

AIR AMERICA: NORTH AMERICAN T-28s
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John Wiren standing on the wing of RLAF T-28B “8162” at Savannakhet in August 1964
(UTD/Wiren/B2)

This file only lists the T-28s that were used by Air America pilots. For all T-28s used in Laos, including those flown by pilots of the Royal Lao Air Force and by the *Ravens*, see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf.

I) A little bit of History:

In August 63 the US Government gave the Royal Government of Laos 6 (Liebchen, *MAP Aid to Laos 1959-1972*, pp.152+154) or 8 T-28s (Anthony / Sexton, *The War in Northern Laos*, pp.87-89) and provided a USAF Mobile Training Team (MMT) for initial instruction and maintenance at Wattay (Castle, *At war*, p. 65). In a message from the US State Dept to Ambassador Unger dated 26 October 63, the US allowed the T-28s to be used to attempt intercept and down any North Vietnamese illegal supply flights, but did not allow the T-28s to drop bombs for cratering Route 7, because it would have been a violation of the Geneva Agreements. Two versions were sent to Laos: the reconnaissance RT-28 and the attack T-28D (Castle, *At war*, p. 65, and p. 162, notes 12 and 13). But as there were not enough pilots, on 6 December 63 CINCPAC recommended a detachment of the 1st Air Commando Wing, Eglin AFB, FL, to be deployed to Udorn to help the RLAF. On 13 March 64, 38 USAF officers and airmen of Detachment 6, 1st Air Commando Wing – code-named *Water Pump*,

commanded by Major Drexel B. Cochran – departed Hurlburt, arriving at Saigon in mid-March. Half of them assembled 4 crated T-28s, the others flew to Udorn, where the detachment established a T-28 maintenance facility using Air America equipment, and immediately began a T-28 ground-and-flight school for Thai and Lao pilots (Castle, *At war*, p. 66 / Trest, *Air Commando One*, p. 140). By mid-May 64, additional T-28s arrived from South Vietnam, former MACV aircraft which had been phased out. Now, more than a dozen graduates flew daily bombing and reconnaissance missions over Laos. The American flyers – mostly Air America pilots – were called the “A Team”, the Thai flyers were the “B Team”, and the Lao were the “C Team”. To coordinate their activity, the State Dept. established a primary Air Operations Center (AOC) at Wattay and a secondary AOC at RLAFF headquarters at Savannakhet (Castle, *At war*, p. 66). The original Air America pilots who joined the program in May 64 were: Rick Byrne, Ed Eckholdt, Joe Hazen, Tom Jenny, and John Wiren, and later Don Romes; all had prior experience in the T-28 and close air support training. “On acceptance, we were asked to resign from Air America Inc., our personal records were sanitized in the event we were shot down and captured. We would then be classified as mercenaries for the Royal Lao Air Force to protect the US government from violating the Geneva Accord Agreement. The rationale for this program was that there was evidence of a big enemy build-up massing to come down highway 47 from North Vietnam to gain as much territory as possible before the monsoon season. The road needed to be cut and the bridges to be destroyed to halt the advance, but the Laotians just did not have the experience at that time to do the job.” (Wiren, *Tango*, p. 5). “The aircraft we used were based and maintained at Udorn, Thailand. The normal routine was to depart Udorn and fly to Vientiane, where ordnance was put on the aircraft by US Air Force personnel dressed as civilians. We were given our mission assignment from the Embassy, that came through Air America Flight Information Control (FIC). At that time, General Ma kept a few T-28s there, but the main base was in Savannakhet” (E-mail dated 20 July 2001, kindly sent to the author by John Wiren). Since June 64, B-Team and since August 64, A-Team T-28s were sent to fly cover to rescue downed American airmen (Castle, *At war*, pp. 70 and 76). This was the main activity of A-Team pilots, while B-Team and C-Team pilots primarily flew attack missions against trucks and other slow vehicles on the ground as well as strategic targets like enemy gun positions or bridges. More Air America pilots – like Allen W. Rich – were employed over the years, and more T-28s were acquired – already by the end of June 64, the RLAFF had 33 T-28s (Leary, *Outline - Air America in Laos*, 1964, p. 7). The Air America T-28 program was terminated in January 67 (Interview with William E. McShane conducted by Prof. William Leary at San Rafael, CA on 4 August 87, in: UTD/Leary/B43F4).

