

Khmer Air Force C-47s

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An unknown Khmer Air Force C-47 destroyed by the sapper attack at Pochentong airport on 22 January 1971
(photo no. 1-CA2-2-PB47 at UTD/Abadie/B2F1)

I) Royal Cambodian Air Force C-47s:

C-47s delivered to the Royal Cambodian Air Force that are not believed to have survived to the times of the Khmer Air Force: Details were mostly taken from Gradidge, *The Douglas DC-3 and its predecessors*, statistics are given according to the list of US MAP contracts published by the National Archives (information kindly supplied by Sid Nanson – e-mail sent to the author on 23 October 2010):

Contract	Quantity	Type	Year acquired	Type of acquisition	Origin
SD37	1	C-47	1963 or earlier	Excess to US use (XS)	USAF
SD38	4	C-47	1963 or earlier	Procured (PR)	USAF

C-47A “4224055” 9917 10 Aug. 56 ex Armée de l’Air GT 1/64

Service history: a photo of C-47 “4224055” in the colors of the Royal Cambodian Air Force can be found at http://www.focalplanes.co.uk/wp-content/uploads/2010/11/61_07-Cambodian-C-47-4224055-S1072A.jpg.

Fate: ?

C-47A “42-108-865” 12498 June 57 ex F-KHAA

Fate: to the Royal Thai Air Force as “2108865” in 1962 (?), then RThAF “865” L2-35/14; on dump in January 2000

C-47B “349426” 26687 ? ex N86457

Fate: ?

C-47B “476337” 32669 12 May 60 ex VH-CDB

Fate: to IAI Ltd, then Israel DF/AF in 1963

C-47B “4476734” 33066 1966 ex USAF 44-76734

Service history: a photo of Royal Cambodian Air Force C-47 “4476734” can be found at http://www.focalplanes.co.uk/wp-content/uploads/2010/11/62_08-Pair-of-Cambodian-C-47s-with-an-Indian-Seahawk-in-between-S998B.jpg

Fate: to Royal Thai Air Force “476734”, then “734”, on 27 January 71; crashed near Takhli in 1982

C-47 “43-254” (1966) ?

II) Khmer Air Force C-47s:

Statistics:

1) According to Air America’s Phnom Penh Station monthly reports November 73 to June 74:

Number of C-47s assigned to the Khmer Air Force:

C-47 Cargo: 15 (Nov. 73) > 14 (Jan. 74) > 13 (Feb. 74) > 9 (June 74)

AC-47: 11 (Nov. 73) > 12 (May 74) > 12 (June 74)

- The first AC-47 arrived from USAF the in March 73, with more to follow in April 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- had at least 6 C-47s in March 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1).
- had 11 AC-47s in March 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1)
- 3 C-47s were grounded in April 73 due to a lack of spares (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1)
- a second AC-47 was received from the USAF in April 73 (Air America’s Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1)
- in May 73, 4 Khmer Air Force C-47s were without engines due to a lack of spare parts (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)
- 1 C-47 was received from the USAF in May 73 (Air America’s Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1)

2) According to the Archival Databases of the National Archives:

According to the list of US MAP contracts published by the National Archives, the Khmer Air Force received the following quantities of aircraft (information kindly supplied by Sid Nanson – e-mail sent to the author on 23 October 2010):

Contract	Quantity	Type	Year acquired	Type of acquisition	Origin
ZB29	20	C-47	1971	Excess to US use (XS)	USAF
ZB26	4	C-47	1972	Excess to US use (XS)	USAF
CJ66	2	C-47	1973	Excess to US use (XS)	USAF
CJ67	1	C-47	1973	Excess to US use (XS)	USAF
CS43	4	C-47	1974	Excess to US use (XS)	USAF

3) According to other sources:

- According to Grandolini/Cooper/Troung, *Cambodia*, part 1, p.13, Cambodia had 16 C-47s in 1970, but only half of them was operational
- In 1970, several Royal Thai Air Force AC-47s flew strikes in Cambodia in support of the AVNK (Grandolini/Cooper/Troung, *Cambodia*, part 1, pp.13/4).
- by the end of 1971, the Khmer Air Force had 19 C-47s and 3 AC-47s (Conboy / Bowra, *The war in Cambodia*, p. 20).
- In 1972, AVNK had 10 C-47s and 3 AC-47s (Sutsakhan, *The Khmer Republic at war*, p.183).
- 31 May 72: KAF had 6 AC-47s that flew 85 sorties in May 72 (Elder, *Air Operations in the Khmer Republic*, p. 12)
- In 1973, AVNK had 15 C-47s and 6 AC-47s (Sutsakhan, *The Khmer Republic at war*, p.183).
- In 1974, AVNK had 11 C-47s and 14 AC-47s (Sutsakhan, *The Khmer Republic at war*, p.183).

III) Individual aircraft histories:

“Following the attack on 22 Jan 1971, the major thrust of maintenance on C-47's was directed at cannibalization and salvage of the combat battle damaged (CBD) aircraft. From the ten aircraft damaged, five were locally repaired for one time flight to Thailand for permanent repairs. The remainder were damaged beyond economical repair” (Khmer Air Force report 1/1/71 to 31/3/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).

1) C-47s

A) C-47s that survived from Royal Cambodian Air Force times:

C-47B	"45918"	16921/34179	10 Aug. 56	ex Armée de l'Air "45918"; previously USAF 45-918
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Service history: extensively damaged during the sapper attack of 22 January 71; in the spring of 1972, work continued on C-47 45-0918, which had been declared beyond economic repair in January 1971 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); “918” had already been deactivated in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1).

