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C-123K Fleet - tail numbers, partial histories; incomplete but comprehensive



"Patches"

54-552/553 Fairchild C-123B-1-FA Provider
 c/n 20001/20002
 552 to Royal Thai Air Force as 40552/552. Preserved at Dong Muang AB in Bangkok
 553 to Royal Thai Air Force as 40553/553. Preserved at Dong Muang AB in Bangkok. Preserved with Foundation For the Preservation and Demonstration of Thai Aircraft, Chang Mai as 553 by 1996.

54-554 Fairchild C-123B-FA Provider
 c/n 20003. Sent to Stroukoff Aviation Corp in New Jersey and became YC-123E-SA 55-4031. Some databases list this as being cancelled.

54-555/558 Fairchild C-123B-2-FA Provider
 c/n 20004/20007
 555 to Royal Thai Air Force as 40555/555. Preserved at Royal Thai Air Force Museum at Bangkok
 556 converted to YC-134A with Boundary Layer Control and Pantobase landing gear. YC-134 (52-1627) and YC-134A (54-556) were two different aircraft with two different serials.
 557 was static test airframe only.
 558 to Royal Thai Air Force as 40558/558.

54-559/566 Fairchild C-123B-3-FA Provider
 c/n 20008/20015
 559 to Vietnam Air Force
 560 (c/n 20009) sold to USCG as 4560?. To MASDC as CP0035 9/19/1973. To Royal Thai AF as 40560 Nose had been in Planet Hollywood restaurant in Paris, but restaurant now closed.
 561 to Royal Thai Air Force as 40561. Seen WFU at Pusan, South Korea in 1996.
 562 to Royal Thai Air Force as 40562
 563 (c/n 20012) to Royal Thai Air Force as 40563. As L4-3/07 preserved at Quartermaster School, Bangpho, Thailand in 2010
 564 to Royal Thai Air Force as 40564
 565 (c/n 20014) converted to C-123K. To AMARC as CP0084 8/30/1982. To US Naval Museum, then to civilian registry as N123K. Currently belongs to Allwest Freight and last seen in Alaska Seen Sep 22, 2010.
 566 to Royal Thai Air Force as 40566

54-567/586 Fairchild C-123B-4-FA Provider
 c/n 20016/20035
 567 to Royal Thai Air Force as 40567
 568 to Environmental Protection Agency. To MASDC 8/16/1973 as CP0034. May have gone to Royal Thai Air Force, need confirmation.
 569 to Royal Thai Air Force. Preserved at Chiang Mai AB
 570 to Royal Thai Air Force as 40570
 571 to Royal Thai Air Force as 40571
 572 to Royal Thai Air Force as 40572
 573 to Royal Thai Air Force as 40573
 574 to Royal Thai Air Force as 40574
 575 to Royal Thai Air Force as 40575
 576 converted to C-123K. To South Vietnam AF, then to Thai AF.
 577 converted to C-123K. To South Vietnam AF, later returned to USAF.

578 converted to C-123K. To South Vietnam AF.
 579 converted to C-123K. To South Vietnam AF, then to Philippine AF
 580 converted to C-123K. To MASDC as CP0066 Feb 5, 1982. To TBM INC as N3142D.
 Now at Pima Air and Space Museum, Tucson, AZ
 581 converted to C-123K. To MASDC as CP0074 Apr 24, 1982. Now on civilian registry as N87DT.
 582 (c/n 20031) converted to C-123K. W/o 12/8/1967 with 315 ACW in Vietnam
 583 (c/n 20032) converted to C-123K, later to UC-123K. To MASDC as CP0086 Sep 13, 1982.
 584 (c/n 20033) converted to C-123K. To South Vietnam AF, then to Thai AF
 585 (c/n 20034) converted to C-123K, later to UC-123K. To MASDC Jun 6, 1970. Returned to service Oct 12, 1970. To MASDC as CP0091 Jun 11, 1986.
 Still on AMARC inventory Jan 15, 2008
 586 (c/n 20035) converted to C-123K, later to UC-123K. To MASDC May 22, 1970. returned to service. To MASDC as CP0088 Sep 20, 1982
 Still on AMARC inventory Jan 15, 2008