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

were reluctant in granting T-28 pilot training to Hmongs mostly because of language problems, but in 1967, an initial group of five Hmongs – with others to follow later – was selected by the CIA, who also conducted a language program for them, trained at Udorn to become T-28 pilots and later based at Long Tieng. This group known as the “Long Tieng Strike Force” was funded by the CIA and directly reported to General Vang Pao (Hamilton-Merritt, *Tragic mountains*, pp. 140/1, 147/8, 153; Leary, *Outline - Air America in Laos*, 1966, p. 10). The other group of pilots to finally use T-28s in Laos was the *Ravens*. Since about 1964, enlisted USAF men belonging to the *Water Pump* detachment at Udorn flew in Air America piloted aircraft in civilian clothes directing air strikes in northern Laos as part of the *Water Pump* operations: They directed air strikes by RLAF T-28s and by US jet fighters diverted from North Vietnam (Trest, *Air Commando One*, p. 193). In late 1966, these *Butterflies* were replaced by the *Ravens* – nearly two dozens of USAF Forward Air Controllers who were given six-month temporary duty orders and who were administratively assigned to the *Water Pump* detachment at Udorn. In practice, the men lived and worked in one of the five Lao Air Operations Centers at Luang Prabang, Vientiane, Long Tieng, Savannakhet, and Pakse. The group wore civilian clothes, carried USAID identification cards, flew RLAF O-1s and U-17s, and operated under the direction of the American ambassador in Vientiane. Flying with English-speaking indigenous observers and Forward Air Guides who possessed the authority under the Lao “rules of engagement” to validate targets, the *Ravens* provided indispensable targeting assistance for US and Lao aircraft (Castle, *At war*, p. 86/7). Finally, in 1969/70, those *Ravens* also obtained T-28s and flew them until February 1973 (Robbins, *The Ravens*, pp. 166-68, 324/5). Coming from various sources – some were former *Zorros*, others were taken from the MAP –, *Raven* T-28s did not bear any insignia, just an abbreviated USAF serial.

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

As to the dates of transfer to a Military Assistance Program, they are taken from the USAF Assignment Records preserved at Maxwell AFB. Those Records contain two codes that are also used in this file: “TL” means “transferred to outside the USAF” (this could refer to Air America, another air force, the CIA, and even the *Raven* program, as it seems), and “TL MAP” means transferred to a Military Assistance Program. However, the Records only indicate that and when an aircraft left the USAF to be assigned to a Military Assistance Program, but they do not indicate to which one. So there may have been many more T-28s serving in Laos. Finally, there was another source of information, because in the early 1990s, the Air Force of the Democratic People’s Republic of Laos sold all or most of their remaining T-28s taken over from the RLAF in 1975. Quite a number of T-28s formerly serving in Laos,

however, received a new job in late 1973, when the *Water Pump* detachment was taken out of the 56th ACW and put under the Thailand Liaison Detachment, Bangkok, a special team led by Major General Mellen and reporting directly to the Pentagon. Their task was to coordinate the war in Cambodia and to help train the Khmer Air Force (Trest, *Air Commando One*, pp. 232, 236, 240/1). In some cases the source of information are log books of former Air America pilots who flew those T-28s, but many times, those log books only give a three-digit abbreviation of the serial, so that you have to look which serial documented by the USAF Assignment Records or by the lists of aircraft maintained by Air America Udorn do match with that abbreviated serial. But in some cases, even this was not possible, because the aircraft came from another MAP. As no official USAF records about the Military Assistance Program in Laos and the aircraft involved are available because of their secret nature, the following list is necessarily incomplete.

An unidentified accident:

- 1 Air America T-28 based at Udorn was shot down near Sam Neua (L-04), Laos, on 23 July 65, while on a rescue mission; the pilot was rescued (report by Tom Hoppe, in: Davis, *Across the Mekong*, pp. 100-102);



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

II) T-28s known to have been flown by Air America pilots:

Type registration / serial c/n (msn) date acquired origin

A) T-28s seen on the video tape made by Ed Eckholdt or flown by him according to his log book:



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

N.A. T-28D “0-13470” c/n 174-8 4 March 65 ex USAF 51-3470
Service history: transferred from SMAAR, McClellan AFB, Sacramento CA, to MAP/Laos, Udorn, on 4 March 65; a photo taken in 1965 can be seen on the video tape made by Ed Eckholdt (at 1.23.16 minutes); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .
Fate: RLAF T-28 51-3470 was reportedly **lost in Laos on 11 October 66** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).