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

C-47B “43-48640” 14456/25901 10 Aug. 56 ex Armée de l’Air “348640”;
previously USAF 43-48640

Service history: a photo of “43-48640” in Khmer Air Force colors taken in 1972 can be found at http://www.acig.org/artman/publish/article_412.shtml.

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

C-47A	"43-16105"	20571	10 Aug. 57	ex F-OAPD; previously 43-16105, then VH-ANL
	(real serial as borne unknown)			

Service history: 43-16105 VIP aircraft not MAP supported, presently (30 March 71) in IRAN at Cambodian expense in Thailand (Khmer Air Force report 1/1/71 to 31/3/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); “105” was stored at Pochentong in hangar 6 in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

C-47A	“42-100937” 19400	1967	ex RLAf “100937”; previously USAF 42-100937, then NC61190, 4X-AON
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Service history: given as “42-10937” in Air America’s reports; received a bullet hole of approximately 4 inches diameter in the left wing in March 73; repaired (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); corrosion damage at the center bottom fuselage was repaired at Pochentong in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); left hand engine changed in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

Fate: flown out of Cambodia in June 74 and put into storage (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); at that time it was "2100937"; transferred at Udorn to the Royal Thai Air Force as L2-48/18 on 28 November 75; written off at Don Nok on 15 March 78; struck off charge on 30 March 78 (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

C-47B "76388" 32720 ? ex KN356 (RAF)

Fate: C-47 43-76388 was lost on 30 April 71 (Khmer Air Force report 1/4/71 to 30/6/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).



Khmer Air Force C-47B "0-76510" at Pochentong in January 71
(photo no. 1-CA2-2-PB65 at UTD/Abadie/B2F1)

C-47B "0-76510" 32842 Sept. 62 ex USAF 44-76510

Fate: damaged during the sapper attack onto Pochentong airport on 22 January 1971; see photo no. 1-CA2-2-PB65 by Clarence Abadie preserved at UTD/Abadie/B2F1; to RLAF as "76510" in ?

B) C-47s delivered in 1970:

C-47B "701" 15517/26962 12 Aug. 70 USAF
(real serial as borne unknown)

Previous history: USAF: to WRAAR (Warner Robins Air Material Area), Taichung, for WK-maintenance on 23 March 69 (69082); to 432nd Tactical Reconnaissance Wing, Udorn, on 10 May 69 (69130); to 18th Fighter Wing, Ubon, on 9 September 69 (69252); to 6200th Air Base Wing, Clark AFB, on 18 June 70 (70169).

Service history: 43-49701 of 6200th Air Base Wing, Clark AFB, to TL MAP on 12 August 70 (70224); "701" put into 100 hours inspection at Pochentong on 6 February 74 (Air America's Phnom Penh Station monthly report for February 74, in:

UTD/CIA/B38F8); undergoing extensive sheet metal repair in April 74 due to corrosion (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); in May 74, the corrosion damage was still under repair at Pochentong (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: flown out of Cambodia in June 74 and put into storage (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to the Royal Thai Navy as "43-49701" (seen in November 79).

C-47B "43-48960" 14776/26221 8 Sept. 70 USAF
 (real serial as borne unknown)

Service history: 6200th Air Base Wing, Clark AFB, to TL MAP on 8 September 70 (70251); damaged in a sapper attack in 1971, damaging the center wing and fuselage (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); work continued in the spring of 1972 on extensively CBD C-47 43-48960, which had been declared beyond economic repair in January 1971 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); then stored in hangar no.2 at Pochentong, still in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); put into heavy maintenance in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); added to the cargo squadron in November 73 (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); received a bullet hole on the right hand horizontal stabilizer in December 73; repaired (Air America's Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); put into 100 hours inspection at Pochentong on 1 February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.



Khmer Air Force C-47B "085" at Pochentong in January 71
(photo no. 1-CA2-2-PB56 at UTD/Abadie/B2F1)

Fate: damaged during the sapper attack onto Pochentong airport on 22 January 71 (see photo no. 1-CA2-2-PB56 by Clarence Abadie preserved at UTD/Abadie/B2F1); C-47 43-49085 was lost on 29 June 71 (Khmer Air Force report 1/4/71 to 30/6/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).

Service history: 6200th Air Base Wing, Clark AFB, to TL MAP on 24 September 70 (70267); not operational, but being maintained at Phnom Penh in January 72 (Air America's Phnom Penh Station monthly report for January 72, in: UTD/Leary/B50F11).

Two more C-47s may have been delivered to the Khmer Air Force in 1970, as according to the USAF Assignment Records preserved at Maxwell AFB, they left the same USAF unit, that is the 6200th Air Base Wing, Clark AFB during the same period. They are:

TC-47B 44-76282 (c/n 15866/32614) of 6200th Air Base Wing, Clark AFB, to TL MAP on 12 August 70 (70224)

No less than 11 C-47s were transferred to the Khmer Air Force from PACAF bases in August/September 1970 according to Gradidge, *The DC-1, DC-2, DC-3*, vol. I, p.50). So other candidates are:

C-47B 43-49236 (c/n 15052/26497) of 631st Combat Support Group, Bangkok-Don Muang,
to TL MAP on 13 August 70 (70225)

C-47B 43-49373 (c/n 15189/26634) of 432nd Tactical Reconnaissance Wing, Udorn, to TL MAP on 22 September 70 (70265)

But no documents about their service with the Khmer Air Force are available at this time. The C-47s that do not appear in later LMAT documents may have been destroyed in the sapper attack of January 71.

