

£6.50

WINTER ISSUE  
DECEMBER, 2013

# Air-Britain AEROMILITARIA

The AIR-BRITAIN Military Aviation Historical Quarterly



# The North American T-28D

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Above: A batch of T-28Ds just assembled prior to delivery to Cambodia. (All photos from Author unless otherwise credited)

This article describes the development, production and brief details of the use of the North American T-28D and its sub-variants. It is intended to be an introduction to a series of later articles which will focus in more detail on the use of the T-28D in the various theatres of operation.

Feedback and corrections are positively encouraged!

## The North American T-28A Variants

For the purpose of this article, it is assumed that readers are familiar with the basic details of the T-28, but the author has found that there is no detailed listing of the sub-types, particularly those of the T-28D which was most commonly used in a COIN role, not only in south-east Asia, but also in Africa and Latin America. Therefore a look at the various T-28 variants is initially necessary.

### XT-28

Prototypes.

- 48-1371 & 48-1372

### T-28A

USAF version with 800 hp Wright R-1300 engine. 2-blade propeller. Delivered to the USAF between early 1950 and December 1953. 1,194 built.

The first MAP deliveries were to Saudi Arabia in 1957, followed by a batch of 22 to the Philippines in 1958 and, in 1958 & 1959, the 149 acquired by France for the Fennec programme. A large number were also withdrawn from USAF service in 1958 & 1959 and put into storage (usually at Davis Monthan, Az. or Norton AFB, Ca.), from where many were sold onto the civil market.

- 49-1491 to 49-1756 (266)
- 50-0195 to 50-0319 (125)
- 51-3463 to 51-3796 (334)
- 51-7482 to 51-7891 (410)

- 52-1186 to 52-1242 (57)
- 52-3497 to 52-3498 (2)
- Bu137636 to Bu137637 (re-serialised USAF T-28A included in the USAF listings above)
- Bu150356 to Bu150405 (re-serialised USAF T-28A included in the USAF listings above)
- Bu150692 to Bu150716 (re-serialised USAF T-28A included in the USAF listings above)
- Bu153643 to Bu153659 (re-serialised USAF T-28A included in the USAF listings above)

### RT-28B

Not connected to the RT-28 variant below, one only was supplied to Japan as JA3096 (registered 17-Nov-54); later to JASDF as 63-0581; damaged 03-Jul-63; preserved at JASDF Hamamatsu Airpark.

### T-28B

USN version with 1,425 hp Wright R-1820 engine. Structural modifications. 3-blade propeller. Belly-mounted speedbrake. Fully-castering nosewheel. MTOW 8,500lb. 489 built 1954 & 1955, plus 17 converted from T-28A.

- Bu137638 to Bu137810 (173)
- Bu138103 to Bu138367 (265)
- Bu140002 to Bu140052 (51)
- Bu153643 to Bu153659 (modified from USAF T-28A included in the USAF listings above)

Many became 'armed T-28Bs' with two ordnance pylons and one large gun pod under each wing (but no internal ammunition storage in the wings), very like the T-28D below. They can be very difficult to distinguish externally from the T-28D, although they generally kept the belly speedbrake. Also, all were of course USN-serialled, whereas all T-28Ds were based on USAF T-28A airframes.

Four of the last batch (Bu153659, Bu153655, Bu153646 & Bu153648) were later further converted from T-28B to T-28D-10.

## RT-28

This appears to be an unofficial designation for T-28Bs and T-28Cs converted in Vietnam and fitted with the belly camera pack as used on the RF-84F. 18 are believed to have served with South Vietnamese Air Force (SVNAF), and the survivors later converted back for use in the COIN role in Laos.

## T-28C

USN version, as T-28B with shortened propeller blades and arrester hook for carrier landing training. 299 built 1955 to 1957.

- Bu140053 to Bu140077 (25)
- Bu140449 to Bu140666 (218)
- Bu146238 to Bu146293 (56)
- Bu154658 to Bu154729 (not built)

## Sud Aviation Fennec

149 ex USAF T-28As refurbished, strengthened and modified with 1,425 hp Wright R-1820 engine by Sud Aviation at St. Nazaire from 1959 for the French military. The first prototype, N79Z, was lost early in testing, and replaced as c/n 01 by N6883C (51-3593). 51-3571, c/n 02, was later converted to production standard and given a new c/n, 147. Used for COIN operations in Algeria.

A full production listing for the Fennec can be found at the author's website, [http://www.thai-aviation.net/files/T\\_28\\_SE\\_Asia.pdf](http://www.thai-aviation.net/files/T_28_SE_Asia.pdf). There is also an excellent article in 'Le Trait d'Union', #32, November 1973.

## T-28D

The French development of the Fennec in 1959 had not gone unnoticed by the USAF. From April 1962 North American,



Above: A USAF 'Zorro' T-28D of 606ACS at Nakhon Phanom. (Jack Drummond)



Above: A pair of USAF 'Farm Gate' T-28Ds, 38372 and 38376 (in SVNAF liveries) in Vietnam.



