67. A sapper attack on Luang Prabang destroyed nine T-28's (and an H-34) with satchel charges. See 49-1500, 49-1523, 50-0220, 50-0254, 50-0274, 50-0288, 50-0297, 50-0298 & 51-7774.
- Jan68. Six T-28's destroyed, including a flight of three which disappeared on a strike mission, and seven damaged.
- 1969/70. In the 10 months up to Mar70 RLaoAF lost 26 T-28's.

- Royal Lao Air Force summary. In the table below, **red text** is used to indicate dubious or contradictory data.

	US Serial	Type	USAF / USN soc	Notes
	Probable Redistributions from Jly63			
1	49-1584	T-28D-5 (#280)		ex RThaiAF
2	49-1702	T-28D-5 (#270)		ex RThaiAF
3	49-1744	T-28D-5 (#190)		ex RThaiAF
4	50-0250	T-28D-5 (#176)		ex RThaiAF
5	50-0251	T-28D-5 (#175)		ex RThaiAF
6	50-0287	T-28D-5 (#169)		ex RThaiAF
7	51-3463	T-28D (#108)		<i>possibly ex SVNAF</i>
8	51-3656	T-28D (#107)		ex RThaiAF
9	51-3698	T-28D (#104)		ex RThaiAF
10	51-3706	T-28D (#71)		ex SVNAF; to RThaiAF Mar66
11	51-3732	T-28D (#101)		<i>Unconfirmed</i> ; ex RThaiAF
12	51-3735	T-28D (#78)		ex SVNAF
13	51-3758	T-28D (#74)		ex SVNAF
14	51-3764	T-28D (#95)		ex SVNAF
15	51-3767	T-28D (#94)		ex SVNAF
16	51-3768	T-28D (#97)		ex SVNAF

17	51-3770	T-28D (#98)		<i>possibly ex SVNAF</i>
18	51-3771	T-28D (#93)		ex SVNAF; to RThaiAF Apr66
19	51-3772	T-28D (#99)		ex SVNAF
20	51-3777	T-28D (#96)		ex SVNAF
21	51-3791	T-28D (#72)		ex SVNAF; to RThaiAF Apr66
22	51-3792	T-28D (#77)		ex SVNAF
23	51-3796	T-28D (#73)		ex SVNAF
24	51-7610	T-28D (#19)		ex RThaiAF
25	51-7611	T-28D (#17)		ex RThaiAF
26	51-7617	T-28D (#18)		ex RThaiAF
27	51-7621	T-28D (#32)		ex RThaiAF
28	51-7650	T-28D (#21)		ex RThaiAF
29	51-7677	T-28D (#27)		ex RThaiAF
30	51-7678	T-28D (#28)		ex RThaiAF
31	51-7739	T-28D (#39)		ex RThaiAF
32	51-7741	T-28D (#40)		ex RThaiAF
33	51-7746	T-28D (#41)		ex RThaiAF
34	51-7753	T-28D (#36)		ex RThaiAF
35	51-7758	T-28D (#44)		<i>Unconfirmed</i> ; ex RThaiAF
36	51-7763	T-28D (#38)		ex RThaiAF
37	51-7773	T-28D (#43)		ex RThaiAF
38	51-7774	T-28D (#47)		ex RThaiAF
39	51-7777	T-28D (#46)		ex RThaiAF
40	51-7779	T-28D (#45)		ex RThaiAF
41	51-7806	T-28D (#48)		ex RThaiAF
42	52-1187	T-28D (#2)		ex RThaiAF
43	52-1208	T-28D (#4)		ex RThaiAF
44	52-1213	T-28D (#7)		ex RThaiAF
45	52-1225	T-28D (#8)		ex RThaiAF
46	52-3498	T-28D (#11)		ex RThaiAF
47	Bu137644	T-28B		ex SVNAF
48	Bu137751	T-28B		ex SVNAF
49	Bu137767	T-28B		ex SVNAF; <i>unconfirmed</i>
50	Bu137806 (53-8363)	T-28B	22Mar65 (McClellan, CA)	ex USAF Farm Gate
51	Bu137807 (53-8364)	T-28B	22Mar65 (McClellan, CA)	ex USAF Farm Gate
52	Bu138108 (53-8366)	T-28B	22Mar65 (McClellan, CA)	ex USAF Farm Gate
53	Bu138137	T-28B		ex SVNAF
54	Bu138146	T-28B		ex SVNAF
55	Bu138156 (53-8371)	T-28B	22Mar65 (McClellan, CA)	ex USAF Farm Gate
56	Bu138162	T-28B		ex SVNAF
57	Bu138234	T-28B		ex SVNAF
58	Bu138276	T-28B		ex SVNAF
59	Bu138316	T-28B		ex SVNAF
60	Bu138338	T-28B		ex SVNAF
61	Bu138344	T-28B		ex SVNAF
62	Bu138346	T-28B		ex SVNAF
63	Bu138351	T-28B		ex SVNAF
64	Bu138352	T-28B		ex SVNAF

65	Bu140039	T-28B		ex SVNAF
66	Bu140040	T-28B		ex SVNAF
67	Bu140042	T-28B		ex SVNAF
68	Bu140044	T-28B		ex SVNAF
69	Bu140449	T-28C		ex SVNAF
70	Bu140456	T-28C		ex SVNAF
71	Bu140457	T-28C		ex SVNAF
72	Bu140482	T-28C		ex SVNAF
73	Bu140533	T-28C		ex SVNAF
74	Bu140579	T-28C		ex SVNAF
75	Bu140580	T-28C		ex SVNAF
76	Bu146244	T-28C		ex SVNAF
Probable Direct Deliveries grouped by soc date				
77	51-3470	T-28D (#109)	04Mar65 (McClellan, CA)	
78	51-3472	T-28D (#110)	04Mar65 (McClellan, CA)	
79	51-3511	T-28D (#111)	04Mar65 (McClellan, CA)	
80	51-7616	T-28D (#24)	17Mar65 (Bien Hoa)	
81	51-7622	T-28D (#22)	17Mar65 (Bien Hoa)	
82	51-7635	T-28D (#23)	17Mar65 (Eglin, FL)	
83	51-7665	T-28D (#25)	17Mar65 (McClellan, CA)	
84	51-7869	T-28D (#67)	17Mar65 (McClellan, CA)	
85	51-3465	T-28D (#115)	22Mar65 (McClellan, CA)	
86	51-3467	T-28D (#114)	22Mar65 (McClellan, CA)	
87	51-3469	T-28D (#112)	22Mar65 (McClellan, CA)	
88	51-3478	T-28D (#120)	29Apr65 (McClellan, CA)	
89	51-3506	T-28D (#118)	29Apr65 (McClellan, CA)	
90	51-3507	T-28D (#119)	29Apr65 (McClellan, CA)	
91	51-3508	T-28D (#121)	29Apr65 (McClellan, CA)	
92	51-3531	T-28D (#116)	29Apr65 (McClellan, CA)	
93	51-3538	T-28D (#117)	29Apr65 (McClellan, CA)	
94	51-3609	T-28D (#123)	29Apr65 (McClellan, CA)	
95	51-3518	T-28D (#124)	11May65 (McClellan, CA)	
96	51-3608	T-28D (#122)	11May65 (McClellan, CA)	
97	51-3632	T-28D (#126)	25May65 (McClellan, CA)	
98	51-3722	T-28D (#125)	25May65 (McClellan, CA)	
99	51-3579	T-28D (#129)	09Jun65 (Columbus, OH)	
100	51-3700	T-28D (#131)	19Aug65 (McClellan, CA)	
101	51-3476	T-28D-5 (#151)	18Oct65 (McClellan, CA)	
102	51-3743	T-28D-5 (#150)	18Oct65 (McClellan, CA)	
103	52-1220	T-28D-5 (#152)	18Oct65 (McClellan, CA)	
104	50-0315	T-28D-5 (#157)	04Nov65 (McClellan, CA)	
105	50-0317	T-28D-5 (#156)	04Nov65 (McClellan, CA)	
106	51-3759	T-28D-5 (#154)	04Nov65 (McClellan, CA)	
107	51-7597	T-28D-5 (#153)	04Nov65 (McClellan, CA)	
108	50-0308	T-28D-5 (#163)	18Nov65 (McClellan, CA)	
109	50-0311	T-28D-5 (#160)	18Nov65 (McClellan, CA)	
110	50-0312	T-28D-5 (#159)	18Nov65 (McClellan, CA)	
111	50-0314	T-28D-5 (#158)	18Nov65 (McClellan, CA)	