C) C-47s delivered in 1971:

C-47A “43-48101” 13917/25362 28 Feb. 71 USAF

(real serial as borne unknown)

Service history: 6200th Air Base Wing, Clark AFB, to TL MAP on 28 February 71 (71059); said to have been used by the South Vietnamese AF as “348101”, but was at Pochentong in Khmer AF service for maintenance in February 72 for a propeller assembly and generator (Air America’s Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); was down most of August 73 due to loose rivets on the control column (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); the forward lavatory bulkhead was damaged and repaired in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); corrosion at the tail cone was repaired in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

Fate: flown out of Cambodia in June 74 and put into storage (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); with the Royal Thai Navy as “48101” in 1978; on dump at U Tapao in November 85.

C-47A “42-92295” 12080 21 Sept. 71 USAF

(real serial as borne unknown)

Service history: 315TAW, Phan Rang, to TL MAP on 21 September 71 (71264); said to have been with the South Vietnamese AF as “292295”, but C-47 42-92295 (USAF) was gained by the Khmer AF in the period October to December 71 (Khmer Air Force report 1/10/71 to 31/12/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); sustained major damage to the horizontal stabilizer during an air drop mission for the Khmer AF in August 73; repaired replacing the stabilizer with one taken from C-47 “918” which had already been deactivated (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); engine modification in progress in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); further modifications planned for October 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); being repaired in November 73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); corrosion damage at the right hand bottom fuselage was repaired in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); the right engine was changed in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); nosed over in April 74 upon landing at an out station, causing substantial damage to the left hand engine and propeller (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); input at Pochentong repair station on 4 May 74, nose section repaired at about 50 % in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); damaged repairs of the nose section were completed in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

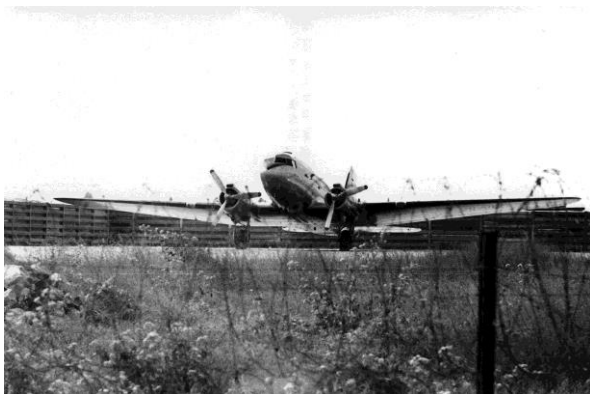
Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

D) C-47s delivered in 1972:

C-47A “42-24139” 10001 28 March 72 ex VH-SBN
 (real serial as borne unknown)

Service history: acquired in Australia on 6 September 71; C-47A 42-24139 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).

Fate: C-47A 43-24139 was lost in a rocket attack on 4 January 73 (Khmer Air Force Telex dated 25/4/73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).



Three episodes in the life of KAF C-47B “765”, all taken at Pochentong in 1971/2:

- a) still as ex VH-AID; b) being maintained and c) without engine and props
(all with kind permission from Ward S. Reimer)

C-47B “44-76765” 16349/33097 28 March 72 ex VH-AID and RAAF A65-96
 (real serial as borne unknown)

Service history: acquired in Australia on 5 September 71; C-47B 44-76765 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); radio modifications planned for October 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); right engine repaired in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1).

Fate: ground looped on 31 January 74, while on take off from Siem-Reap airport; the aircraft sustained heavy damage and was dropped from the KAF inventory (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).



Khmer Air Force C-47B “44-76340” and O-1 “054689” at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

C-47B “44-76340” 15924/32672 28 March 72 ex VH-AIQ and RAAF A65-80
 (real serial as borne unknown)

Service history: acquired in Australia on 5 September 71; C-47B 44-76340 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); C-47B 44-76340 was converted to a VIP aircraft by installing airline seats, conference room, galley, latrine, insulation and panelling in the spring of 1972 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); the modification of VHF &UHF radio was completed on 5 March 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); the right wing tip was damaged in a taxi accident with O-1D 57-2934 in January 74; repaired (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); in May 74, the left hand wing tip was replaced (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); had a right hand engine failure during flight in June 74 (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: Khmer Air Force C-47 “340” was lost on 2 August 74, when it crash landed at Siem Reap; beyond economical repair (Report of 11 September 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

C-47A “42-23732” 9594 28 March 72 ex VH-AIG and RAAF A65-14
(real serial as borne unknown)

Service history: acquired in Australia on 5 September 71; C-47A 42-23732 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); engine modification was in progress at Pochentong in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); further modifications planned for October 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); parts of the ill-fated C-47 “576” were used for “42-23732” which had been waiting engine modification for almost a year (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38 F8).

Fate: dropped from the Khmer Air Force inventory in June 74 and used for spares, for example for AC-47 “43-15773” (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); lost on 3 June 74, code C (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

C-47A “42-92292” 12076 28 March 72 ex VH-AIC and RAAF A65-30
(real serial as borne unknown)

Service history: acquired in Australia on 16 November 71; C-47A 42-92292 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); awaited an engine change in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); parts of the ill-fated 44-76548 were used in January 74 to bring “292” back to service (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8); engine modification in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); still not completed in March 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8) nor in April 74 (Air America’s Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38 F8); paint removed from the fuselage; repair still not completed in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: lost on 3 June 74, code C, which probably means dropped from the inventory as broken up for spares (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

C-47B “44-76548” 16132/32880 28 March 72 ex VH-AIX and RAAF A65-88
(real serial as borne unknown)

Service history: acquired in Australia on 30 November 71; C-47B 44-76548 was gained by the Khmer AF on 28 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); always called “44-67548” in official Air America papers; at Pochentong for engine modification in August 73 (Air America’s Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); work completed in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); further modifications planned for October 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); released for operations in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); receive battle damage on the right hand wing in December 73; repaired in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1).