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

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

N.A. T-28B “2345”

Service history: probably “0-38346” (c/n 200-417); a photo probably taken at Vientiane on 7 June 1964 can be seen in the video by Ed Eckholdt (at 0.02.37 and 1.23.11 minutes); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAFF T-28 “53-8346” was reportedly **lost in Laos on 24 January 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAFF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

N.A. T-28B “044”

Service history: probably “0-40044” (c/n 219-43), flown by Ed Eckholdt out of Udorn on training flights on 22 and 23 May 1964, when he was checked out by USAF Captains Joe Potter and W. McShane (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); for further details see my file *RLAF T-28s* at

http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: declared excess to RLAf requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udon, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: <http://aad.archives.gov/aad/createpdf?rid=65185&dt=2474&dl=1345> , info kindly sent to the author by Sid Nanson on 22 May 2011); sold to the Philippine AF as “54140044” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9).

N.A. T-28B “741”

Service history: probably “7741” (c/n 174-594); “741” was flown by Ed Eckholdt out of Vientiane on bombing practice flights on 24 May 1964, then into Laos on 25 and 26 May 64, on strike missions, bombing roads and strafing trucks; then again on 6 and 8 June 64 as cover for rescuing a downed F8U pilot, and on 9 June 64 flying air strikes against Khang Khay and Xieng Khouang (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: returned to the Royal Thai Air Force as “0-17741” before 1 April 72 (not on the “List of Assigned and maintained aircraft at Udon” of 1 April 72, in: UTD/CIA/B49F2); current with the Royal Thai Air Force in October 72; to the Khmer Air Force as “0-17741” in 1973; escaped to Thailand in 1975; under US Government control at MACTHAI, Udon, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); again to the Royal Thai Air Force, with “Tango Squadron”; noted dismantled at Bangkok as “0-17741” in March 1996, then probably to Takhli RThAFB (see the photo of “0-17741” in <http://www.warbirdregistry.org/t28registry/t28-517741.html>).

N.A. T-28B “446” May 64 (?) ex 138346 (?)

Service history: probably “346”, i.e. “8346” / BuA 138346, the one on the photo that shows Ed Eckholdt standing in front of a T-28; flown by Ed Eckholdt out of Vientiane on 7 June 64, first as cover for rescuing a downed pilot, then bombing and strafing enemy positions (Log book of Ed Eckholdt, in: UTD/Leary/B44F13); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 “53-8346” was reportedly **lost in Laos on 24 January 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAf T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

Service history: flown by Allen Rich on 5 May 65 and 6 May 65; serial given as “044”, type given as “special” (Log book of A. Rich, in: UTD/Rich/B1); also flown by Joe Hazen (e-mail dated 11 October 01, sent by John Wiren to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: declared excess to RLAF requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: <http://aad.archives.gov/aad/createpdf?rid=65185&dt=2474&dl=1345> , info kindly sent to the author by Sid Nanson on 22 May 2011); sold to the Philippine AF as “54140044” in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9);

C) T-28s flown by Joe Hazen according to his log book (information kindly supplied by Joe Hazen via John Wiren in his e-mail to the author, dated 11 October 01):

N.A. T-28 "346"

Service history: believed to be T-28B "0-38346" (c/n 200-417) ex US Navy BuA 138346/VNAF delivered in May 64; flown by Joe Hazen on 26 May 64 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 "53-8346" was reportedly **lost in Laos on 24 January 65** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAf T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report "Blow up", that is document no. GML-65-036H sent by Dave Hickler to Air America's President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

N.A. T-28 "456"

Service history: T-28C "0-40456" (c/n 226-32) ex US Navy BuA 140456/MACV delivered in May 64, flown by Joe Hazen on 26 May 64 and on 6 March 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); still current in April 72; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: **declared excess** to RLAf requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: <http://aad.archives.gov/aad/createpdf?rid=65185&dt=2474&dl=1345> , info kindly sent to the author by Sid Nanson on 22 May 2011); sold to the Philippine AF as "140456" in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9).