112	51-3468	T-28D-5 (#155)	18Nov65 (McClellan, CA)	
113	50-0281	T-28D-5 (#171)	01Feb66 (McClellan, CA)	
114	50-0285	T-28D-5 (#170)	01Feb66 (McClellan, CA)	
115	50-0297	T-28D-5 (#168)	01Feb66 (McClellan, CA)	
116	50-0298	T-28D-5 (#167)	01Feb66 (McClellan, CA)	
117	50-0301	T-28D-5 (#166)	01Feb66 (McClellan, CA)	
118	50-0306	T-28D-5 (#165)	01Feb66 (McClellan, CA)	
119	50-0307	T-28D-5 (#164)	03Feb66 (McClellan, CA)	
120	50-0309	T-28D-5 (#162)	03Feb66 (McClellan, CA)	
121	50-0310	T-28D-5 (#161)	03Feb66 (McClellan, CA)	
122	49-1531	T-28D-5 (#214)	14Jly66 (McClellan, CA)	
123	49-1508	T-28D-5 (#219)	21Jly66 (McClellan, CA)	
124	49-1523	T-28D-5 (#217)	21Jly66 (McClellan, CA)	
125	49-1526	T-28D-5 (#215)	21Jly66 (McClellan, CA)	
126	49-1496	T-28D-5 (#223)	07Aug66 (McClellan, CA)	
127	49-1500	T-28D-5 (#222)	07Aug66 (McClellan, CA)	
128	49-1504	T-28D-5 (#221)	07Aug66 (McClellan, CA)	
129	50-0288	T-28D-5 (#228)	31Jan67 (McClellan, CA)	
130	50-0292	T-28D-5 (#227)	31Jan67 (McClellan, CA)	
131	50-0294	T-28D-5 (#226)	31Jan67 (McClellan, CA)	
132	51-3562	T-28D-5 (#225)	31Jan67 (McClellan, CA)	
133	51-3680	T-28D-5 (#224)	31Jan67 (McClellan, CA)	
134	50-0261	T-28D-5 (#232)	07Feb67 (McClellan, CA)	
135	50-0271	T-28D-5 (#231)	07Feb67 (McClellan, CA)	
136	50-0274	T-28D-5 (#230)	07Feb67 (McClellan, CA)	
137	50-0276	T-28D-5 (#229)	07Feb67 (McClellan, CA)	
138	50-0257	T-28D-5 (#234)	08Feb67 (Columbus, OH; to NAS)	
139	50-0254	T-28D-5 (#235)	13Feb67 (McClellan, CA)	
140	50-0242	T-28D-5 (#236)	03Mar67 (Columbus, OH; to USN)	
141	50-0259	T-28D-5 (#233)	20Mar67 (McClellan, CA)	
142	50-0220	T-28D-5 (#237)	23Mar67 (McClellan, CA)	
143	50-0223	T-28D-5 (#238)	23Mar67 (McClellan, CA)	
144	50-0214	T-28D-5 (#242)	20Jly67 (McClellan, CA)	
145	50-0219	T-28D-5 (#241)	20Jly67 (McClellan, CA)	
146	50-0228	T-28D-5 (#240)	20Jly67 (McClellan, CA)	
147	50-0232	T-28D-5 (#239)	20Jly67 (McClellan, CA)	
148	50-0212	T-28D-5 (#244)	14Aug67 (McClellan, CA)	
149	50-0213	T-28D-5 (#243)	14Aug67 (McClellan, CA)	
150	50-0197	T-28D-5 (#248)	07Sep67 (McClellan, CA)	
151	50-0199	T-28D-5 (#247)	07Sep67 (McClellan, CA)	
152	50-0207	T-28D-5 (#246)	07Sep67 (McClellan, CA)	
153	50-0210	T-28D-5 (#245)	07Sep67 (McClellan, CA)	
154	49-1648	T-28D-5 (#250)	24Oct67 (McClellan, CA)	
155	49-1723	T-28D-5 (#249)	24Oct67 (McClellan, CA)	
156	49-1624	T-28D-5 (#251)	26Oct67 (McClellan, CA)	
157	51-3558	T-28D-5 (#256)	07Mar68 (McClellan, CA)	

158	51-7801	T-28D-5 (#255)	07Mar68 (McClellan, CA)	
159	51-3500	T-28D-5 (#258)	11Mar68 (Columbus, OH)	
160	51-3552	T-28D-5 (#257)	11Mar68 (Columbus, OH)	
161	50-0289	T-28D-5 (#260)	15Mar68 (Columbus, OH)	
162	50-0303	T-28D-5 (#259)	15Mar68 (Columbus, OH)	
163	50-0262	T-28D-5 (#262)	21Mar68 (Columbus, OH)	
164	50-0278	T-28D-5 (#261)	21Mar68 (Columbus, OH)	
165	50-0226	T-28D-5 (#264)	27Mar68 (Columbus, OH)	
166	50-0246	T-28D-5 (#263)	27Mar68 (Columbus, OH)	
167	49-1753	T-28D-5 (#266)	04Apr68 (Columbus, OH)	
168	50-0216	T-28D-5 (#265)	04Apr68 (Columbus, OH)	
169	49-1740	T-28D-5 (#267)	28May68 (McClellan, CA)	
170	49-1699	T-28D-5 (#271)	04Jun68 (McClellan, CA)	
171	49-1704	T-28D-5 (#269)	04Jun68 (McClellan, CA)	
172	49-1717	T-28D-5 (#268)	04Jun68 (McClellan, CA)	
173	49-1608	T-28D-5 (#278)	27Jun68 (McClellan, CA)	
174	49-1622	T-28D-5 (#276)	27Jun68 (McClellan, CA)	
175	49-1612	T-28D-5 (#277)	11Jly68 (McClellan, CA)	
176	49-1510	T-28D-5 (#286)	13Aug68 (McClellan, CA)	
177	49-1514	T-28D-5 (#287)	13Aug68 (McClellan, CA)	
178	49-1529	T-28D-5 (#288)	13Aug68 (McClellan, CA)	
179	49-1551	T-28D-5 (#289)	22Aug68 (McClellan, CA)	
180	49-1553	T-28D-5 (#290)	22Aug68 (McClellan, CA)	
181	49-1621	T-28D-5 (#198)	15Sep68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
182	49-1600	T-28D-5 (#291)	17Sep68 (McClellan, CA)	
183	49-1613	T-28D-5 (#292)	17Sep68 (McClellan, CA)	
184	49-1627	T-28D-5 (#293)	17Sep68 (McClellan, CA)	
185	49-1631	T-28D-5 (#294)	17Sep68 (McClellan, CA)	
186	49-1599	T-28D-5 (#200)	21Sep68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
187	49-1543	T-28D-5 (#211)	23Sep68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
188	49-1637	T-28D-5 (#295)	24Sep68 (McClellan, CA)	
189	49-1638	T-28D-5 (#296)	24Sep68 (McClellan, CA)	
190	49-1706	T-28D-5 (#298)	24Sep68 (McClellan, CA)	Assumed based on soc date
191	49-1716	T-28D-5 (#299)	24Sep68 (McClellan, CA)	
192	49-1571	T-28D-5 (#206)	01Oct68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
193	49-1561	T-28D-5 (#208)	04Oct68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
194	49-1583	T-28D-5 (#203)	05Oct68 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
195	49-1591	T-28D-5 (#201)	03Jan69 (Nakhon Phanom)	ex 56SOW 'TO' Zorro
196	50-0275	T-28D-5 (#311)	27Dec69 (McClellan, CA)	
197	50-0283	T-28D-5 (#305)	27Dec69 (McClellan, CA)	
198	50-0295	T-28D-5 (#306)	27Dec69 (McClellan, CA)	
199	51-7552	T-28D-5 (#321)	27Dec69 (McClellan, CA)	
200	50-0273	T-28D-5 (#304)	28Dec69 (McClellan, CA)	
201	51-3521	T-28D-5 (#307)	28Dec69 (McClellan, CA)	
202	49-1506	T-28D-5 (#315)	15Jan70 (McClellan, CA)	
203	50-0240	T-28D-5 (#303)	15Jan70 (McClellan, CA)	
204	49-1519	T-28D-5 (#314)	16Jan70 (McClellan, CA)	
205	49-1633	T-28D-5 (#317)	16Jan70 (McClellan, CA)	

206	49-1698	T-28D-5 (#297)	20Jan70 (McClellan, CA)	
207	50-0304	T-28D-5 (#302)	20Jan70 (McClellan, CA)	
208	49-1503	T-28D-5 (#316)	21Jan70 (McClellan, CA)	
209	49-1724	T-28D-5 (#300)	21Jan70 (McClellan, CA)	
210	51-3485	T-28D-5 (#309)	24Jan70 (McClellan, CA)	
211	51-7793	T-28D-5 (#308)	24Jan70 (McClellan, CA)	
212	49-1731	T-28D-5 (#301)	25Jan70 (McClellan, CA)	
213	51-7696	T-28D-5 (#310)	25Jan70 (McClellan, CA)	
214	49-1677	T-28D-5 (#312)	28Jan70 (McClellan, CA)	
215	51-3588	T-28D (#130)	28Jan70 (McClellan, CA)	<i>Also MAP 09Jun65 (Columbus, OH)</i>
216	51-3787	T-28D-5 (#319)	28Jan70 (McClellan, CA)	
217	51-7493	T-28D-5 (#320)	28Jan70 (McClellan, CA)	
218	Bu137729	T-28D-10 (#402)	21Jun71 (Jacksonville, FL)	
219	Bu138268	T-28D-10 (#401)	21Jun71 (Jacksonville, FL)	
220	Bu137769	T-28D-10 (#404)	30Jun71 (Jacksonville, FL)	
221	Bu138270	T-28D-10 (#403)	30Jun71 (Jacksonville, FL)	
222	Bu137646	T-28D-10 (#406)	20Jly71 (Jacksonville, FL)	
223	Bu137785	T-28D-10 (#405)	20Jly71 (Jacksonville, FL)	
224	Bu138174	T-28D-10 (#407)	20Jly71 (Jacksonville, FL)	
225	Bu137757	T-28D-10 (#424)	13Sep71 (Jacksonville, FL)	
226	Bu137639	T-28D-10 (#425)	14Sep71 (Jacksonville, FL)	
227	Bu137738	T-28D-10 (#423)	14Sep71 (Jacksonville, FL)	
228	Bu137773	T-28D-10 (#422)	14Sep71 (Jacksonville, FL)	
229	Bu138208	T-28D-10 (#418)	14Sep71 (Jacksonville, FL)	
230	Bu138232	T-28D-10 (#419)	14Sep71 (Jacksonville, FL)	
231	Bu138249	T-28D-10 (#421)	14Sep71 (Jacksonville, FL)	
232	Bu138258	T-28D-10 (#420)	14Sep71 (Jacksonville, FL)	
233	Bu137673	T-28D-10 (#428)	10Oct71 (Jacksonville, FL)	
234	Bu137674	T-28D-10 (#430)	10Oct71 (Jacksonville, FL)	
235	Bu137697	T-28D-10 (#427)	10Oct71 (Jacksonville, FL)	
236	Bu137713	T-28D-10 (#429)	10Oct71 (Jacksonville, FL)	
237	Bu137799	T-28D-10 (#431)	10Oct71 (Jacksonville, FL)	
238	Bu137666	T-28D-10 (#433)	18Oct71 (Jacksonville, FL)	
239	Bu137675	T-28D-10 (#432)	18Oct71 (Jacksonville, FL)	
240	Bu137677	T-28D-10 (#438)	18Oct71 (Jacksonville, FL)	
241	Bu137709	T-28D-10 (#437)	18Oct71 (Jacksonville, FL)	
242	Bu138359	T-28B	18Oct71 (Jacksonville, FL)	
243	Bu137684	T-28D-10	11Dec71 (Pensacola, FL)	
244	Bu137693	T-28D-10	11Dec71 (Pensacola, FL)	
245	Bu137701	T-28D-10 (#440)	11Dec71 (Pensacola, FL)	
246	Bu138201	T-28D-10 (#445)	11Dec71 (Pensacola, FL)	
247	Bu138305	T-28D-10	21Dec71 (Pensacola, FL)	
248	Bu138320	T-28D-10 (#443)	21Dec71 (Pensacola, FL)	
249	Bu140019	T-28D-10 (#442)	21Dec71 (Pensacola, FL)	
250	Bu140023	T-28D-10	21Dec71 (Pensacola, FL)	
251	Bu153654	T-28D-10	22Feb72 (Pensacola, FL)	
252	Bu153658	T-28D-10	22Feb72 (Pensacola, FL)	
253	Bu153643	T-28D-10	15Mar72 (Pensacola, FL)	