Fate: crashed outstation in Cambodia (ground looped during landing at Kg. Chanang) on 18 January 74; written off, but the engines, propellers, and other components were removed and returned to Pochentong (Air America's Phnom Penh Station monthly reports for January and February 74, in: UTD/CIA/B38F8).

EC-47D "166" 13047 3 Nov. 72 ex VNAF
(real serial as borne unknown)

Service history: 42-093166 of 377th Air Base Wing, Tan Son Nhut, to TL MAP on 3 November 72 (72308); with the South Vietnamese AF as "293166" / "WN" in 1972; with the Khmer Air Force in June 74, when it had electrical problems; repaired at Pochentong in June 74 (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

E) C-47s delivered in 1973:

C-47A “43-48387” 14203/25648 9 May 73 ex USAF

(real serial as borne unknown)

Service history: USAF 405th Fighter Wing, Clark AFB, to TL MAP on 9 May 73 (73129); damage repair of the bottom surface of the left hand outer wing was completed in August 73 (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); cargo aircraft, received bullet damage to the left wing in February 74; input for repair on 27 February 74; repair in progress at the end of that month (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); damage caused by hostile action was repaired in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); down out station in April 74 for an engine change after an in flight engine failure (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

Fate: lost on 31 May 74, code A (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

C-47B “44-77283” 16867/33615 11 May 73 USAF; ex MAP for VNAF

(real serial as borne unknown)

Service history: 405th Fighter Wing, Clark AFB, to TL MAP on 11 May 73 (73131); in January 74, the tail cone was hit by a tow bar and damaged; repaired (Air America's Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

Fate: hit by hostile ground fire on 7 May 74, while operating outstation (code Z); the aircraft was totally destroyed and dropped from the KAF inventory (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8; (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

C-47B “43-49344” 15160/26605 28 May 73 USAF

(real serial as borne unknown)

Service history: USAF 405th Fighter Wing, Clark AFB, to TL MAP on 28 May 73 (73148); modification of the VHF systems was completed in August 73 (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); sustained substantial damage due to hostile fire in November 73; repaired (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); put into 100 hours inspection at Pochentong on 11 February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); damage caused by hostile action was repaired in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); the right engine as changed in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8).

Fate: Khmer Air Force C-47 “344” was lost on 12 October 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Seven more C-47s may have been delivered to the Khmer Air Force in 1973, as according to the USAF Assignment Records preserved at Maxwell AFB, they all left the same USAF unit, that is the 405th Fighter Wing, Clark AFB, during the same period. They are:

C-47B 43-48491 (c/n 14307/25752) of 405th Fighter Wing, Clark AFB, to TL MAP on 1 May 73 (73121)

AC-47D 43-48599 (c/n 14415/25860) of 405th Fighter Wing, Clark AFB, to TL MAP on 24 April 73 (73114); later to the Philippine Air Force as “348599”
 C-47D 43-48816 (c/n 14632/26077) of 405th Fighter Wing, Clark AFB, to TL MAP on 17 May 73 (73137)
 AC-47D 43-49095 (c/n 14911/26356) of 405th Fighter Wing, Clark AFB, to TL MAP on 22 May 73 (73142) ; later to the Royal Thai Navy as “49095”, derelict in 1997
 C-47D 43-49925 (c/n 15741/27186) of 405th Fighter Wing, Clark AFB, to TL MAP on 24 May 73 (73144); later to the Royal Thai Navy as “49925”; wreck at U Tapao in 1997
 TC-47B 44-76558 (c/n 16142/32890) of 405th Fighter Wing, Clark AFB, to TL MAP on 24 May 73 (73144), to the Philippine Air Force as “476558” in 1975; derelict at Nichols AFB in November 80.
 C-47B 44-76632 (c/n 16216/32964) of 405th Fighter Wing, Clark AFB, to TL MAP on 27 April 73 (73117); to the Philippine Air Force as “476632” in June 75.
 But no documents about their service with the Khmer Air Force are available at this time.

F) C-47s delivered in 1974:

C-47D “45-1127” c/n 34397 11 May 1974 Ex 45-1127 and RLAF “51127”
Service history: gained by the Khmer Air Force on 11 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).
Fate: under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); to Royal Thai Navy “51127” in 1975, seen derelict U-Tapao in October 97

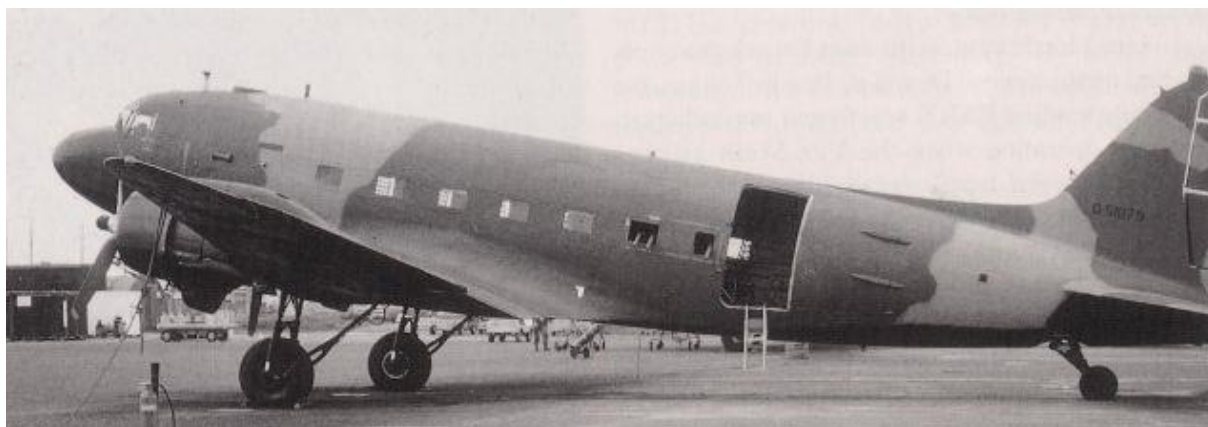
G) C-47s whose delivery dates are unknown:

C-47 “576” (possibly 43-15576 c/n 20042 or 43-48576 c/n 14392/25837)
 (real serial as borne unknown)
Service history: ?
Fate: crashed out station in Cambodia on 31 January 74; written off, as it was beyond economical repair; parts were removed and used on C-47 “42-23732” (Air America’s Phnom Penh Station monthly report for January 74, in: UTD/CIA/B38F8).

C-47B “349210” 15026/26471 1973/74 (?) USAF 43-49210; SVAF “349210”
Service history: was with South Vietnamese AF as “349210” / “EC” in still 1972
Fate: escaped to Thailand in April 1975 as Khmer Air Force “349210”; transferred to the Royal Thai Air Force as “349210”, then “210” and L2-41/18 on 28 August 1975; written off at Don Muang on 21 January 92 (Gradidge, *The DC-1, DC-2, DC-3*, vol. II, p.560).

C-47B “349703” 15519/26964 1973/74 (?) USAF 43-49703; SVAF “349703”
Service history: was with South Vietnamese AF as “349703” in February 73; then Khmer Air Force “349703” (Gradidge, *The DC-1, DC-2, DC-3*, vol. II, p.578).
Fate: probably flown out of Cambodia in 74 and put into storage in Thailand; seen at Bangphra Airfield in January 95; preserved at the Pres. Royal Garden Plaza Hotel; Bangkok as “Ripley’s Believe It Or Not Theatre” (Gradidge, *The DC-1, DC-2, DC-3*, vol. II, p.578).

2) AC-47 Gunships



Khmer Air Force AC-47 “0-51079” taken in the early seventies
(with kind permission from Ken Conboy)

A) Aircraft that were delivered in 1970, not necessarily as AC-47s:

AC-47A “43-16254” 20720 14 Aug. 70 USAF
(real serial as borne unknown)

Service history: 635th Combat Support Group, U Tapao, to TL MAP on 14 August 70 (70226); C-47A 43-16254 was converted to a VIP aircraft by installing airline seats, conference room, galley, latrine, insulation and panelling in the spring of 1972 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); was repaired in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); further modifications planned in September 73 (Air America’s Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); radio modifications were completed in November 73 (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); experienced a hard landing in mid-December 73 due to strong cross wind, damaging a wing tip and the landing gear; repaired in December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); sent for inspection in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: crashed in Cambodia on 31 May 74, while on a mission (code A); total loss; dropped from the Khmer Air Force inventory (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8). According to a hand-written note of October 74, C-47 “254” was lost on 29 May 74 (Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015). The MEDTC Report for 1 April to 30 June 74 (kindly supplied by Sid Nanson on 25 March 2015) gives this as C-47D 43-49254, which, however, escaped to Thailand in 1975 (qv).

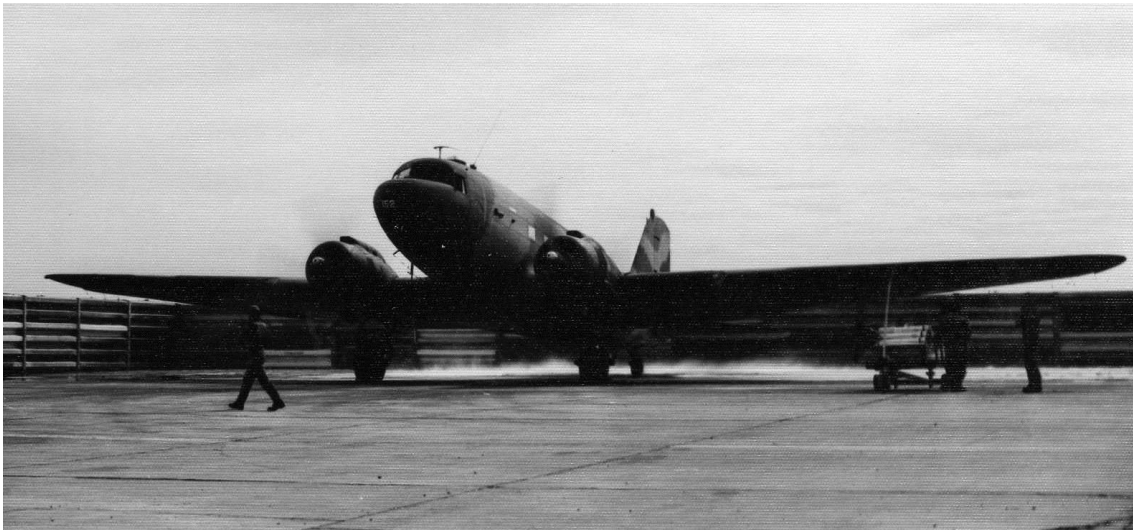
AC-47 “43-48492” 14308/25753 14 Aug. 70 USAF
(real serial as borne unknown)