54-587/606 Fairchild C-123B-5-FA Provider
 c/n 20036/20055
 587 (c/n 20036) to South Vietna AF, then to Thai AF
 588 (c/n 20037) converted to C-123K, then to UC-123K. Shot down May 23, 1968 by ground fire during a spray run near Xom Rach Goc, SVN while with 12th ACS, 315th ACW.
 589 (c/n 20038) sold to USCG as HC-123B. Also have report that this plane was hit by AAA over Ho Chi Minh trail, SVN Mar 24, 1968 and returned to Nakhon Phanom, Thailand but DBR.
 590 (c/n 20039) converted to C-123K. W/o 3/6/1968 when hit by ground fire on approach to Khe Sanh, SVN while with 311 ACS, 315 ACW.
 591 (c/n 20040) converted to C-123K. To VNAF, later to Philippine AF
 592 (c/n 20041) converted to C-123K. To MASDC Sep 1982 as CP0083. To civil registry as N9629N.
 Now at Empire State Aerosciences Museum, Scotia NY
 593 (c/n 20042) converted to C-123K. Preserved at USAF History and Traditions Museum, Lackland AFB, TX
 594 (c/n 20043) converted to C-123K. Destroyed on ground at Khe Sanh, SVN Mar 17, 1968 by VC mortar attack
 595 (c/n 20044) converted to C-123K. Veered off runway on landing Jun 25, 1968 and struck parked helicopter in SVN while with 310 ACS, 315 ACW.
 596 (c/n 20045) converted to C-123K. TO MASDC Apr 6, 1982 as CP0070.
 To Department of State Feb 1989 as N8168T. Destroyed by grenade on ground at Monteria, Colombia Sep 3, 1989.
 597 (c/n 20046) converted to UC-123B. Shot down by small arms fire Oct 31, 1966 8 m W of Lai Khe, SVN while with 12th ACS, 315th ACW while on defoliation mission.
 598 (c/n 20047) converted to C-123K. Transferred to South Vietnam AF, then to Philippine AF
 599 (c/n 20048) converted to C-123K. Transferred to South Vietnam AF, then to Phillipine AF
 600 (c/n 20049) converted to C-123K. Collided with B-57E 55-4284 while over southern Laos Dec 13, 1968.
 601 (c/n 20050) converted to C-123K. Transferred to South Vietnam AF
 602 (c/n 20051) converted to C-123K. Crashed in Panama City, FL Apr 16, 1968 on training mission.
 603 (c/n 20052) converted to C-123K, later to UC-123K. To MASDC Oct 15, 1981 as CP0061.
 Noted as N4254H at Anoka County-Blaine AP, MN. Now at Olympic Flight Museum, WA.
 Seen at Titusville, FL as N4254H with Discovery Air Charter
 604 converted to C-123K. At Texas Museum of Military History, Dyess AFB, TX
 605 converted to C-123K, later to UC-123K. To MASDC Jul 8, 1970. Returned to service. To MASDC as CP0090 Jun 5, 1986.
 Still on AMARC inventory Jan 15, 2008
 606 converted to C-123K. Transferred to El Salvador AF.