254	Bu153646	T-28D-10 (#446)	15Mar72 (Pensacola, FL)	
255	Bu153648	T-28D-10 (#450)	15Mar72 (Pensacola, FL)	
256	Bu153650	T-28D-10	15Mar72 (Pensacola, FL)	
257	Bu153655	T-28D-10 (#444)	15Mar72 (Pensacola, FL)	
258	Bu153659	T-28D-10 (#441)	15Mar72 (Pensacola, FL)	
259	Bu137762	T-28B	13Nov72	
260	Bu138135	T-28B	13Nov72	
261	Bu138181	T-28B	13Nov72	
262	Bu138192	T-28B	13Nov72	
263	Bu138325	T-28B	13Nov72	
264	51-7509	AT-28D-5 (#023)	04Sep73 (Pensacola, FL)	
265	51-7521	AT-28D-5 (#024)	10Sep73 (Pensacola, FL)	
266	51-7555	AT-28D-5 (#017)	10Sep73 (Pensacola, FL)	<i>Assumed</i>
267	51-7576	AT-28D-5 (#021)	10Sep73 (Pensacola, FL)	
	Unknown deliveries & problems			
268	50-0247	T-28D-5 (#177)	10Feb66 (McClellan, CA)	<i>Assumed based on soc date; PAF, but possibly RLaoAF before</i>
269	51-3617	T-28D (?)	10Mar60 (2704 ASDG)	<i>Probably initially Thai</i>
270	51-7837	T-28D (#58)		<i>Possibly ex Khmer AF</i>
271	Bu137711	T-28D-10	14Jly73 (Pensacola, FL)	<i>Listed by RTAF as ex RLaoAF, but believed in fact to be ex KhmerAF</i>
272	Bu138357 (?)	T-28B	29May78 (AMARC)	to N114DH

LAOS PEOPLE'S LIBERATION ARMY AIR FORCE (LPLAAF)

Inherited by LPLAAF from RLaoAF in 1975 were:-

	Lao serial	US serial	Notes
1	3401	51-7576	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-ZUC
2	3402	51-7509	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88
3	3403	51-7521	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-DUK; to VH-ZUK
4	3404		Defected from Phonsavan to Sakhon Nakhon 20Mar80 then flown to Udorn by Thai pilot & put into RThaiAF custody; Lao pilot returned to Laos; sold to SPM 26Jan87; sold to Bill Wright, World Jet Inc, 1020 Northwest 62nd Street, Fort Lauderdale, Florida 25Feb87
5	3405	51-3588	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to (VH-WPA); to VH-PFM
6	3406 ?	51-3700	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-EFU
7	3407	49-1496	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to N1496K; to N2496
8	3408	49-1519	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-AVC
9	3409		Flew Plain of Jars to Udorn 15Feb80 & put into RThaiAF custody; sold to SPM 26Jan87; sold to Bill Wright, World Jet Inc, 1020 Northwest 62nd Street, Fort Lauderdale, Florida 25Feb87
10	3410	49-1584	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to (VH-BJF); to VH-CIA
11	3411	Bu137773	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to N5291Y; to N128TB
12	3412	Bu137799	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to N28YF
13	3413		assumed
14	3414		assumed
15	3415		assumed
16	3416	Bu138232	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-DPT

The five unidentified above are probably:

49-1724	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-MEO
50-0283	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-XVT; to ZS-FOY
51-7493	1 of 16 sold (as a wreck) to Keith Death 1988 & trucked to Australia Dec88
Bu137697	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88
Bu138320	1 of 16 sold to Keith Death 1988 & trucked to Australia Dec88; to VH-LAO

MEXICAN AIR FORCE T-28A

First deliveries, probably early 1958, were ex US civil aircraft. MAP deliveries began with four batches of 8, the first batch in Aug58 and the last on 04Nov58. Last deliveries in 1963.

	Mexican serial	US serial	MAP issue	Notes
1	T28-901			
2	T28-902			
3	T28-903	49-1670	N/A	ex N5202V; regd 09Dec57; BoS from FAM to Texas Turbo Jet Inc (with 928, 934 & 977) 06Dec88; to N8156Y; believed acquired for conversion into 'car', but only the tail of 903 fitted to the fuselage of 977
4	T28-904			wfu
5	T28-905	49-1656	N/A	ex N5203V; regd 09Dec57; BoS from FAM to Texas Turbo Jet Inc (with 910, 916, 929, 944, 952 & 980) 06Dec88 in exchange for T-33 spares; to N28SV
6	T28-906			wfu
7	T28-907			Preserved Los Angeles IA Proud Bird Restaurant (but now gone)
8	T28-908			
9	T28-909			wfu
10	T28-910	49-1618	N/A	ex N7290C; regd 09Dec57; BoS from FAM to Texas Turbo Jet Inc (with 905, 916, 929, 944, 952 & 980) 06Dec88 in exchange for T-33 spares; to N7054L Jan89 <i>Note: the T-28A '910' preserved in Mexico is in fake marks</i>
11	T28-911			wfu
12	T28-912			wfu
13	T28-913			wfu
14	T28-914			wfu
15	T28-915			wfu
16	T28-916	49-1592	N/A	ex N3210G; regd 18Feb59; BoS from FAM to Texas Turbo Jet Inc (with 905, 910, 929, 944, 952 & 980) 06Dec88 in exchange for T-33 spares; to N7055M
17	T28-917	49-1683	N/A	ex N7288C; regd 09Dec57; sold by FAM 204th Air Squadron to Eugenio Heredia (with 975) Oct88; BoS from Eugenio Heredia to Paladin Aircraft Restoration Inc (San Diego, CA) Oct88; to N7062K <i>Note: the T-28A '917' preserved Pie de la Cuesta is in false marks</i>
18	T28-918			Operational 1965/66
19	T28-919			wfu
20	T28-920			To N851JG; remains with John Gogol (Portland, OR) 2012 <i>Note: 51-7708 also reported as T28-920</i>
21	T28-921			Operational 1958
22	T28-922			Operational 1958
23	T28-923			Operational 1958
24	T28-924		N/A	Operational 1958; preserved BAM 3 Ensenada; l/n May13 <i>Note: reported as 50-0267, but this was not exported to Mexico until 1963</i>
25	T28-925			Operational 1958
26	T28-926			Operational 1958 & Mar63
27	T28-927			Operational 1958 & Mar63
28	T28-928	51-7582*	21Aug58	Operational 1958; BoS from FAM to Texas Turbo Jet Inc (with 903, 934 & 977) 06Dec88; to N8156L; still unrestored at Fort Worth-Meacham Sep13
29	T28-929	51-7588	21Aug58	Operational Mar63; BoS from FAM to Texas Turbo Jet Inc (with 905, 910, 916, 944, 952 & 980) 06Dec88 in exchange for T-33 spares; to

				N128DR
30	T28-930			Operational 1958; photo
31	T28-931	59-31101?		Operational 1958; preserved Museo del Ejercito y la Fuerza Aérea, Guadalajara
32	T28-932			wfu
33	T28-933			wfu
34	T28-934	51-3707	20Aug58	BoS from FAM to Texas Turbo Jet Inc (with 903, 928 & 977) 06Dec88; to N8156G
35	T28-935			Operational 1958; photo Feb69
36	T28-936			Possibly the T-28A preserved Museo de la Fuerza Aérea Mexicana as '910'
37	T28-937			wfu
38	T28-938			wfu
39	T28-939			wfu
40	T28-940			Operational 1965/66
41	T28-941			wfu
42	T28-942			w/o
43	T28-943			wfu
44	T28-944	51-3562		BoS from FAM to Texas Turbo Jet Inc (with 905, 910, 916, 929, 952 & 980) 06Dec88 in exchange for T-33 spares; to N129DR <i>Note: conflict with Lao T-28D-5 51-3562</i>
45	T28-945	51-3596	04Mar59	Operational 1965/66; preserved BAM5, Zapopan; tail section reported for sale in Nov10 by Tim A. Halsmer, IL
46	T28-946			Operational 1965/66
47	T28-947	51-7701	20Feb59	Fuselage noted in Cape Town at least Aug05-Mar06
48	T28-948			Stored BAM Merida
49	T28-949			For sale at Boerne, TX 2001
50	T28-950			wfu
51	T28-951			wfu
52	T28-952			BoS from FAM to Texas Turbo Jet Inc (with 905, 910, 916, 929, 944 & 980) 06Dec88 in exchange for T-33 spares
53	T28-953			wfu
54	T28-954	51-7708	03Sep58	Remains with John Gogol (Portland, OR) 2012 <i>Note: 51-7708 also reported as T28-920</i>
55	T28-955			wfu
56	T28-956			Preserved BAM Ixtepec
57	T28-957			To USA (noted stored at Santa Rosa, CA 1990)
58	T28-958			wfu
59	T28-959			wfu
60	T28-960	49-1693	N/A	ex N7292C; preserved Parque FAM, Tijuana
61	T28-961			wfu
62	T28-962			wfu
63	T28-963			To USA (noted at New Smyrna, FL)
64	T28-964			Preserved, Museo de Transporte y Exposiciones, Xalapa; noted Aug11
65	T28-965			wfu
66	T28-966			Preserved BAM9, La Paz
67	T28-967			wfu
68	T28-968			wfu
69	T28-969			wfu
70	T28-970			wfu
71	T28-971			wfu