N.A. T-28 "650"

Service history: flown by Joe Hazen on 14 August 65 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); apparently "0-17650"; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 51-7650 was reportedly **lost in Laos on 15 September 65** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28 "751"

Service history: believed to be T-28B "0-37751" (c/n 200-114) ex US Navy BuA 137751/VNAF? delivered in May 64; flown by Joe Hazen on 25 May 64 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAF T-28 "53-7751" was reportedly **lost in Laos in October 64** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28 "791"

Service history: believed to be T-28D "0-13791" (c/n 174-329), flown by Joe Hazen on 28 August 65 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

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



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

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

N.A. T-28 "042"

Service history: believed to be T-28C "0042" (c/n 219-41) ex US Navy BuA 140042/MACV delivered in 64?; flown by Joe Hazen on 19 January 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 "54-0042" was reportedly **lost in Laos in January 68** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28 "044"

Service history: believed to be T-28C "0-40044" (c/n 219-43) ex US Navy BuA 140044/VNAF (?) delivered in May 64; flown by Joe Hazen on 22, 23, and 24 May 64 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: declared excess to RLAf requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: <http://aad.archives.gov/aad/createpdf?rid=65185&dt=2474&dl=1345> , info kindly sent to the author by Sid Nanson on 22 May 2011); sold to the Philippine AF as "54140044" in 1974 (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9).

N.A. T-28 "743"

Service history: believed to be T-28D "0-13743" (c/n 174-281), to MAP/Laos on 18 October 65 ex 51-3743; flown by Joe Hazen on 22 January 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 51-3743 was reportedly **lost in Laos on 10 July 66** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28 "478"

Service history: believed to be T-28D "0-13478" (c/n 174-16), to MAP/Laos on 29 April 65 ex 51-3478; flown by Joe Hazen on 13 February 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 51-3478 was reportedly **lost in Laos on 7 or 12 January 67** ("Aircraft All Loss by Tail number", pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28 "244"

Service history: believed to be T-28C "0-46244" (c/n 252-7), ex MACV in 64, a photo of VNAF T-28C "46244" can be found at the website http://vnaf.net/photos/trojan/t28_2_1.html) > *Water Pump* aircraft; flown by Joe Hazen on 20 February 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the

author); a photo taken after its crash (“Bad day at Waterpump”) is in: Don Moody, *The great adventures of Bob and Don*, Prelude, p. 4, in: <http://ravenfac.com/ravens/Adventures/Episode0000.htm> ; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAFF T-28 “54-146244” was reportedly lost in Laos on 13 August 66 (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011); a photo of *Water Pump* T-28 “0-46244” after its crash (“Bad day at Waterpump”) can be found in: Don Moody, *The great adventures of Bob and Don*, Prelude, p. 4, in: <http://ravenfac.com/ravens/Adventures/Episode0000.htm> ; this aircraft **probably crashed at Udorn on 7 November 66**, killing a student pilot (see: Telegram dated 9 November 66, from the US Embassy to the Dept. of State, in: US Dept. of State, Foreign Relations of the United States, 1964-1968, vol. XXVIII, Laos, document 268, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d268>).

N.A. T-28 “482”

Service history: believed to be T-28C “0-40482” (c/n 226-59) ex US Navy BuA 140482/MACV (a photo can be seen in: Dorr/Bishop, *Vietnam air war debrief*, p. 19) delivered in 64?; flown by Joe Hazen on 26 March 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAFF T-28 “54-140482” was reportedly **lost in Laos on 6 April 66** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011); reportedly to the Congolese AF as FA-482 around 1966, but this is believed not to be correct.

D) T-28s documented on color slides made by John Wiren:



RLAF T-28B that looks like “1234”, but probably is “8234”, somewhere in Laos in 1964/65
(UTD/Wiren/B2)

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

Service history: BuA 138234 struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); from the Vietnamese Air Force to RLAF in 1964; the tail can be seen on the slide of “8146” taken by John Wiren in 1964/5 (in: UTD/Wiren/B2); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: possibly the RLAF T-28 “53-8444” [which cannot exist] that was reportedly **lost** in Laos on **24 January 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).



