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*(from his email)*

Dear Mr. Carter,

14 June 2013

I have created a chronological listing for each requested aircraft by reviewing the Aerospace Vehicle Inventory History/Posting Report that we have here. These computer generated ledgers, produced once or twice a year, kept track of aircraft assignments and their location if the aircraft in question spent more than 72 hours at any one base. If there was no movement of the aircraft from one unit to another and the aircraft did not go to any other base or depot for maintenance, say from 1978 through 1980, the last entry of 1978 remained in effect and there would be no listing for 1979 and 1980. In 1981 the method of inventory changed to every six months and only the location and unit of assignment was kept track of. No more notice of depot level maintenance or remaining over a 72 hour period at another base.

All that was captured was who owned which aircraft as of the date of publication. Also, starting in 1974, the inventories changed the way they noted to which unit the aircraft were assigned. Prior to 1974 an aircraft was assigned to a Wing or a Group level. Starting in 1974, aircraft were reflected as to which squadron they were assigned. The attached are our interpretations of the official Aerospace Vehicle Inventory History/Posting Reports for over a ten year period for the following UC-123K aircraft: 54-583; 54-586; 54-607; 54-635; and 56-4362, and can be considered an official response by the United States Air Force. I hope you find them useful to you.

Sincerely,

Barry L. Spink  
Archivist  
Air Force Historical Research Agency  
600 Chennault Circle  
Maxwell AFB, Alabama 36112  
[barry.spink@us.af.mil](mailto:barry.spink@us.af.mil)