72	T28-972			Operational 1965/66; preserved BAM4, Cozumel; noted Jan09 thro' Jan14
73	T28-973			Preserved BAM4, Cozumel; noted Jan09 thro' Jan14 (as 181145)
74	T28-974	49-1710	N/A	ex N7651C; preserved BAM9, La Paz
75	T28-975	49-1544	N/A	ex N3234G (FAA file missing); sold by FAM 204th Air Squadron (without engine or propeller) to Eugenio Heredia (with 917) Oct88; to N6FY
76	T28-976			wfu
77	T28-977	49-1560*	N/A	ex N3226G; BoS from FAM to Texas Turbo Jet Inc (with 903, 928 & 934) 06Dec88; to N8156U; believed fitted with tail of 903'
78	T28-978			wfu
79	T28-979			wfu
80	T28-980	49-1579	N/A	ex N3214G (FAA file missing); BoS from FAM to Texas Turbo Jet Inc (with 905, 910, 916, 929, 944 & 952) 06Dec88 in exchange for T-33 spares; to N7055N
81	T28-981			wfu
82	T28-982			wfu
83	T28-983			wfu
84	T28-984			wfu
85	T28-985			wfu
86	T28-986			wfu
87	T28-987			wfu
88	T28-988			wfu

*dataplate read

Known to be Mexican AF are:-

US serial	MAP issue	
49-1726	N/A	N6102C (canx 12Mar63)
49-1556	N/A	N9107Z (canx 18Jun63) ex Hamilton Aircraft Co
49-1734	N/A	N9103Z (canx 18Jun63) ex Hamilton Aircraft Co
50-0195	N/A	N9098Z (canx 18Jun63) ex Hamilton Aircraft Co
50-0215	N/A	N9097Z (canx 18Jun63) ex Hamilton Aircraft Co
50-0231	N/A	N9101Z (canx 18Jun63) ex Hamilton Aircraft Co
50-0267	N/A	N9099Z (canx 18Jun63) ex Hamilton Aircraft Co

Also these 25, MAP project 9T063:-		
49-1736	03Sep58	
49-1745	03Sep58	
50-0203	11Sep58	
50-0217	09Sep58	
50-0224	03Sep58	
50-0249	19Sep58	
50-0260	11Dec58	
50-0263	03Sep58	
50-0266	11Dec58	
51-3667	20Aug58	
51-3707	20Aug58	T28-934
51-7500	21Aug58	

51-7582	21Aug58	T28-928
51-7588	21Aug58	T28-929
51-7590	16Sep58	
51-7681	02Sep58	ex N9895C
51-7693	05Sep58	
51-7694	05Sep58	
51-7697	25Aug58	
51-7705	28Aug58	
51-7708	03Sep58	
51-7783	03Sep58	
51-7791	03Sep58	
51-7794	03Sep58	
51-7805	02Sep58	

Possibly Mexican AF are:-

49-1674	N/A	N7289C ex Charlotte Aircraft Corp; exported to Mexico c1963
50-0253	N/A	N1026B ex Charlotte Aircraft Corp

Also possibly some or all of the following (25), based on MAP dates:-

51-7796	20Feb59
50-0237	30Oct59
51-7713	30Oct59
51-7744	30Oct59
51-7644	05Nov59
52-1215	20Nov59
52-1230	20Nov59
52-1240	20Nov59
52-3497	20Nov59

51-7652	25Nov59
51-7743	25Nov59
51-7748	25Nov59
51-7788	04Mar59
51-7752	25Nov59
51-7766	25Nov59
51-7808	25Nov59
51-7810	25Nov59
51-7603	30Nov59

51-7620	30Nov59
51-7601	11Dec59
51-7614	11Dec59
51-7642	11Dec59
51-7648	11Dec59
51-7658	11Dec59
51-7661	11Dec59

One T-28A preserved Alangatep
 '910' preserved BAM, Ixtepec; l/n Feb12.
 '910' preserved BAM1, Santa Lucia; noted there Mar10-Sep16
 '917' preserved BAM7, Pie de la Cuesta; last noted Oct13

T-28A's w/o 24Jly70, 16Jun79, 20Sep79 & 14Jan80.

The tie-up for 903 as 49-1670 from the following extract from the sales contract between FAM & Texas Turbo Jet.

KNOW YE, That the Fuerza Aerea Mexicana (hereinafter referred to as the "Seller") represented by Estado Mayor Aereo, Secretaria De La Defensa Nacional, Fuerza Aerea Mexicana, Lomas De Stelo, Mexico D.F., acting in behalf of the Mexican Government, sole owner of the aircraft called the North American T-28A, Serial No.491670 Mex Nr 903, for and in consideration of the sum of \$10.00 and other valuable consideration to it in hand paid by Texas Turbo Jet, Inc. 2626 Myrtle Springs, Dallas, Texas (hereinafter referred to as the "Buyer"), receipt of which is hereby acknowledged, has bargained and sold the said aircraft and by these presents does hereby confirm transfer of all right, title and interest to said Buyer.

The tie-up for 905 as 49-1656 from the following extract from an 11Dec90 letter.

To whom it may concern :

Regarding the certificate of registration for Henry J Schroeder III on his North American T-28A 49-1656 from the FAA, I certify to the best of my knowledge that T-28A S/N49-1656, N28SV matches Mexican registration #905 as per the number painted on the vertical stabilizer. Also the various parts and assemblies that came with the airplane were all tagged #905 when Mr. Schroeder purchased the Airplane in August of 1989.

The tie-ups for:-

- 910 as 49-1618 (listed in the BoS as '130')
- 916 as 49-1592 (listed in the BoS as '104')
- 980 as 49-1579 (listed in the BoS as '010')

are from the FAA's inspection of the dataplates at the time of registration in Jan89.

The tie-ups for 917 as 49-1683 & 975 as 49-1544 from the following extract from the sales contract between FAM & Eugenio Heredia.

AAC-250-24

F.A.M.
E.M.A.
A-4.

C.G. LOMAS DE SOTELO,
Nov. 7th-1988.

~~CONVETANCE~~
~~RECORDED~~
Dec 16 2 24 PM '88

By these means we hereby certify that the aircrafts
below indicated were sold as aircraft surplus to Mr. Eugenio Heredia.

AIRCRAFT	REGISTRATION
T-28	Mexican registration 917. U.S.A. Serial (49-1683).
T-28	Mexican registration 975. U.S.A. Serial (49-1544).

Wing General of the P.A. DEMA. 6. EMA.
signature
JAVIER SALINAS PALLARES
(439794)

The tie-up for 928 as 51-7582 from dataplate read by Andy Marden Sep13.

The tie-up for 929 as 51-7588 from the Aircraft Registration Application below.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION-MIKE MONRONEY AERONAUTICAL CENTER AIRCRAFT REGISTRATION APPLICATION		6-4 CERT. ISSUE DATE
UNITED STATES REGISTRATION NUMBER N 128DR		L MAR 22 1991
AIRCRAFT MANUFACTURER & MODEL North American T-28A		
AIRCRAFT SERIAL No. 51-7588 929		
TYPE OF REGISTRATION (Check one box)		FOR FAA USE ONLY
<input type="checkbox"/> 1. Individual <input type="checkbox"/> 2. Partnership <input type="checkbox"/> 3. Corporation <input checked="" type="checkbox"/> 4. Co-owner <input type="checkbox"/> 5. Gov't <input type="checkbox"/> 6. Foreign-owned Corporation		
NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial)		

The tie-up for 944 as 51-3562 from the Aircraft Registration Application below (note that this conflicts with a Lao T-28)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION-MIKE MONRONEY AERONAUTICAL CENTER AIRCRAFT REGISTRATION APPLICATION		CERT. ISSUE DATE
UNITED STATES REGISTRATION NUMBER N 129DR		L MAR 22 1991
AIRCRAFT MANUFACTURER & MODEL North American T-28A		
AIRCRAFT SERIAL No. 51-3562 944		
TYPE OF REGISTRATION (Check one box)		FOR FAA USE ONLY

The tie-up for 977 as 49-1560 from dataplate read by the owner Nov13.