54-607/626 Fairchild C-123B-6-FA Provider
 c/n 20056/20075
 607 (c/n 20056) converted to C-123K, later to UC-123K. To MASDC as CP0067 Feb 16, 1982.
 Still on AMARC inventory Jan 15, 2008
 608 (c/n 20057) converted to C-123K. To VNAF
 609 (c/n 20058) converted to C-123K. To MASDC as CP0057 7/21/1981. Now on display at 82nd Airborne Division Memorial Museum, Fort Bragg, NC
 610 (c/n 20059) converted to C-123K. To MASDC as CP0085 8/30/1982. To civil registry as N3836A. Now on display at Hill AFB, UT.
 611 (c/n 20060) converted to UC-123B. Crashed 15 m W of Sepone, Laow Jan 31, 1967 while with 12th ACS, 315th ACW while on defoliation mission. May have been brought down by ground fire.
 612 (c/n 20061) converted to C-123K. Now on display at March Field Museum, CA
 613 (c/n 20062) converted to C-123K. To Air America. Crashed Dec 24, 1971.
 615 (c/n 20064) converted to C-123K. To MASDC as CP0045 1/29/1980. To civil registry as N546S. Listed as being a part of the mysterious Chieftain Air, a supposed covert operation run in Africa in the late 1980s.
 Now listed as being registered to James Blumenthal of Kingman, Az.
 616 (c/n 20065) converted to C-123K
 617 (c/n 20066) converted to C-123K. To Air America.
 618 (c/n 20067) converted to C-123K, later to UC-123K. To MASDC Jul 5, 1970. Returned to service. To MASDC as CP0071 Apr 14, 1982.
 Still on AMARC inventory Jan 15, 2008
 619 (c/n 20068) converted to C-123K. To MASDC as CP0062 10/19/1981. Later stored as 9C0002 (US Navy). Seen at scrapyard near AMARC 8/22/2000.
 620 (c/n 20069) converted to C-123K
 621 (c/n 20070) converted to C-123K. Crashed near Bao Loc, SVN Sep 4, 1967 while with 19th ACS, 315th ACW.
 622 (c/n 20071) converted to C-123K. FMS to Republic of Korea AF.
 Seen 1996 WFU at Pusan, South Korea.
 624 (c/n 20073) converted to C-123K. To VNAF, later to Philippine AF. Preserved at Mactan AB, Cebu
 625 (c/n 20074) converted to C-123K. To VNAF. Crashed Jan 3, 1975.
 626 (c/n 20075) converted to C-123K. To VNAF, later to Royal Thai AF as 40626.
 Crashed into Ban Maetab Mountain, Thailand Jul 29, 1977. All on board killed.

54-627/646 Fairchild C-123B-7-FA Provider
 c/n 20076/20095
 627 (c/n 20076) converted to C-123K. To VNAF.
 628 (c/n 20077) converted to C-123K, later to UC-123K. To MASDC Jul 1, 1970.
 Returned to service. To MASDC as CP0076 May 4, 1982.
 Still on AMARC inventory Jan 15, 2008
 629 (c/n 20078) converted to C-123K. On display at McGuire AFB, NJ
 630 (c/n 20079) shot down by small-arms fire Jul 20, 1967 near Gia Vuc, SVN while with 12th ACS, 315th ACW on defoliation mission
 632 (c/n 20081) converted to C-123K. To Royal Thai AF, to VNAF, to Philippine AF.

Preserved Cebu-Mactan AB.