Service history: 6200th Air Base Wing, Clark AFB, to TL MAP on 14 August 70 (70226), when still a C-47; not operational, but being maintained at Phnom Penh in January 72 (Air America’s Phnom Penh Station monthly report for January 72, in:

UTD/Leary/B50F11); converted to AC-47 in 1973; acceptance inspection was completed in May 73 (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); engine problems in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); a deep dent and scratch in the right wing was discovered on 2 April 74 (Report of 6 April 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015); had engine problems in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); on 29 May 74, the tail cone was substantially damaged, when a truck struck the aircraft on the ground (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8; Report of 4 June 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: flown out of Cambodia in June 74 and put into storage (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8); under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); at that time it was "348492"; transferred at Udorn to the Royal Thai Air Force as "492" and L2-49/18 on 14 November 75; allocated to Lopburi for display in November 1988 and there at least May 1989 thru August 2002; reported shipped to Oshkosh, Wi. for Basler conversion around October 2003; believed to be BT-67 #8 which was delivered as L2k-08/47 and entered service with the RThAF on 6 July 2004, coded '46158' (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

B) Aircraft that were delivered in 1971, not necessarily as AC-47s:



Khmer Air Force AC-47B "44-77152" at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

AC-47B "44-77152" 16736/33484 15 Jan. 71 USAF
(real serial as borne unknown)

Service history: 460th Tactical Reconnaissance Wing, Tan Son Nhut, to TL MAP on 15 January 71 (71015); radio modifications completed at Phnom Penh in January 72 (Air America's Phnom Penh Station weekly report for 24-31 January 72, in: UTD/Leary/B50F11); ferried to Thai-Am, Bangkok, for inspection in March 74, and

Fate: escaped to Thailand in 1975 as “477152”; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Air Force as “152” and L2-44/18 in September 1975; struck off charge on 27 February 84; preserved at Phitsanulok (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

Service history: 460th Tactical Reconnaissance Wing, Tan Son Nhut, to TL MAP on 29 January 71 (71029); also reported with the South Vietnamese AF as “493812”; AC-47 42-93812 was gained by the Khmer AF in the period July to September 71 (Khmer Air Force report 1/7/71 to 30/9/71, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); was with the Khmer Air Force in March 73, when an emergency smoke removal system was installed on “42-93812” on 17 March 73 (Air America’s Phnom Penh Station monthly report for March 73, in: UTD/CIA/B39F1); was down at Pochentong for excessive corrosion in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); still worked on in October 73 (Air America’s Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); was undergoing engine modification in December 73, after it had had a premature engine failure on 11 December 73; work completed by the end of December 73 (Air America’s Phnom Penh Station monthly report for December 73, in: UTD/CIA/B39F1); sent for inspection to Thai-Am, Bangkok, on 6 February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Service history: 6486th Air Base Wing, Hickam, to TL on 71033; a photo of “0-51079” taken in June 1971 is depicted in Conboy/Bowra, *The war in Cambodia*, p. 14); received bullet damage on the left wing in November 73; repaired (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); sent for inspection in February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); ferried to Thai-Am, Bangkok, for inspection in March 74, and still there on 4 April 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); taxied into the main runway gate at Pochentong on 2 August 74, damaging the engine and the propellers (Report of 2 August 74, in: Khmer Air Force Aircraft Damage Reports, NARA file no. 968137 released on 8 May 2015, kindly submitted by Sid Nanson on 14 May 2015).

Fate: escaped to Thailand in 1975 as “51079”; under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to Royal Thai Air Force as “079” and L2-47/18 on 14 November 75; struck off charge on 7 September 1989 due to corrosion and stored at Lopburi; dumped at Lopburi since at least January 1999 (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).



Khmer Air Force AC-47A "05-773" at Pochentong in 1971/2
(with kind permission from Ward S. Reimer)

AC-47A "05-773" 20239 9 May 71 ex USAF 43-15773

Service history: 460th Tactical Reconnaissance Wing, Tan Son Nhut, to TL MAP on 9 May 71 (71129); reportedly with the South Vietnamese AF as "315773"; was with the Khmer Air Force for maintenance at Pochentong since 16 February 72 for a left wing down flight condition; not yet repaired until 8 March 72 (Air America's Phnom Penh Station monthly report for February 72, in: UTD/CIA/B39F1); modified to AC-47 and received a new engine in July 73 (Air America's Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); in August 73, the aircraft was taxied into a palm tree at out station, and the left wing tip had to be replaced (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); ferried to Thai-Am, Bangkok, for inspection in March 74 and still there on 4 April 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); was down for several days in June 74 due to fuel cross feed problems, but was repaired with parts from C-47 "732" and released to service (Air America's Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate: ?

C) Aircraft that were delivered in 1972, not necessarily as AC-47s:

AC-47B “43-49572” 15388/26833 15 Jan. 72 USAF
(real serial as borne unknown)

Service history: 483rd TAW, Cam Ranh Bay, to TL MAP on 29 January 71 (71029); reported as “349572” with the South Vietnamese AF; AC-47 43-49572 (USAF) was gained by the Khmer AF on 15 January 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); was with the Khmer Air Force in November 73, when corrosion damage at the right hand bottom fuselage was repaired at Pochentong Air Base (Air America’s Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1); sent for inspection in February 74; the right engine was changed (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); ferried to Thai-Am, Bangkok, for inspection in March 74, and still there on 4 April 74 (Air America’s Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); made a single engine landing at Ream Air Base in June 74 due to in flight failure of the right engine; an engine change took 10 days due to transportation problems (Air America’s Phnom Penh Station monthly report for June 74, in: UTD/CIA/B38F8).

Fate ?