MORROCAN AIR FORCE FENNEC

	Morrocan call-sign	Fennec #	US serial	Notes
1		57	51-3491	ex French AF; to Morrocan AF 1965
2	CNA-EG	47	51-3505	ex French AF; to Morrocan AF Aug65; bt by Euroworld California Inc 1977; to N9873A
3		50	51-3509	ex French AF; to Morrocan AF 1965
4	CNA-EJ	51	51-3513	ex French AF; to Morrocan AF Jly65; bt by Euroworld California Inc 29Sep77; to N9868A
5	CNA-EV	46	51-3525	ex French AF; to Morrocan AF Sep65; GI airframe at Casablanca / Anfa at least May94 thro' Jan08
6	CNA-EK	52	51-3528	ex French AF; to Morrocan AF Aug65; last IRAN 31May71 TT 5,400hrs; bt by Euroworld California Inc 29Sep77; 'canx' by Morrocan AF 23Dec77; to Honduran AF as HR-231A
7		44	51-3529	ex French AF; to Morrocan AF 1965
8	CNA-EH	49	51-3530	ex French AF; to Morrocan AF Aug65; 'canx' by Morrocan AF 23Dec77; bt by Euroworld California Inc 29Sep77; to Honduran AF as HR-230A
9		55	51-3532	ex French AF; to Morrocan AF 1965
10		45	51-3540	ex French AF; to Morrocan AF 1965
11		41	51-3551	ex French AF; to Morrocan AF 1965
12	CNA-EW	48	51-3554	ex French AF; to Morrocan AF Sep65; bt by Euroworld California Inc 1977; to N54613
13	CNA-EE	43	51-3557	ex French AF; to Morrocan AF Sep65; last IRAN 15Dec70 TT 3,980hrs; bt by Euroworld California Inc 29Sep77; 'canx' by Morrocan AF 23Dec77; to Honduran AF as HR-229A
14	CNA-EN	56	51-3565	ex French AF; to Morrocan AF Jly65; last IRAN 17Jun69 TT 7,262hrs; bt by Euroworld California Inc 29Sep77; 'canx' by Morrocan AF 23Dec77; to Honduran AF as HR-232A
15	CNA-EL	54	51-3590	ex French AF; to Morrocan AF Jly65; bt by Euroworld California Inc 1977; to N9863A
16		63	51-3622	ex French AF; to Morrocan AF 1965
17	CNA-EY	64	51-3627	ex French AF; to Morrocan AF Sep65; last IRAN 03Apr71 TT 4,584hrs; bt by Euroworld California Inc 29Sep77; 'canx' by Morrocan AF 23Dec77; to Honduran AF as HR-233A
18	CNA-ET	42	51-3690	ex French AF; to Morrocan AF Sep65; bt by Euroworld California Inc 1977; to N54612
19	CNA-EP	01	51-7632	ex French AF; to Morrocan AF Sep65; last IRAN 28Feb72 TT 6,352hrs; bt by Euroworld California Inc 29Sep77; to Honduran AF as HR-226A, 227
20	CNA-EA	02	51-7669	ex French AF; to Morrocan AF Sep65; bt by Euroworld California Inc 1977; to N9860A
21	CNA-ER	04	51-7730	ex French AF; to Morrocan AF Sep65; bt by Euroworld California Inc 1977; to N9857A
22		07	51-7747	ex French AF; to Morrocan AF 1965
23	CNA-EB	08	51-7844	ex French AF; to Morrocan AF Aug65; bt by Euroworld California Inc 29Sep77; to Honduran AF as HR-227A, 228
24		06	52-1206	ex French AF; to Morrocan AF 1965
25	CNA-EC	23	52-1226	ex French AF; to Morrocan AF Aug65; last IRAN 14Dec75 TT 4,709hrs; bt by Euroworld California Inc 29Sep77; 'canx' by Morrocan AF 23Dec77; to Honduran AF as HR-228A

The unidentified call-signs are likely to be CNA-ED, -EF, -EI, -EM, -EO, -EQ, -ES, -EU & -EX. These are not worn on the airframe, at least not externally.

NICARAGUAN AIR FORCE T-28A & FENNEC

	Nicaraguan serial	US serial / ex	Type	Notes
	Fuerza Aérea de Nicaragua (Somoza)			
1	413		T-28A	noted Sep66 (photo); reported w/o
2	213	‘222’	T-28A	BoS from Fernandez M. Armando (FAN) to Military Aircraft Restoration Corp (Long Beach, CA) 14Mar77; Aircraft Registration Application for N99414 21Mar77; still with MARC (Anaheim, CA) 1992; no CofA issued; Expired 30Jun11; canx 28Oct13
3	214		T-28A	wfu 1975; reported to USA
4	215	‘122’	T-28A	BoS from Fernandez M. Armando (FAN) to Military Aircraft Restoration Corp (Long Beach, CA) 14Mar77; Aircraft Registration Application for N99412 21Mar77; still with MARC (Anaheim, CA) 1992; no CofA issued; Expired 30Jun11; canx 30Jly13
5	216		T-28A	wfu 1975; reported active 1976; reported to USA
6	217	49-1540 ‘296’	T-28A	bought by FAN 15Nov63 through Maco Sales Financial Corp; N3708G canx to Nicaragua 12Dec63; reported active 1976; BoS from Fernandez M. Armando (FAN) to Military Aircraft Restoration Corp (Long Beach, CA) 14Mar77; to N99395 Mar77
7	218	49-1645 ‘161’	T-28A	bought by FAN 15Nov63 through Maco Sales Financial Corp; N2851G canx to Nicaragua 15Nov63; reported active 1976; BoS from Fernandez M. Armando (FAN) to Military Aircraft Restoration Corp (Long Beach, CA) 14Mar77; to N99394 Mar77
8	219	‘389’	T-28A	BoS from Fernandez M. Armando (FAN) to Military Aircraft Restoration Corp (Long Beach, CA) 14Mar77; Aircraft Registration Application for N99393 21Mar77; still with MARC (Anaheim, CA) 1992; no CofA issued; Expired 30Jun11; canx 31May13 <i>Note: reported as ex 51-7536, but probably in error</i>
The five below were also bought by FAN through Maco Sales Financial Corp and were presumably given serials in the 21x series above				
		49-1492	T-28A	N7492C canx to Nicaragua 22Aug63
		49-1642	T-28A	N9854C canx to Nicaragua 22Aug63
		49-1705	T-28A	N7495C canx to Nicaragua 22Aug63
		49-1606	T-28A	N3221G canx to Nicaragua 14Oct63
		50-0318	T-28A	N7449C canx to Nicaragua 28Jly64
	Fuerza Aérea Sandinista			
10	162	51-3505	Fennec	ex N9873A; dd c1980 via Euroworld California; to C-FNAF (<i>tie-up to FAS serial unconfirmed</i>)
11	163	51-3590	Fennec	ex N9863A; dd c1980 via Euroworld California; to YN-BNQ; to C-FXRD Jly88
12	164	51-3690	Fennec	ex N54612; dd c1980 via Euroworld California; to YN-BNM; to C-GMWN Sep89 (<i>tie-up to FAS serial unconfirmed</i>)
13	165	51-3554	Fennec	ex N54613; dd c1980 via Euroworld California; to YN-BHC, C-FSAN, N203CB

The ‘serials’, eg ‘serial 222’, are quoted on Nicaraguan documents but their meaning is unknown.

PERUVIAN NAVY T-28A

T-28A 49-1653 (ex N5250V, OB-ACT-566) was cancelled Jly66 as sold to the Peruvian Navy.

PHILIPPINE AIR FORCE

- MAP allocations:-

NARA says (99):-				
RCN	No.	Type	FY	Source
SE41	22	T-28A	1958	PR USAF
YA07	2	T-28A	1966	PR USAF
AZ51	16	T-28D	1976	REDIS USAF
AZ49	15	T-28B	1976	REDIS USAF
TE02	8	T-28B	1976	REDIS USAF
TE04	3	T-28D	1976	REDIS USAF
AX05	4	T-28D	1976	REDIS USAF
AX05	16	T-28D	1976	REDIS USAF
TE01	10	T-28D	1976	REDIS USAF
TE00	3	T-28C	1976	REDIS USAF

- Numbers of T-28 MAP deliveries & active / inactive 1958-1971 from USAF records:-

Q ending		deliveries	active / inactive	Q ending		deliveries	active / inactive
30Sep58	Q1 FY59				Q3 FY65		14/0
	Q2 FY59	22	0/22		Q4 FY65		13/1
	Q3 FY59		22/0	30Sep65	Q1 FY66		12/0
	Q4 FY59		22/0		Q2 FY66		11/1
30Sep59	Q1 FY60		22/0		Q3 FY66		12/0
	Q2 FY60		22/0		Q4 FY66		12/0
	Q3 FY60		22/0	30Sep66	Q1 FY67		12/0
	Q4 FY60		22/0		Q2 FY67		9/3
30Sep60	Q1 FY61		22/0		Q3 FY67		9/3
	Q2 FY61		22/0		Q4 FY67		11/3
	Q3 FY61		20/0	30Sep67	Q1 FY68		11/3
	Q4 FY61		20/0		Q2 FY68		11/3
30Sep61	Q1 FY62		20/0		Q3 FY68		10/3
	Q2 FY62		18/0		Q4 FY68		8/5
	Q3 FY62		18/0	30Sep68	Q1 FY69		8/5
	Q4 FY62		17/0		Q2 FY69		8/5
30Sep62	Q1 FY63		15/0		Q3 FY69		8/5
	Q2 FY63		15/0		Q4 FY69		13/0
	Q3 FY63		15/0	30Sep69	Q1 FY70		13/0
	Q4 FY63		15/0		Q2 FY70		11/2
30Sep63	Q1 FY64		15/0		Q3 FY70		12/1
	Q2 FY64		15/0		Q4 FY70		12/0
	Q3 FY64		15/0	30Sep70	Q1 FY71		11/0
	Q4 FY64		15/0		Q2 FY71		11/0
30Sep64	Q1 FY65		14/0		Q3 FY71		6/4
	Q2 FY65		14/0		Q4 FY71		3/7

- 14Jun74. Dept of State telegram. Redistribution of RLAF T-28D aircraft.
 - I informed President Marcos June 14 of announcement to be made June 17 concerningSECDEF action in releasing sixteen T-28D aircraft to Philippine Military Assistance Program.
 - JUSMAG will assume action responsibility with Philippine Air Force and DEPCHJUSMAG Udorn for T-28 movement and training problems.
- 20Jan76. PAF formally accepted an additional 25 T-28's; former RLAF aircraft, in Thailand.

- 04Aug76. Dept of State telegram. *T-28 AIRCRAFT*:-
A. Background: the GOP has received as excess MAP property 60 T-28 aircraft which became available from Laos and Cambodia. The PAF has assembled 17 and placed them in operation, and a MAP funded contract has been awarded to Philippine Air Lines (PAL) to rehabilitate 20 more. The contract is for one year and will cost \$750,000.00.

B. Current status: contract was awarded to PAL on July 26 (1976); work will begin in August and should be completed by August 1977. After completion, the PAF will have 51 operational T-28D aircraft.
- From Jan Forsgren:- *At least four Philippine AF T-28's made a cameo appearance in the 1988 movie 'Return from the River Kwai' masquerading as Japanese Zeros. They were painted in an overall dark olive green colour scheme, with Hinomarus in six positions. They carried the codes 01-06, 09-01, 08 and 03-09 painted in white on the fin. In the movie, 03-09 was stolen by a USAAF pilot, and subsequently ditched. For the ditching sequence, only the cockpit section was visible, so presumably from a non-airworthy T-28.*
- Philippine Air Force summary.