- 633 (c/n 20082) converted to C-123K, later to UC-123K. TO MASDC as CP0075 4/28/1982. Now at Museum of Aviation, Warner Robins AFB, GA
- 634 (c/n 20083) converted to C-123K. To VNAF, then to Philippine AF.
- 635 (c/n 20084) converted to C-123K, later to UC-123K. To MASDC as CP0087 Sep 13, 1982. Still on AMARC inventory Jan 15, 2008
- 636 (c/n 20085) converted to C-123K. To Air America
- 637 (c/n 20086) converted to C-123K. To VNAF, then to Philippine AF
- 638 (c/n 20087) to Royal Thai AF
- 639 (c/n 20088) converted to C-123K. Hit by small arms fire and crashed May 18, 1968 6 m from Bien Hoa, SVN while with 10SOS/315SOW.
- 640 (c/n 20089) converted to C-123K.
- 641 (c/n 20090) supplied to CIA for operations from Taiwan over Chinese mainland. Crashed Jun 27, 1965 or Aug 31, 1965
- 642 (c/n 20091) converted to C-123K. Crashed on takeoff from airfield in Kien Giang Province, SVN Oct 10, 1969 while with 310ACS/315ACW. 4 killed
- 643 (c/n 20092) converted to C-123K. Believed supplied to CIA for operations from Taiwan over Chinese mainland.
- 644 (c/n 20093) crashed in SVN Jun 30, 1966 while with 310ACS/315ACW.
- 645 (c/n 20094) converted to C-123K. To VNAF, then to Philippine AF.
- 54-647/666 Fairchild C-123B-8-FA Provider
c/n 20096/20115
- 647 (c/n 20096) converted to C-123J. Crashed while with Alaska ANG at Cape Romanzof AFS, Alaska Dec 15, 1965 when hit just below the top of a mountain. All 5 aboard killed.
- 648 (c/n 20097) converted to C-123K. To Air America. Crashed Nov 6, 1972.
- 649 (c/n 20098) converted to C-123K. Crashed on approach in bad weather near Cam Ranh, SVN Nov 29, 1970 while with 310TAS/315TAW. 42 of 44 onboard killed.
- 650 (c/n 20099) converted to C-123K. Caught fire on landing at airstrip in Thein Ngon, SVN after nose gear collapsed Mar 19, 1971 while with 19TAS/315TAW
- 651 (c/n 20100) converted to C-123K. Shot down by ground fire over SVN Nov 29, 1965 while with 309ACS/315ACG
- 653 (c/n 20102) converted to C-123K. Reported crashed on takeoff Mar 31, 1968 due to mechanical failure. Also reported to having gone to Royal Thai AF. May have been repaired.
- 654 (c/n 20103) converted to C-123K. To VNAF
- 655 (c/n 20104) to Air America. Crashed in Laos May 25, 1968.
- 656 (c/n 20105) converted to C-123K.
- 657 (c/n 20106) Assigned to 309th Troop Carrier Group, Tactical Air Command, Ardmore AFB, OK, 1955. Transferred to 60th Troop Carrier Wing, Medium, USAF Europe, at Dreux AB, France, May 15, 1956. The group returned to Ardmore AFB in July, 1958. Most of the C-123's were returned to the states, being assigned to Air Force Reserve units. There is a possibility that this plane was given to the CIA for operations from Taiwan over Chinese mainland. Crashed Aug 22, 1967?
- 658 (c/n 20107) converted to C-123K, later to UC-123K. To MASDC as CP0079 7/8/1982. To Dover AFB, DE for display in 1987. To Department of State Dec 1987 as N97033, subsequently returned to USAF. Now preserved at Air Mobility Museum, Dover AFB.
- 659 (c/n 20108) converted to C-123K. To MASDC as CP0060 10/8/1981. To Department of State as N2129J. To AMARC as CP0095 1/3/1994, later as MC0002. To Department of State Oct 1989 as N2129J. Returned to USAF/AMARC Apr 1994. Registration N123KJ reserved. Registered Apr 1994 to Astre Air International of Watkins, CO as N123KJ. Noted in a scrap yard at Tucson, AZ wearing N123KJ.
- 660 (c/n 20109) converted to C-123K. To VNAF
- 661 (c/n 20110) converted to C-123K. To MASDC as CP0048 2/15/1980. To civilian register as N4112A.
- 662 (c/n 20111) converted to C-123K. To VNAF
- 663 (c/n 20112) converted to C-123K. Preserved at Howard AFB, Canal Zone Now at Costa Verde Hotel and Resort in San Jose, Costa Rica.
- 664 (c/n 20113) converted to C-123K. In 1966 was JC-123B. To Thai AF in 1973. To MASDC as CP0053 6/2/1981. To civilian register as N22968. Preserved at Beaver Falls, PA. Seen at Oshkosh Air Venture 2002 as N22968.
- 665 (c/n 20114) converted to C-123K. To Royal Thai AF.
- 54-667/686 Fairchild C-123B-9-FA Provider
c/n 20116/20135
- 667 (c/n 20116) converted to C-123K. Hit by landing F-105D 59-1737 while taxiing at Tan Son Nhut Oct 25, 1967 while with 315ACW.
- 668 (c/n 20117) converted to C-123K. To Coast Guard as 4668 3/22/1960. Returned to USAF 6/4/1969 and to MASDC May 1971 as CP0006. Now at USAF History and Traditions Museum, Lackland AFB, TX.
- 669 (c/n 20118) converted to C-123K. To MASDC as CP0078 5/19/1982. Now at Pope AFB, NC.
- 670 converted to C-123K. To VNAF, later to Royal Thai Air Force.
- 671 (c/n 20120) converted to C-123K. To Air America. Now at Titusville.
- 672 (c/n 20121) crashed on takeoff at air show in Wilmington, NC Sep 24, 1961 while serving as Thunderbirds support aircraft.
- 673 converted to C-123K. To MASDC as CP0022 Jul 6, 1970. To VNAF, then to Philippine AF, perhaps also to Thai AF.
- 674 converted to C-123K. TO MASDC as CP0054 6/3/1981. To civilian registry as N674JK. To HR-ALK. Seen at Titusville, FL by 1993 in poor condition. N674JK was a 1986 reservation for Air America Foundation, Registration N38LF reserved Nov 3, 2006 for Aviation Industrial, Realty Corp of Dunnellon, FL and taken up Nov 8, 2006.
- 675 converted to C-123K.
- 676 (c/n 20125) crash-landed in SVN following inflight fire Jan 9, 1966 while with 315ACG.
- 677 (c/n 20126) converted to C-123K. To MASDC as CP0044 7/2/1980. To civilian registry as N677DG, later to XA-SNB. Believed that the plane operated with Chieftain Air, a supposedly covert operation run out of Africa in the late 1980s. Damaged beyond repair at Bahia de Tortugas airstrip, Mexico Sep 18, 1996. All 5 on board killed.
- 678 converted to C-123K. To VNAF, then to Thai AF. Seen Oct 2007 at Jinju ROKAF Tech High School
- 679 (c/n 20128) converted to C-123K. to MASDC as CP0058 9/2/1981. To civilian registry as N4410F. To Corporate Air Services (a CIA front) as HPF821. Used in US government-sponsored covert resupply program for the Contras in Nicaragua. Shot down over Nicaragua near San Carlos Oct 5, 1986 by Sandinista soldier using a SA-7 missile. 2 pilots killed. Loadmaster Eugene Hasenfus parachuted to safety and was taken prisoner. Released Dec 1986.