AC-47D “45-1029” 17032/34297 4 March 72 USAF
(real serial as borne unknown)

Service history: 6314th Support Wing, Osan, to TL MAP on 4 February 71 (71035); AC-47 45-1029 (USAF) was gained by the Khmer AF on 4 March 72 (Khmer Air Force report 1/1/72 to 31/3/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014).

Fate: destroyed by hostile fire during a rocket attack, while parked at Battambang in June 73 (Air America’s Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

D) Aircraft that were delivered in 1973, not necessarily as AC-47s:

C-47B “562” 14378/25823 14 Jan.73 USAF
(real serial as borne unknown)

Service history: 43-48562 of 6200th Air Base Wing, Clark AFB, to TL MAP on 12 August 70 (70224); C-47 43-48562 was at Thai-Am, Bangkok, for Class V Mod 2136, installation of guns and related equipment (conversion to AC-47) in the spring of 1972; was to return from Bangkok in August 72 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); C-47 43-48562 was still in Thailand undergoing conversion to gunship configuration; conversion was expected to be completed as of 15 December 72 (Khmer Air Force report 1/7/72 to 30/9/72, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 13 November 2014); AC-47A 43-48562 was gained by the Khmer AF on 14 January 73 after conversion to AC-47 (Khmer Air Force Telex dated 25/4/73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); put into 100 hours inspection at Pochentong on 4 February 74 (Air America’s Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8).

Fate: ?; probably did not escape to Thailand, when Cambodia fell to the Khmer Rouge forces of Pol Pot in 1975.

AC-47B “76338” 32670 14 Jan.73 USAF
(real serial as borne unknown)

Service history: 44-76338 of 6486th Air Base Wing, Hickam, to TL MAP on 2 February 71 (71033); C-47B 44-76338 was at Thai-Am, Bangkok, for Class V Mod 2136, installation of guns and related equipment (conversion to AC-47) in the spring of 1972; was to return from Bangkok in August 72 (Khmer Air Force report 1/4/72 to 30/6/72, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); C-47B 44-76338 was still in Thailand undergoing conversion to gunship configuration; conversion was expected to be completed as of 15 December 72 (Khmer Air Force report 1/7/72 to 30/9/72, USAFHRA, Maxwell AFB, kindly supplied by Sid Nanson on 13 November 2014); AC-47A 44-76338 was gained by the Khmer AF on 14 January 73 after conversion to AC-47 (Khmer Air Force Telex dated 25 April 73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); right hand engine changed in March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8).

Fate: ?

AC-47B “43-49254” 15070/26515 23 March 73 still 0-49254 with USAF in
(real serial as borne unknown) Nov.72

Service history: WRAAR (Warner Robins Air Material Area), Robins, to TL MAP on 13 March 73 (73072); AC-47A 43-49254 was gained by the Khmer AF on 23 March 73 (Khmer Air Force Telex dated 25/4/73, USAFHRA, Maxwell AFB, info kindly supplied by Sid Nanson on 13 November 2014); had problems with the right hand engine in October 73 (Air America's Phnom Penh Station monthly report for October 73, in: UTD/CIA/B39F1); apparently converted to AC-47D.

Fate: escaped to Thailand in 1975 as “349254”; under US Government control with MACTHAI at Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Air Force as “254” or L2-42/18 on 9 September 75, then converted to Basler Turbo 67 in September 1997 and redelivered to the Royal Thai Air Force as L2k-06/42 on 16 March 1999; entered service with the RThAF on 25 March 99, coded “46156”, at least between January 2000 and January 2004 (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

AC-47 “0-51116” 17119/34386 13 March 1973 USAF

Service history: WRAAR (Warner Robins Air Material Area), Robins, to TL MAP on 13 March 73 (73072); officially serialised as “45-1116”; had a landing accident at Pochentong in early 73 and needed an engine change in May 73 (Air America's Phnom Penh Station monthly report for April 73, in: UTD/CIA/B39F1); prepared for a flight to Thai-Am at Bangkok for repairs in May 73 (Air America's Phnom Penh Station monthly report for May 73, in: UTD/CIA/B39F1); ferried to Thai-Am, Bangkok, in June 73; repairs were still not finished in June 73 (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1); nearly ready for ferry flight to Thai-Am in July 73, repairs completed on 23 July 73 (Air America's Phnom Penh Station monthly report for July 73, in: UTD/CIA/B39F1); repairs were completed in August 73 (Air America's Phnom Penh Station monthly report for August 73, in: UTD/CIA/B39F1); ferried to Thai-Am at Bangkok for permanent repair in September 73 (Air America's Phnom Penh Station monthly report for September 73, in: UTD/CIA/B39F1); in February 74 it was noted that “116” was at Thai-Am for approximately 8 months (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); returned to Pochentong from Thai-Am on 22

March 74; released to operations on 23 March 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); the left engine was changed in April 74 (Air America's Phnom Penh Station monthly report for April 74, in: UTD/CIA/B38F8); a photo of "0-51116" (?) in Khmer Air Force colors can be found at http://www.acig.org/artman/publish/article_412.shtml

Fate: escaped to Thailand in 1975 as "51116"; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Air Force as "116" and L2-45/18 on 12 September 75; allocated to "Tango"; stored at Lopburi at least January 1999 thru August 2002; to Oshkosh, Wi. for conversion to Basler possibly in March 2004 and noted there in July 2004; believed to be BT-67 #9, which entered service with the RThAF in November 2004 as L2k-09/47, coded '46159' (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

AC-47B "43-48805" 14621/26066 73 USAF
(real serial as borne unknown)

Service history: storage at Davis-Monthan to WRAAR (Warner Robins Air Material Area), Robins, on 16 November 72 (72321); apparently loaned to the Khmer Air Force only in 1973, as there is no TL MAP entry for 1973; shrapnel damage was repaired at Battambang in June 73 (Air America's Phnom Penh Station monthly report for June 73, in: UTD/CIA/B39F1).