	US Serial	Type	USAF / USN soc	Notes
	1958 MAP deliveries, ex USAF (22) – assumed to be “SE41 22 T-28A 1958 PR USAF”			
1	51-7501*	T-28A	15Nov58 (San Francisco, CA)	
2	51-7516	T-28A	15Nov58 (San Francisco, CA)	
3	51-7519*	T-28A	15Nov58 (San Francisco, CA)	
4	51-7526*	T-28A	15Nov58 (San Francisco, CA)	
5	51-7529	T-28A	15Nov58 (San Francisco, CA)	
6	51-7534*	T-28A	15Nov58 (San Francisco, CA)	
7	51-7549	T-28A	15Nov58 (San Francisco, CA)	Assumed based on soc date
8	51-7571*	T-28A	15Nov58 (San Francisco, CA)	
9	51-7581*	T-28A	15Nov58 (San Francisco, CA)	
10	51-7670*	T-28A	15Nov58 (San Francisco, CA)	
11	51-7703*	T-28A	15Nov58 (San Francisco, CA)	
12	51-7704*	T-28A	15Nov58 (San Francisco, CA)	
13	51-7707	T-28A	15Nov58 (San Francisco, CA)	
14	51-7709*	T-28A	15Nov58 (San Francisco, CA)	
15	51-7712*	T-28A	15Nov58 (San Francisco, CA)	
16	51-7760	T-28A	15Nov58 (San Francisco, CA)	
17	51-7780*	T-28A	15Nov58 (San Francisco, CA)	
18	51-7797*	T-28A	15Nov58 (San Francisco, CA)	
19	51-7824	T-28A	15Nov58 (San Francisco, CA)	
20	51-7832*	T-28A	15Nov58 (San Francisco, CA)	
21	51-7848*	T-28A	15Nov58 (San Francisco, CA)	
22	51-7850	T-28A	15Nov58 (San Francisco, CA)	
	1959/60 ? deliveries			
23	51-7615	T-28A	11Dec59 (2704 ASDG)	
24	51-7619	T-28A	30Nov59 (2704 ASDG)	
25	51-7624	T-28A	25Nov59 (2704 ASDG)	
	1967 MAP deliveries, ex USAF (2) – assumed to be “YA07 2 T-28A 1976 PR USAF”			
26	50-0206	T-28A	16May67 (McClellan, CA)	Probably that listed as “51-7206”*
27	50-0282*	T-28A	16May67 (McClellan, CA)	
	1973 ? deliveries			

28	51-7547*	AT-28D-5 (#027)	17Aug73 (Pensacola, FL)	
29	51-7593	AT-28D-5 (#029)	10Sep73 (Pensacola, FL)	
30	51-7874*	AT-28D-5 (#020)	10Sep73 (Pensacola, FL)	
31	52-1203*	AT-28D-5 (#022)	10Sep73 (Pensacola, FL)	
	1974 deliveries, ex RLaoAF (16) – assumed to be “AZ51 16 T-28D 1975 REDIS USAF”; see Dept of State telegram 14Jun74			
32	49-1561	T-28D-5 (#208)		ex RLaoAF; probably those listed as “51-1561”* & “Bu138561”*
33	49-1677*	T-28D-5 (#312)		ex RLaoAF
34	49-1699	T-28D-5 (#271)		ex RLaoAF
35	49-1704*	T-28D-5 (#269)		ex RLaoAF
36	50-0310*	T-28D-5 (#161)		ex RLaoAF
37	51-7611*	T-28D (#17)		ex RLaoAF
38	52-1225*	T-28D (#8)		ex RLaoAF
39	52-3498*	T-28D (#11)		ex RLaoAF
40	Bu137679 ?	T-28B	15Nov72 (Pensacola, FL)	In continuous service with USN until soc
41	Bu137701*	T-28D-10 (#440)		ex RLaoAF
42	Bu137785*	T-28D-10 (#405)		ex RLaoAF
43	Bu138352*	T-28B		ex RLaoAF
44	Bu140044*	T-28B		ex RLaoAF
45	Bu140456*	T-28C		ex RLaoAF
46	Bu140457*	T-28C		ex RLaoAF
47	Bu140533*	T-28C		ex RLaoAF
	Other 1974 ? deliveries, ex RLaoAF			
48	49-1506*	T-28D-5 (#315)		ex RLaoAF
49	49-1648*	T-28D-5 (#250)		ex RLaoAF
50	49-1702*	T-28D-5 (#270)		ex RLaoAF
51	49-1717	T-28D-5 (#268)		ex RLaoAF
52	50-0250	T-28D-5 (#176)		ex RLaoAF
53	50-0276*	T-28D-5 (#229)		ex RLaoAF
54	51-3463*	T-28D (#108)		ex RLaoAF
55	51-3632*	T-28D (#126)		ex RLaoAF
56	51-3722	T-28D (#125)		ex RLaoAF
57	51-7753*	T-28D (#36)		ex RLaoAF
58	51-7773*	T-28D (#43)		ex RLaoAF
59	51-7801*	T-28D-5 (#255)		ex RLaoAF
60	52-1208*	T-28D (#4)		ex RLaoAF
61	Bu138135*	T-28B		ex RLaoAF
62	Bu138181*	T-28B		ex RLaoAF
63	Bu138192*	T-28B		ex RLaoAF
64	Bu138325*	T-28B		ex RLaoAF
65	Bu138351*	T-28B		ex RLaoAF
66	Bu153646	T-28D-10 (#446)		ex RLaoAF
67	Bu153655*	T-28D-10 (#444)		ex RLaoAF
68	Bu153659*	T-28D-10 (#441)		ex RLaoAF
	1976 deliveries, ex KhmerAF (59) & RLaoAF (1) ?			
69	49-1554*	T-28D-5 (#283)		ex Khmer AF

70	49-1741*	T-28D-5 (#192)		ex Khmer AF
71	50-0279*	T-28D-5 (#173)		ex Khmer AF
72	51-3502*	AT-28D-5 (#030)		ex Khmer AF
73	51-3512	AT-28D-5 (#034)		ex Khmer AF
74	51-3526	AT-28D-5 (#035)		ex Khmer AF
75	51-3542	AT-28D-5 (#031)		ex Khmer AF
76	51-3583*	AT-28D-5 (#036)		ex Khmer AF
77	51-3618	AT-28D-5 (#037)		ex Khmer AF
78	51-3629	AT-28D-5 (#032)		ex Khmer AF
79	51-3658*	T-28D (#106)		ex Khmer AF
80	51-3659	AT-28D-5 (#040)		ex Khmer AF
81	51-3673	AT-28D-5 (#038)		ex Khmer AF
82	51-3695*	AT-28D-5 (#041)		ex Khmer AF
83	51-3706	T-28D (#71)		ex Khmer AF
84	51-3714	T-28D (#103)		ex Khmer AF
85	51-3762	AT-28D-5 (#033)		ex Khmer AF
86	51-3771*	T-28D (#93)		ex Khmer AF
87	51-3782*	AT-28D-5 (#019)		ex Khmer AF
88	51-7492	AT-28D-5 (#015)		ex Khmer AF
89	51-7512	AT-28D-5 (#042)		ex Khmer AF
90	51-7531*	AT-28D-5 (#043)		ex Khmer AF
91	51-7537	AT-28D-5 (#025)		ex Khmer AF
92	51-7551*	AT-28D-5 (#044)		ex Khmer AF
93	51-7554	AT-28D-5 (#012)		ex Khmer AF
94	51-7556*	AT-28D-5 (#002)		ex Khmer AF
95	51-7560*	AT-28D-5 (#011)		ex Khmer AF
96	51-7568*	AT-28D-5 (#026)		ex Khmer AF
97	51-7569	AT-28D-5 (#045)		ex Khmer AF
98	51-7577	AT-28D-5 (#001)		ex Khmer AF
99	51-7586*	AT-28D-5 (#018)		ex Khmer AF
100	51-7873	AT-28D-5 (#047)		ex Khmer AF
101	51-7878	AT-28D-5 (#048)		ex Khmer AF
102	51-7882	AT-28D-5 (#049)		ex Khmer AF
103	51-7891*	AT-28D-5 (#050)		ex Khmer AF
104	Bu137664	T-28B		ex Khmer AF; probably that listed as “51-7664”*
105	Bu137698*	T-28B		ex Khmer AF
106	Bu137700	T-28B		ex Khmer AF
107	Bu137716*	T-28B		ex Khmer AF
108	Bu137734*	T-28B		ex Khmer AF
109	Bu137741*	T-28B		ex Khmer AF
110	Bu137754	T-28B		ex Khmer AF
111	Bu137795*	T-28B		ex Khmer AF
112	Bu138110*	T-28B		ex Khmer AF
113	Bu138116*	T-28D-10		ex Khmer AF
114	Bu138183*	T-28D-10 (#434)		ex Khmer AF
115	Bu138241*	T-28B		ex Khmer AF

116	Bu138274	T-28B		ex Khmer AF
117	Bu138287*	T-28B		ex Khmer AF
118	Bu138317*	T-28B		ex Khmer AF
119	Bu138366*	T-28B		ex Khmer AF
120	Bu140005*	T-28B		ex Khmer AF
121	Bu153644*	T-28D-10		ex Khmer AF
122	Bu153645*	T-28D-10		ex Khmer AF
123	Bu153647	T-28D-10		ex Khmer AF
124	Bu153649*	T-28D-10		ex Khmer AF
125	Bu153651*	T-28D-10		ex Khmer AF; probably that listed as "51-3651"*
126	Bu153654*	T-28D-10		ex RLaoAF
127	Bu153656	T-28D-10		ex Khmer AF
128	Bu153657	T-28D-10		ex Khmer AF
Unknown deliveries & problems				
129	50-0247	T-28D-5 (#177)	10Feb66 (McClellan, CA)	<i>ex RLaoAF(?)</i>
130	50-0269	T-28D-5 (#174)	10Feb66 (McClellan, CA)	w/o with RThaiAF 13Aug70
131	50-0280	T-28D-5 (#172)	10Feb66 (McClellan, CA)	<i>ex RLaoAF(?)</i>
132	50-0307	T-28D-5 (#164)	03Feb66 (McClellan, CA)	ex RLaoAF
133	50-0309	T-28D-5 (#162)	03Feb66 (McClellan, CA)	ex RLaoAF
134	"50-3694"*	T-28A		<i>Not 51-3694 (w/o at Webb AFB, TX); possibly 51-7549?</i>
135	51-3471	T-28D-5 (#127)	25May65 (McClellan, CA)	ex RThaiAF
136	51-7883*		w/o 13Jun61	<i>w/o at Moody AFB, GA; possibly Bu138183*</i>
137	Bu137676*		13May80	<i>Unlikely; possibly 51-7676 (but see RoKAF)</i>
138	Bu153643	T-28D-10	15Mar72 (Pensacola, FL)	ex RLaoAF
139	Bu153648	T-28D-10 (#450)	15Mar72 (Pensacola, FL)	ex RLaoAF
140	Bu153650	T-28D-10	15Mar72 (Pensacola, FL)	ex RLaoAF
141	Bu153658	T-28D-10	22Feb72 (Pensacola, FL)	ex RLaoAF