680 converted to C-123K. To Royal Thai Air Force
 681 converted to C-123K. To civilian registry as N681DG 1987.
 Preserved at Sheppard AFB. N681DG has had its jet engines removed, effectively restoring it to C-123B configuration.
 682 converted to C-123K. To VNAF and later to Royal Thai Air Force.
 683 converted to C-123K. To AMARC as CP0089 9/27/1982. To civilian registry as N4034L. Now preserved at Air Force Flight Test Center Museum, Edwards AFB, CA.
 684 converted to C-123K. To VNAF.
 685 converted to C-123K, then to UC-123K. To MASDC as CP0077 May 12, 1982. Still on AMARC inventory Jan 15, 2008
 686 converted to C-123K. To VNAF, then to Royal Thai Air Force, then to Philippine Air Force.

54-687/706

Fairchild C-123B-10-FA Provider
 c/n 20136/20155
 687 (c/n 20136) converted to C-123K. FMS to Republic of Korea AF. Sold in Jan 1990 to Fowler Aeronautical Services, Inc, implying that it had returned from Korea before that date.
 688 (c/n 20137) converted to C-123K. W/o Jan 3, 1970 in SVN after nose gear failed with 19th TAS, 315th TAW
 689 (c/n 20138) converted to C-123K. To MASDC as CP0050 7/21/1980. To civilian registry as N689SM.
 690 (c/n 20139) converted to C-123K. To VNAF and later to Royal Thai Air Force
 691 (c/n 20140) converted to C-123K, and later to NC-123K (Project Black Spot). To MASDC as CP0025 1971. Returned to C-123K standards and delivered to Royal Thai Air Force.
 692 (c/n 20141) converted to C-123K. Preserved at Chanute AFB. No longer there.
 693 (c/n 20142) converted to C-123K, and later to UC-123K. To MASDC Jul 6, 1970. Returned to service. To MASDC as CP0081 Jul 15, 1982. Still on AMARC inventory Jan 15, 2008
 694 (c/n 20143) converted to C-123K. Crashed on takeoff Mar 1, 1968 from Khe Sanh, SVN while with 311ACS/315ACW after being hit by mortar fragments.
 695 (c/n 20144) converted to C-123K. To MASDC as CP0069 3/30/1982. To US State Department as N8190B. Back to AMARC as CP0094 12/27/1993. Relabeled as MC0001 at AMARC 11/4/1994. Listed as going to Minnesota Air National Guard Museum in 1997, but now owned by Hawkins and Powers and is undergoing a check before being made airworthy. Stored at Greybull, WY as N8190B. In 2008 was in storage at the Warner Museum of Aviation and Transportation, Sioux City, IA
 696 (c/n 20145) converted to C-123K. To VNAF.
 697 (c/n 20146) converted to C-123K. To VNAF, then to Philippine AF
 698 (c/n 20147) converted to C-123K, and later to NC-123K (Project Black Spot). Returned to C-123K standards and to MASDC as CP0024 Jul 9, 1970. To Royal Thai Air Force. Displayed near Si Racha, Chonburi province.
 699 (c/n 20148) converted to C-123K. To VNAF and then to Royal Thai Air Force.
 700 (c/n 20149) converted to C-123K. To Royal Thai Air Force
 701 (c/n 20150) converted to C-123K, and later to UC-123K. To MASDC May 22, 1970. Returned to service. To MASDC as CP0073 Apr 21, 1982. Still on AMARC inventory Jan 15, 2008
 702 (c/n 20151) crashed near Bin Khe, SVN Jan 25, 1966 after engine fire. 46 killed.
 703 (c/n 20152) converted to C-123K. To El Salvador AF as FAES120. Destroyed on ground at San Miguel Mar 21, 1984.
 704 (c/n 20153) converted to C-123K. To Royal Thai Air Force. Might have been supplied to CIA for operations from Taiwan over Chinese mainland.
 705 (c/n 20154) to USCG as HC-123B 4705 3/22/1960. Returned to USAF 3/24/1972. To MASDC Mar 14, 1972. To Thai AF.
 706 (c/n 20155) converted to C-123K. To MASDC as CP0072 4/19/1982. To civilian registry as N94DT. Registered November 1995 to Military Aircraft Restoration of Anaheim, CA as N94DT. Parts of this aircraft were used in the crash scenes in the movie "Conair"