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

N.A. T-28B “8146” c/n 200-217 May/June 64 ex US Navy BuA 138146
Service history: BuA 138146 struck off charge at BWR FR Columbus on 28 December 61 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); from the Vietnamese Air Force to RLAF in 1964; on a slide taken by John Wiren in 1964/5 (?) (in: UTD/Wiren/B2), the aircraft bears the Erawan plus a red line; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAF T-28 “53-8146” was reportedly **lost** in Laos on **24 January 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAF T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005).

N.A. T-28B “8162” c/n 200-233 May/June 64 ex US Navy BuA 138162
Service history: BuA 138162 struck off charge at BWR FR Columbus on 31 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); from the Vietnamese Air Force to RLAF in 1964; on a slide taken by John Wiren in 1964/5 (?) (in: UTD/Wiren/B2), the aircraft bears the Erawan plus a red line; for further details see my file *RLAF T-28s* at <http://www.utdallas.edu/library/collections/speccoll/Leeker/index3.html> .

Fate: RLAF T-28 “53-8162” was reportedly **lost** in Laos on **21 October 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).



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

N.A. T-28D “0-17616” c/n 174-469 17 March 65 ex USAF 51-7616
Service history: transferred from 2 AD, Bien Hoa, to MAP/Laos, Udorn, on 17 March 65; on a slide taken by John Wiren in 1965 (in: UTD/Wiren/B1F4), the aircraft bears the Erawan; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAF T-28 51-7616 was reportedly **lost in Laos on 24 October 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

E) T-28s flown by Richard B. Crafts according to his log book:

N.A. T-28 “664” c/n ? July 64 ex ?

Service history: identity unknown; flown by Richard Crafts from Bangkok to Udorn on 14 July 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); probably a Royal Thai Air Force aircraft Crafts flew in as a backseater, as he joined Air America's *Tango program* only in September 64. Candidates are T-28 51-3669, which had left the USAF on 3 June 64 and whose Thai serial JF13-43/07 had been assigned on 8 July 64, or T-28s 51-7662 or 51-7667, which had already been delivered to the Royal Thai Air Force in 1962.

N.A. T-28 “310-716” c/n ? May/June 64 ex ?

Service history: probably “0-13706” (51-3706 c/n 174-244); flown by Richard Crafts on training flights out of Udorn on 10 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAF T-28 51-3706 was reportedly **lost in Laos on 10 August 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011); apparently rebuilt and transferred to the Royal Thai Air Force as JF13-58/09, serial assigned on 31 March 66 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke).

N.A. T-28 “113-554” c/n ? May/June 64 ex ?

Identity: certainly **not** “0-13554” (51-3554 c/n 174-92), which was *Armée de l'Air* Fennec No. 48, then with the Moroccan AF, and then with Jeff Hawk & David C. Tallichet of MARC/Visionaire International Inc, Miami, FL, as N54613 in May 1978; but probably “113”, i.e. “0-38113” c/n 200-184.

Service history: flown by Richard Crafts on training flights out of Udorn on 11 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAF T-28 “53-8113” was reportedly **lost in Laos in November 64** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). One of 2 *Water Pump* T-28s that crashed on a flight from Saigon to Udorn on 25 November 64 (Leary, *Air America Chronology 1964*, p.81). According to Hobson (*Vietnam air losses*, p.12), this already happened on **19 November 64**, when 51-7870 (killing Capt. George H. Albrecht and 1Lt. Leonard P. Hudson) plus another T-28D – apparently “53-8113” (killing Maj. Otis Gordon and Capt. Edwin R. Eason) – were shot down by AAA in South Vietnam on their return flight to Udorn, after they had been on a fact-finding mission to Danang to investigate the possibility of replacing the T-28s at Udorn with A-1Es.

N.A. T-28B “018-219” c/n ? May/June 64 ex ?

Service history: probably “0-38219” (BuA 138219 c/n 200-290); flown by Richard Crafts on training flights out of Udorn on 12 September 64 (log book of Richard

Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

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



Raven T-28C 0-40533 at Long Tieng in the early seventies
(UTD/Rich/B2F6)

N.A. T-28C “14-313” c/n ? May/June 64 ex ?