* = on the c1986 PAF MAP list

SAUDI AIR FORCE T-28A

- MAP (Project 8T148) allocations:-

NARA says (8):-				
<u>RCN</u>	<u>No.</u>	<u>Type</u>	<u>FY</u>	<u>Source</u>
SA95	8	T-28A	FY63	AF

	Saudi serial	US serial	MAP issue	Notes
1		49-1610	28Sep57	
2		49-1629	28Sep57	
3		49-1681	28Sep57	noted in open storage at Jeddah (old airport) 11Feb85
4		49-1690	28Sep57	noted in open storage at Jeddah 1981
5		49-1712	28Sep57	noted in open storage at Jeddah (old airport) 11Feb85
6	713	49-1713	28Sep57	preserved RSAF Museum
7	7723	51-7723	15Oct61	noted derelict at King Abdulaziz University, Jeddah 07Jly85
8		49-1658	14Apr63	

TAIWAN AIR FORCE

- MAP allocations:-

NARA says (26):-				
RCN	No.	Type	FY	Source
SJ48	26	T-28A	1963	XS USAF

19 of these 26 are believed to be:-

- 51-7612, 51-7714, 51-7727, 51-7731, 51-7738, 51-7755, 51-7759, 51-7767, 51-7769 & 51-7775 (10, all soc 11Mar60 2704 ASDG)
- 51-7682 & 51-7717 (2, both soc 10May60 McClellan, FL)
- 51-7685 (soc 26May60 McClellan, FL)
- 51-7733, 51-7745 & 51-7757 (3, all soc 30Aug60 Kisarazu)
- 51-7605, 51-7734 & 51-7764 (3, all soc 26Oct60 Kisarazu)

- Numbers of T-28 MAP deliveries & active / inactive 1960-1971 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>
30Sep60	Q4 FY60	20	4/0	30Sep66	Q3 FY66		20/0
	Q1 FY61	4	23/0		Q4 FY66		20/0
	Q2 FY61	2	24/0		Q1 FY67		20/0
	Q3 FY61		24/0		Q2 FY67		20/0
30Sep61	Q4 FY61		23/0	30Sep67	Q3 FY67		20/0
	Q1 FY62		23/0		Q4 FY67		20/0
	Q2 FY62		23/0		Q1 FY68		20/0
	Q3 FY62		22/0		Q2 FY68		20/0
30Sep62	Q4 FY62		22/0	30Sep68	Q3 FY68		20/0
	Q1 FY63		22/0		Q4 FY68		20/0
	Q2 FY63		21/0		Q1 FY69		19/0
	Q3 FY63		21/0		Q2 FY69		19/0
30Sep63	Q4 FY63		21/0	30Sep69	Q3 FY69		19/0
	Q1 FY64		21/0		Q4 FY69		19/0
	Q2 FY64		21/0		Q1 FY70		19/0
	Q3 FY64		21/0		Q2 FY70		19/0
30Sep64	Q4 FY64		21/0	30Sep70	Q3 FY70		19/0
	Q1 FY65		21/0		Q4 FY70		19/0
	Q2 FY65		21/0		Q1 FY71		19/0
	Q3 FY65		20/0		Q2 FY71		19/0
30Sep65	Q4 FY65		20/0		Q3 FY71		18/0
	Q1 FY66		20/0		Q4 FY71		16/0
	Q2 FY66		20/0				

Known are:-

2801	w/o 31Mar61	2813	
2802	w/o 26Sep62	2814	
2803	w/o 28Oct60	2815	51-7685
2804		2816	
2805	51-7612	2817	
2806	51-7682	2818	w/o 08Apr71
2807	w/o 08Apr71	2819	51-7738
2808		2820	w/o 28Oct60
2809	51-7731	2821	
2810		2822	
2811		2823	51-7767
2812		2824	51-7605

2825	51-7734	2832	51-3566 (Fennec)
2826	51-7784(?)	2833	51-3664 (Fennec)
2827		2834	
2828		2835	
2829		2836	
2830		2837	
2831	51-3495 (Fennec)	2838	

- 10 Fennecs (listed as T-28B by FAA) bought on the civil market from Winter, Woolf & Co under Export License CO-218 60091 Mar70, all cancelled by FAA 07Apr70

51-3495	ex N14100	51-7530	ex N14111
51-3566	ex N14102	51-7664	ex N14115
51-3664	ex N14107	51-7673	ex N14116
51-3682	ex N14123	51-7761	ex N14117
51-3775	ex N14109	51-7781	ex N14118

- In addition 52 (serials 0701 to 0752) new-build AIDC T-CH-1 turboprop trainer developments of the T-28A were operated. Several of these were converted to A-CH-1 (attack) and R-CH-1 (reconnaissance) variants.

THAI AIR FORCE

- MAP allocations:-

NARA says (100):-				
RCN	No.	Type	FY	Source
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
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 first 3 (of 6) T-28's ex-RThaiAF were handed over to the RLaoAF 25Jly63, the remaining 3 being handed over 29Aug63;
- On 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;
- 2 T-28 transferred from RThaiAF to RLaoAF FY66;
- Designation changed from B.F13 to B.JF13 on 17Dec68;
- As of Sep71, Wing II 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 Koke Kratiem; 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
- As of Sep71, RThaiAF had 41 T-28's on charge, but of these 17 were on loan to Laos (10) and Cambodia (7);
- 10 T-28 transferred from RLaoAF to RThaiAF FY72;
- RThaiAF returned 9 T-28s to US in exchange for A-37B 10Jly72;
- On 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;
- Type withdrawn 1988
- Below is a list of RThaiAF serials vs. USAF / USN serials.
See also the T-28 section at my [Royal Thai Air Force](#) link for more detail.

JF13-01/05	51-7599	JF13-13/05	52-1213	JF13-25/05	51-7678
JF13-02/05	51-7607	JF13-14/05	52-1225	JF13-26/05	51-7715
JF13-03/05	51-7610	JF13-15/05	52-1233	JF13-27/05	51-7724
JF13-04/05	51-7611	JF13-16/05	52-1239	JF13-28/05	51-7735
JF13-05/05	51-7617	JF13-17/05	52-3498	JF13-29/05	51-7739
JF13-06/05	51-7626	JF13-18/05	51-7591	JF13-30/05	51-7741
JF13-07/05	51-7650	JF13-19/05	51-7592	JF13-31/05	51-7746
JF13-08/05	52-1186	JF13-20/05	51-7595	JF13-32/05	51-7753
JF13-09/05	52-1187	JF13-21/05	51-7621	JF13-33/05	51-7758
JF13-10/05	52-1192	JF13-22/05	51-7662	JF13-34/05	51-7763
JF13-11/05	52-1208	JF13-23/05	51-7667	JF13-35/05	51-7770
JF13-12/05	52-1211	JF13-24/05	51-7677	JF13-36/05	51-7773

JF13-37/05	51-7774	JF13-65/09	50-0280	JF13-93/13	51-3481
JF13-38/05	51-7777	JF13-66/09	50-0287	JF13-94/13	51-3486
JF13-39/05	51-7779	JF13-67/09	51-3771	JF13-95/13	51-3514
JF13-40/05	51-7806	JF13-68/09	51-3791	JF13-96/13	51-3534
JF13-41/07	51-3656	JF13-69/09	49-1743	JF13-97/13	51-3578
JF13-42/07	51-3658	JF13-70/09	49-1744	JF13-98/13	51-3740
JF13-43/07	51-3669	JF13-71/09	49-1749	JF13-99/14	Bu138152
JF13-44/07	51-3698	JF13-72/09	49-1751	JF13-100/14	Bu138170
JF13-45/07	51-3714	JF13-73/09	49-1639	JF13-101/14	Bu138180
JF13-46/07	51-3724	JF13-74/09	49-1725	JF13-102/14	Bu138225
JF13-47/07	51-3732 (1 st use)	JF13-75/09	49-1730	JF13-103/14	Bu138229
JF13-48/07	51-3744	JF13-76/09	49-1732	JF13-104/14	Bu138288
JF13-49/		JF13-77/09	49-1735	JF13-105/14	Bu138302
JF13-50/		JF13-78/09	49-1741	JF13-106/14	Bu137661
JF13-51/		JF13-79/11	49-1687	JF13-107/14	Bu137708
JF13-52/		JF13-80/11	49-1688	JF13-108/14	Bu137742
JF13-53/08	51-3474 ?	JF13-81/11	49-1702	JF13-109/15	Bu137671
JF13-54/08	51-3475 ?	JF13-82/11	49-1564	JF13-110/15	Bu137680
JF13-55/08	51-3527 ?	JF13-83/11	49-1578	JF13-111/15	Bu137685
JF13-56/08	51-3548	JF13-84/11	49-1584	JF13-112/15	Bu137802
JF13-57/08	51-3700 ?	JF13-85/11	49-1601	JF13-113/15	Bu138157
JF13-58/09	51-3706	JF13-86/11	49-1493	JF13-114/15	Bu138173
JF13-59/09	50-0200	JF13-87/11	49-1539	JF13-115/15	Bu138284
JF13-60/09	50-0205	JF13-88/11	49-1554	JF13-116/18	51-3480
JF13-61/09	50-0250	JF13-89/13	49-1532	JF13-117/18	51-3605
JF13-62/09	50-0251	JF13-90/13	49-1538	JF13-118/18	51-3732 (2 nd use)
JF13-63/09	50-0269	JF13-91/13	49-1756	JF13-119/18	Bu153652
JF13-64/09	50-0279	JF13-92/13	51-3477	JF13-120/18	Bu137711