54-707/715

Fairchild C-123B-11-FA Provider
 c/n 20156/20164
 707 (c/n 20156) converted to C-123K. W/o Oct 11, 1977 in emergency landing at Westover AFB.
 708 (c/n 20157) crashed in SVN Dec 17, 1968 while on ferry flight with 309SOS/315SOW. 14 of 44 onboard killed.
 709 (c/n 20158) converted to C-123K. To MASDC as CP0064 11/4/1981. Changed to 9C0003 in 1984. To civilian registry as N709RR in 1986. Starred in film *Con-Air*. Currently registered to Allwest Freight and last seen in Alaska in 2006. Destroyed in fatal crash Aug 1, 2010 on or near Mt. Healy, Alaska.
 711 (c/n 20160) converted to C-123K. To MASDC as CP0046 Jun 29, 1980. Still on AMARC inventory Jan 15, 2008
 713 (c/n 20162) converted to C-123K. To Royal Thai Air Force
 714 (c/n 20163) converted to C-123K. Crash-landed in SVN while with 19SOS/315SOW Sep 12, 1968 when one prop went into reverse and aircraft veered off runway
 715 (c/n 20164) may have been supplied to CIA for operations from Taiwan over Chinese mainland. Crashed May 10, 1967?

54-716/718

Cessna X-37-CE
 c/n 40001/40003
 716 first flight 9/12/54
 717 (c/n 40002) believed to be the unmarked XT-37 at Planes of Fame Jan 2002.
 718 (c/n 40003) reported Spring 2004 at Mid-America Air Museum, Liberal, KS

54-719/758

Piper L-18C-PI Super Cub
 c/n 18-3419/3458. PA.18 Super Cub 95 MDAP aircraft for Germany
 719 (c/n 18-3419) to Luftwaffe as AS+510, later AC+510 and finally 96+01. To civil registry as D-EDSN and then D-EDGN 2003
 720 (c/n 18-3439) to West German AF as AS+509, later AC+501, later NL+107, later 96+02. Became D-EGFG.
 721 (c/n 18-3421) to West German AF as AS_512, later AA+512, later AC+512, later NL+106, later 96+03. Became D-EEQW.
 724 (c/n 18-3424) to West German AF as AS+511, later AC+511, later CA+511. Was then to have become D-EMEV but NTU, remained with Luftwaffe but reserIALIZED D-9503, later

1850 to MASDC Jun 30, 1974. To Turkish AF Oct 1973. Crashed at
3rd AFB/Konya during alert takeoff for Cyprus operation Jul 18, 1974
1851 at Museum of Aviation, Robins AFB, GA
1853 w/o Nov 22, 1963
1855 to MASDC Jul 20, 1971 as FE0073
1856 (316th AD, 45th FDS) crashed at Sidi Slimane, Morocco Feb 26, 1957.
1857 to MASDC Feb 15, 1973 as FE0206
1858 to MASDC Aug 31, 1971. To Turkish AF Sep 1973. Crashed
near Beysehir/Konya highway Sep 9, 1985