Service history: probably BuA 140533 (c/n c/n 226-110); BuA 140533 struck off charge at O&R BUWEPS FR Alameda on 1 May 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); probably not ex BuA 140513 (c/n 226-90), which had been written off in South Vietnam on 21 February 63 (e-mail dated 23 February 2012 kindly sent to the author by Steve Darke); T-28 “14-313” was flown by Richard Crafts on training flights out of Udorn on 14 and 17 September 64 (log book of Richard Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: BuA 140533 was **declared excess** to RLAF requirements after **1 July 74** (Telex dated 30 May 74 from DEPCHIEF JUSMAG, Udorn, to American Embassy, Manila, forwarded to Secretary of State, Washington, on 31 May 74, published at: <http://aad.archives.gov/aad/createpdf?rid=65185&dt=2474&dl=1345> , info kindly sent to the author by Sid Nanson on 22 May 2011); sold to the Philippine Air Force as “140533” in 1974; preserved at Villamor Air Base, Manila (Anido/Austria-Tomkins, *Pictorial history of the Philippine Air Force*, pp. 68/9).

N.A. T-28 “013-776” c/n 174-308 May/June 64 ex USAF 51-3770

Service history: not “0-13776” (51-3776 c/n 174-314), which was written off in Texas on 27 January 1955, but probably “0-13770” c/n 174-308; flown by Richard Crafts on training flights out of Udorn on 15 September 64; used on flights out of Udorn on 26 December 64 (4 hours), 31 January 65, 7 March 65, 5 June 65, 23 June 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); for details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

[T28s.pdf](#) .

Fate: RLAf T-28 51-3770 was reportedly **lost in Laos on 12 July 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28B (?) “344” c/n 200-415 May/June 64 ex VNAF “38344” (?)
Service history: identity unknown, probably “0-38344” (BuA 138344 c/n 200-415); BuA 138344 was struck off charge at BWR FR Columbus on 25 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); flown by Richard Crafts Udorn-Vientiane on 11 November 64 and Udorn-Bangkok on 30 November 64; flown out of Udorn on 13 and 31 January 65, 6 and 28 February 65, and 3 May 65, and out of Vientiane on 14 January 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at

http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

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

N.A. T-28B “338” c/n 200-409 May/June 64 ex BuA 138338
Service history: ex BuA 138338, which was struck off charge at BWR FR Columbus on 29 January 62 as “delivered to non Navy recipient” (e-mail dated 4 May 2009 kindly sent to the author by Sid Nanson); flown by Richard Crafts Udorn-Savannakhet on 21 November 64 and Savannakhet-Udorn on 22 November 64; flown out of Udorn on 6 and 28 March 65 (log book of Richard Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: RLAf T-28 “53-8338” was reportedly **lost in Laos on 24 January 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011). This was one of 9 T-28s lost on 24 January 65, when a fully armed RLAf T-28 exploded on the ramp of Vientiane airport; as a consequence of that incident several more bombs cooked off, and flying metal also caused damage to a number of Air America aircraft parked nearby (Telegram dated 26 January 65 sent by the US Embassy in Thailand to the US Department of State, in: <http://history.state.gov/historicaldocuments/frus1964-68v28/d160>; Report “Blow up”, that is document no. GML-65-036H sent by Dave Hickler to Air America’s President on 28 January 1965; copy in the possession of Joe Hazen who kindly faxed it to the author on 9 May 2005). Maybe the remains were flown to Udorn and rebuilt – which might explain the flights on 6 March 65 (1 hour) and 28 March 65 (1 h 50) logged by Richard Crafts in T-28 “338” (log book of Richard Crafts, in: UTD/Leary/B44F6).

N.A. T-28 “0-13771” c/n 174-309 May/June 64 ex USAF 51-3771;
(**real serial as borne not documented**) VNAF

Service history: flown by Richard Crafts out of Udorn on 28 and 29 December 64 and 12 January 65, given as “771”; again on 21 May 65, this time given as “51-3771” (log book of Richard Crafts, in: UTD/Leary/B44F6); for details see my file *RLAF T-*

sent to the author by Sid Nanson on 22 May 2011).