URUGUAYAN NAVY FENNEC

	Uruguayan serial	US serial	Notes
1	401	51-3594	ex Argentine Navy 0554; dd Oct79; to N90535 2000, C-GHRV
2	402	51-3598	ex Argentine Navy 0555; dd Oct79; scrapped
3	403	51-3603	ex Argentine Navy 0556; dd Oct79; spares
4	404	51-3625	ex Argentine Navy 0557; dd Oct79
5	405	51-3634	ex Argentine Navy 0558; dd Oct79; scrapped
6	406	51-7655	ex Argentine Navy 0575; dd Oct79; to N141BS
7	407	51-7732	ex Argentine Navy 0621; dd Oct79; w/o 07Dec87
8	408	51-7742	ex Argentine Navy 0577; dd Oct79; scrapped
9	409	51-7812	ex Argentine Navy 0581; dd Oct79; to N90534 2000, C-GBKT, N379DM

US ARMY

The following T-28's have been operated by the US Army, usually as test support aircraft:-

	US serial	Type	First Report	Last Report	
1	51-3612	T-28A	15Jan62*	15May72	* or before; soc by USAF 31Mar61
2	51-3705	T-28A	15Jan62*	15Jun72	* or before; soc by USAF 31Mar61
3	137655	T-28B	14Jly89	27Sep91	not listed in US Army monthly reports; paper transfer whilst stored at MASDC
4	137668	T-28B	15Mar83	15Mar86	
5	137702	T-28B	15Jly69	15Jun86	
6	137712	T-28B	14Jly89	27Sep91	not listed in US Army monthly reports; paper transfer whilst stored at MASDC
7	137747	T-28B	15Sep78	15Dec90	
8	137749	T-28B	15Mar84	15Mar86	
9	137798	T-28B	15Jun76	15Dec76	
10	138141	T-28B	15Mar83	15Oct83	
11	138210	T-28B	15Jun76	15Mar86	
12	138285	T-28B	15Apr83	15Aug83	
13	138301	T-28B	14Jly89	27Sep91	not listed in US Army monthly reports; paper transfer whilst stored at MASDC
14	138327	T-28B	15Oct63	15Apr87	
15	138336	T-28B	15Mar64	15Nov67	
16	138350	T-28B	15Jly69	15Nov80	
17	140005	T-28B	15Mar64	15Nov67	
18	140018	T-28B	15Jun76	15Mar86	
19	140043	T-28B	14Jly89	27Sep91	not listed in US Army monthly reports; paper transfer whilst stored at MASDC
20	140048	T-28B	15Oct81	15Mar87	

Note: dates are based on US Army monthly inventory reports, completed on the 15th of each month.

Several T-28's fly in US Army marks, although never having served with the Army. Examples are 138122 & 138289.

VIETNAM (NORTH) NOTES

- In 1963, an RLAF T-28 piloted by Lieutenant Chert Saibory, a Thai national, defected to North Vietnam. Saibory was immediately imprisoned and his aircraft was impounded. Within six months the T-28 was refurbished and commissioned into the North Vietnamese Air Force with the serial '963' (= Sep63).
- A CIA photo of Hanoi / Gia Lam in Sep67 showed a T-28 with damaged starboard wing and replacement cowling.

VIETNAM (SOUTH) NOTES

- MAP allocations:-

NARA says (61):-				
RCN	No.	Type	FY	Source
ZC24	38	T-28A	1963	XS USAF
LG66	6	T-28D	1963	XS USAF
SF63	15	T-28A	1963	PR USAF
MK44	1	T-28A	1965	XS USAF
EU44	1	T-28A	1966	XS USAF

- Numbers of T-28 MAP deliveries & active / inactive 1962-1965 from USAF records:-

Q ending		deliveries		active / inactive	
		T-28	RT-28	T-28	RT-28
30Sep62	Q3 FY62	30		44/0	
	Q4 FY62	15		41/0	
	Q1 FY63			41/0	
	Q2 FY63			41/0	
	Q3 FY63			39/0	
	Q4 FY63			37/0	
30Sep63	Q1 FY64	6		37/0	0/6
	Q2 FY64	7		30/0	4/6
	Q3 FY64	1		29/0	18/0
	Q4 FY64			28/0	18/0
30Sep64	Q1 FY65			22/0	17/0
	Q2 FY65			4/0	5/0
	Q3 FY65	1		4/0	4/0
	Q4 FY65			1/0	

- “The US Navy has provided 15 T-28C's on loan basis to Vietnam. They will be shipped from the West Coast aboard the USNS Core on 20/22 November. ETA Saigon 10 Dec 1961. These aircraft will be replaced at a later time by 30 Navy combat configured T-28B aircraft with armor plate and self sealing tanks”.*

“On 11 December 1961, 15 T-28C's, provided by the US Navy in lieu of scheduled T-28B's, had arrived at Tan Son Nhut Air Base, Saigon. They were assembled by a joint USN/USAF mobile training team (MTT). The aircraft were assembled and in place at Nha Trang, RVN, by 21 December”.

These 15 are believed to be T-28C's Bu140449, Bu140456, Bu140457, Bu140482, Bu140483, Bu140486, Bu140495, Bu140513, Bu140533, Bu140556, Bu140568, Bu140579, Bu140580, Bu146243 & Bu146244, believed delivered to Saigon on USNS Core Dec61, and coded 'A' to 'O' respectively by SVNAF. They are likely to be the “15 T-28A 1962 PR USAF” MAP aircraft. The 8 survivors were passed to the RLaoAF.

The 30 replacements are believed to be T-28B's Bu137644, Bu137732, Bu137751, Bu137767, Bu137770, Bu138113, Bu138115, Bu138137, Bu138139, Bu138143, Bu138346, Bu138151, Bu138162, Bu138234, Bu138256, Bu138276, Bu138316, Bu138338, Bu138344, Bu138346, Bu138351, Bu138352, Bu138361, Bu140038, Bu140039, Bu140040, Bu140042, Bu140044, Bu140037 & Bu140051, believed delivered to Saigon on USNS Breton Feb62.

A batch of 6 T-28D's were supplied to SVNAF in 1963; 51-3706, 51-3712, 51-3758, 51-3791, 51-3792 and 51-3796, all soc by USAF to MAP Aug63. All except 51-3712 (which was w/o with SVNAF) went to RLaoAF in 1964.

A further batch of 7 T-28D's were supplied to SVNAF in 1963; 51-3735, 51-3764, 51-3767, 51-3768, 51-3771, 51-3772 and 51-3777, all soc by USAF to MAP Dec63. All went to RLaoAF in 1964.

T-28D 51-3770 may have been issued to SVNAF before going to RLaoAF in 1964, as may 51-3463.

The above would account for 60 of the 61 listed by NARA.

The batch of 25 T-28A's Bu150692 to Bu150716 are reported to have been for SVNAF. All were soc from Litchfield Park to a non-Navy recipient; Bu150692 to Bu150695 soc 19Sep62, Bu150696 soc 12Sep62 & Bu150697 to Bu150717 soc 18Jly62. Being T-28A's, these are assumed to be ex USAF (three are probably 51-7560, 51-7565 & 52-1242). In fact they seem to have gone back to USAF in 1962, and not to have any connection with Vietnam.

- 16 T-28B's 137786, 137792, 137806, 137807, 137810, 138108, 138112, 138127, 138145, 138147, 138156, 138159, 138160, 138165, 138211 & 138298 were transferred to USAF, to become 53-8361 to 53-8376 for use from 1961 in the *Farm Gate* project in Vietnam. *Farm Gate* officially became operational as 4400th CCTS at Bien Hoa, Vietnam on 16Nov61, was re-designated 4400th CCTG from Mar62, then reformed as Detachment 2A of 1st Air Commando Group in Apr62. All the T-28's wore SVNAF markings, but were not on SVNAF inventory.

53-8361	137786	toc by USAF 21Jly61	w/o 09Apr64	
53-8362	137792	toc by USAF 21Jly61	w/o 24Mar64	
53-8363	137806	toc by USAF 21Jly61	MAP 22Mar65, to RLaoAF	
53-8364	137807	toc by USAF 28Aug61	MAP 22Mar65, to RLaoAF	
53-8365	137810	toc by USAF 21Jly61	w/o 16Oct62; RECLAIM 03Apr63	(Eglin, FL)
53-8366	138108	toc by USAF 21Jly61	MAP 22Mar65 to RLaoAF	
53-8367	138112	toc by USAF 21Jly61	w/o 10Sep63	
53-8368	138127	toc by USAF 10Oct61	w/o 01May64	
53-8369	138145	toc by USAF 21Jly61	w/o 18Feb64	
53-8370	138147	toc by USAF 21Jly61	w/o 05May63; RECLAIM 01Mar63	(Bien Hoa)
53-8371	138156	toc by USAF 21Jly61	MAP 22Mar65, to RLaoAF	
53-8372	138159	toc by USAF 21Jly61	w/o 14Jan64	
53-8373	138160	toc by USAF 21Jly61	w/o 08Oct63	
53-8374	138165	toc by USAF 21Jly61	w/o 21Jan64	
53-8375	138211	toc by USAF 21Jly61	w/o 27Jun63	
53-8376	138298	toc by USAF 21Jly61	w/o 28Aug62; RECLAIM 03Apr63	(Eglin, FL)

Other T-28's may also have been used by *Farm Gate*. T-28D 51-7855 (w/o with USAF 19Feb64; shot down in Phuong Dinh province) has been noted in SVNAF markings, for example.

The T-28 was withdrawn from the project in 1964.

REFERENCES