Fate: crashed at Battambang, Cambodia, on 6 November 73 because of loss of control during take-off; damaged beyond repair (Air America's Phnom Penh Station monthly report for November 73, in: UTD/CIA/B39F1).

AC-47B "43-48908" 14724/26169 73 USAF
(real serial as borne unknown)

Service history: storage at Davis-Monthan to WRAAR (Warner Robins Air Material Area), Robins, on 12 December 72 (72347); apparently loaned to the Khmer Air Force only in 1973, as there is no TL MAP entry for 1973; ferried to Thai-Am, Bangkok, for inspection in March 74, and still there on 4 April 74, given there as "43-88908" (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); electrical problems were repaired at Pochentong in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: ?

AC-47 "44-76657" 16241/32989 16 Sept. 73 USAF
(real serial as borne unknown)

Service history: WRAAR (Warner Robins Air Material Area), Robins, to TL MAP on 16 September 73 (73259); sent for 100 hours inspection to Thai-Am, Bangkok, on 11 February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); arrived from Thai-Am after completion of 100 hour's inspection, acceptance inspection of that aircraft was completed in February 74 (Air America's Phnom Penh Station monthly report for February 74, in: UTD/CIA/B38F8); ferried to Thai-Am, Bangkok, for inspection in March 74, and still there on 4 April 74 (Air America's Phnom Penh Station monthly report for March 74, in: UTD/CIA/B38F8); machine gun problems repaired at Pochentong in May 74 (Air America's Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8).

Fate: ?

E) Aircraft that were delivered in 1974, not necessarily as AC-47s:

AC-47D “43-49516” 15332/26777 20 May 74 VNAF
(real serial as borne unknown)

Service history: “516” was added to the Khmer Air Force fleet in May 74 (Air America’s Phnom Penh Station monthly report for May 74, in: UTD/CIA/B38F8); officially gained by the Khmer Air Force on 20 May 74 (MEDTC Report for 1 April to 30 June 74, kindly supplied by Sid Nanson on 25 March 2015).

Fate: escaped to Thailand in 1975 as “349516”; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Air Force as “516” and L2-43/18 on 9 September 75; to Police for display - probably that at the RTP Museum marked ‘219789’ (RTAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>).

F) Aircraft that were delivered at unknown dates:

AC-47 “43-49010” 26271 74? VNAF
(real serial as borne unknown)

Service history: 432nd Tactical Reconnaissance Wing, Udorn, to TL MAP on 7 June 70 (70158); possibly to the VNAF as “349010” in the beginning; also reported as to the RLAF; mentioned by World Air Forces, Cambodia, at <http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>

Fate: escaped to Thailand in 1975 as “349010”; under US Government control with MACTHAI, Udorn, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Air Force at Udorn as L2-46/18 on 11 November 75; struck off charge on 23 April 91; derelict at Don Muang 1995; displayed at Vietnam War Veterans Memorial Museum, Surasri Army Camp, Kanchanaburi (RThAF C-47 at <http://www.thai-aviation.net/military%20-%20C47.htm>; e-mail dated 21 February 2005, kindly sent to the author by Steve Darke).

AC-47 “43-49213” 26474 74? USAF 43-49213 to MAP
(real serial as borne unknown) on 31 August 65 (RLAF?
VNAF?)

Previous service: to an unknown MAP on 31 August 65

Service history: ?

Fate: escaped to Thailand; under contract maintenance with Thai-Am, Don Muang, on 24 April 75 (e-mail dated 22 May 2011, kindly sent to the author by Sid Nanson); transferred to the Royal Thai Navy as “349213”; withdrawn from use in May 86; stored engineless at U-Tapao, derelict in October 97; restored as a guesthouse by 2003

AC-47 “43-49245” 26506
(real serial as borne unknown)
Service history: ?; mentioned by World Air Forces, Cambodia, at
<http://www.aeroflight.co.uk/waf/aa-eastasia/cambodia/cam-af1-aircraft.htm>
Fate: ?

When Cambodia fell to the Khmer Rouge forces of Pol Pot on 18 April 1975, 1 C-47 and 7 AC-47s escaped to Thailand (Carroll, *World Air Forces Directory 1998/9*, p. 187); 6 AC-47s were captured by the Khmer Rouge (Grandolini/Cooper/Troung, *Cambodia*, part 2).

According to MEDTC (Military Equipment Delivery Team – Cambodia) sources, the Khmer Air Force had received 15 C-47s and 17 AC-47s by 31 March 75, of which 13 C-47s and 3 AC-47s had been lost by that date. Of the remaining 2 C-47s and 14 AC-47s, 2 AC-47s were out country, i.e. probably in Thailand on 31 March 75, while 2 C-47s and 12 AC-47s were still in Cambodia. Of the remaining 2 C-47s and 14 AC-47s, 1 more C-47 and 4 more AC-47s were delivered to Thailand prior to 16 April 75, and another 3 AC-47s were evacuated on 17/18 April 75, leaving 1 C-47s and 6 AC-47s in Cambodia that were captured by the Khmer Rouge, making a total of 1 C-47 and 7 AC-47s that escaped to Thailand (MEDTC Statistics kindly submitted by Sid Nanson on 16 October 2014), while 1 AC-47 was apparently lost in early April 75.

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