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

Service history: identity unknown; flown by Richard Crafts out of Udorn on 6 January 66; flown Udorn-Bangkok on 15 and Bangkok-Udorn on 16 January 66 (log book of Richard Crafts, in: UTD/Leary/B44F6); for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

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

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

Service history: identity unknown; flown by Richard Crafts out of Udorn on 8 March 66 and Udorn-Bangkok on 20 June 66 (log book of Richard Crafts, in: UTD/Leary/B44F6); the T-28 had a big “2” on the tail as its only markings; a photo can be seen at http://www.acig.org/artman/uploads/rlaf_t-28_p-9.jpg ; for details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

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

III) *Water Pump* T-28s:

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

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

N.A.T-28D “17616” (?) c/n 174-469 April 64 ex USAF 51-7616

Service history: USAF T-28D 51-7616 of Det 4 AFRFERVN23 (Air Force Reserve Far East Region, Tan Son Nhut) to 2 AD, Bien Hoa, on 64166 (= 14 June 64); believed temporarily loaned to the RLAF on 20 May 64; for details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: to MAP on 17 March 65; with MAP/Laos as “0-17616”; RLAF T-28 51-7616 was reportedly **lost in Laos on 24 October 65** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A.T-28D “17622“ (?) c/n 174-475 April 64 ex USAF 51-7622

Service history: USAF T-28D 51-7622 of 2 AD, Bien Hoa; believed temporarily loaned to the RLAF on 20 May 64; for further details see my file *RLAF T-28s* at http://www.utdallas.edu/library/specialcollections/hac/cataam/Leeker/aircraft/RLAF_T28s.pdf .

Fate: to MAP on 17 March 65; with MAP/Laos as “0-17622”; noted as “7622” at Savannakhet on 16 October 65 by Jon Pote (e-mail dated 8 August 2008 kindly sent to the author by Jon Pote); RLAF T-28 51-7622 was reportedly **lost in Laos on 9 September 68** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).



T-28D “0-17635” of Det.1, 606th ACS in June 67 and as a wreck near Savannakhet in 67/8
(both photos with kind permission from Robert Campbell)

N.A.T-28D “17635” c/n 174-488 April 64 ex USAF 51-7635

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

Fate: to MAP on 17 March 65; with MAP/Laos operating as “0-17635”; with D1 / 606th ACS without Erawan in June 67; crashed near Savannakhet between June 1967 and June 1968 (photos taken by Robert Campbell, kindly mailed to Dr. Erik Carlson who forwarded them to the author); RLAF T-28 51-7635 was reportedly **lost in Laos on 7 December 67** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

N.A. T-28D “17863” (?) c/n 174-716 April 64 ex USAF 51-7863

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

Fate: according to USAF microfilm AVH-2, T-28D 51-7863 of USAF, 2 AD, to code 2, Udorn, on 64340 (= 5 December 64); as the action code TM means “enemy action in combat mission”, this was probably a *Water Pump* aircraft listed as owned by the 2nd Air Division, Bien Hoa, but flown on a combat mission for the RLAF. The loss is also reported as RLAF T-28 51-7863 **lost in Laos on 4 December 64** (“Aircraft All Loss by Tail number”, pages 135-287, no date, Folder 15, Box 10, Garnett Bell Collection, The Vietnam Archive, Texas Tech University, details kindly sent to the author by Sid Nanson on 2 June 2011).

Water Pump T-28s known to have been used for training and believed to have been delivered ex South Vietnam in May 64 are:

- “**0-40044**” (or “40044”?) flown by Joe Hazen on **22, 23, and 24 May 64** (e-mail dated 13 September 2003 sent by Joe Hazen to the author);
- “**0-40456**” (or “40456”?) flown by Joe Hazen on **26 May 64** (e-mail dated 13 September

2003 sent by Joe Hazen to the author); a photo showing its training role in 1965 can be seen in: <http://www.ravens.org/kham/Kham1965TrainingUdorn.jpg>;

- “**0-40482**” (or “40482”?) flown by Joe Hazen on 26 March 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author);

- “**0-40533**” (or “40533”?) believed flown by Richard Crafts (who gives it as “14-313”) on training flights out of Udorn on **14 and 17 September 64** (log book of Richard Crafts, in: UTD/Leary/B44F6); and probably already

- “**0-46244**”; flown by Joe Hazen on 20 February 66 (e-mail dated 13 September 2003 sent by Joe Hazen to the author); a photo of *Water Pump* T-28 “0-46244” after its crash (“Bad day at Waterpump”) can be seen in: Don Moody, *The great adventures of Bob and Don*, Prelude, p.4, at: <http://ravenfac.com/ravens/Adventures/Episode0000.htm> .

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



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