*Seen on this page are three views of 0-13534, one of Thai Tango Squadron's T-28Ds, seen in recent years. None of the Squadron's T-28Ds now fly.*



generally at their Columbus, Oh. plant (but also at Eglin, Fl.), began to rebuild surplus T-28As to a standard similar to the Fennec, with the 1,425 hp Wright R-1820 engine, two ordnance pylons and one large gun pod under each wing (but no internal ammunition storage in the wings). These were designated T-28D, and by the end of 1962 they had converted 77 airframes, a total of 131 being produced before the T-28D-5 replaced it on the conversion line in mid-1965.

As can be seen from the listing below, most of the T-28Ds found their way to Thailand, Laos and Cambodia. The exceptions were a batch of 14 which are believed to have been supplied by MAP to Ethiopia in 1963, and a number which were retained by the USAF, both in the USA and in southeast Asia.

Conversions for civil use, including the T-28R-2 Nomair and PacAero Nomad Mark I & Mark II, are outside the scope of this



article, as are the T-28As converted for the Brazilian Navy as the T-28R-1 Nomair, and the cancelled YAT-28E turboprop project.

## PRODUCTION

The following table lists the 131 original T-28D conversions produced between April 1962 and June 1965:

| Mod. # | US Serial | MAP date  | To         |
|--------|-----------|-----------|------------|
| 1      | 52-1186   | 17-May-62 | Thailand   |
| 2      | 52-1187   | 17-May-62 | Thailand   |
| 3      | 52-1192   | 17-May-62 | Thailand   |
| 4      | 52-1208   | 17-May-62 | Thailand   |
| 5      | 52-1210   | 18-May-62 | Cambodia ? |
| 6      | 52-1211   | 17-May-62 | Thailand   |
| 7      | 52-1213   | 17-May-62 | Thailand   |
| 8      | 52-1225   | 17-May-62 | Thailand   |
| 9      | 52-1239   | 17-May-62 | Thailand   |
| 10     | 52-1229   | 18-May-62 | Cambodia ? |
| 11     | 52-3498   | 17-May-62 | Thailand   |
| 12     | 52-1233   | 17-May-62 | Thailand   |
| 13     | 52-1196   | 18-May-62 | Cambodia ? |
| 14     | 52-1228   | 18-May-62 | Cambodia   |
| 15     | 51-7599   | 14-Jun-62 | Thailand   |
| 16     | 51-7607   | 14-Jun-62 | Thailand   |
| 17     | 51-7611   | 14-Jun-62 | Thailand   |
| 18     | 51-7617   | 14-Jun-62 | Thailand   |
| 19     | 51-7610   | 14-Jun-62 | Thailand   |
| 20     | 51-7626   | 14-Jun-62 | Thailand   |
| 21     | 51-7650   | 14-Jun-62 | Thailand   |
| 22     | 51-7622   | 17-Mar-65 | Laos       |
| 23     | 51-7635   | 17-Mar-65 | Laos       |
| 24     | 51-7616   | 17-Mar-65 | Laos       |
| 25     | 51-7665   | 17-Mar-65 | Laos       |
| 26     | 51-7592   | 17-Jul-62 | Thailand   |
| 27     | 51-7677   | 17-Jul-62 | Thailand   |
| 28     | 51-7678   | 17-Jul-62 | Thailand   |
| 29     | 51-7667   | 17-Jul-62 | Thailand   |
| 30     | 51-7715   | 17-Jul-62 | Thailand   |
| 31     | 51-7724   | 17-Jul-62 | Thailand   |
| 32     | 51-7621   | 19-Jul-62 | Thailand   |
| 33     | 51-7591   | 19-Jul-62 | Thailand   |
| 34     | 51-7595   | 19-Jul-62 | Thailand   |
| 35     | 51-7662   | ??-Jul-62 | Thailand   |
| 36     | 51-7753   | 25-Jul-62 | Thailand   |
| 37     | 51-7735   | 25-Jul-62 | Thailand   |
| 38     | 51-7763   | 19-Jul-62 | Thailand   |
| 39     | 51-7739   | 19-Jul-62 | Thailand   |
| 40     | 51-7741   | 19-Jul-62 | Thailand   |
| 41     | 51-7746   | 17-Jul-62 | Thailand   |
| 42     | 51-7770   | 17-Jul-62 | Thailand   |
| 43     | 51-7773   | 21-Nov-61 | Thailand   |
| 44     | 51-7758   | 19-Jul-62 | Thailand   |
| 45     | 51-7779   | 25-Jul-62 | Thailand   |
| 46     | 51-7777   | 25-Jul-62 | Thailand   |
| 47     | 51-7774   | 25-Jul-62 | Thailand   |
| 48     | 51-7806   | 25-Jul-62 | Thailand   |
| 49     | 51-7807   | 09-Aug-62 | Cambodia   |
| 50     | 51-7815   | 09-Aug-62 | Cambodia   |
| 51     | 51-7823   | 07-Aug-62 | Cambodia   |
| 52     | 51-7819   | 09-Aug-62 | Cambodia   |
| 53     | 51-7584   | 07-Aug-62 | Cambodia ? |
| 54     | 51-7825   | 09-Aug-62 | Cambodia ? |
| 55     | 51-7831   | 09-Aug-62 | Cambodia   |
| 56     | 51-7833   | 09-Aug-62 | Cambodia   |
| 57     | 51-7839   | 09-Aug-62 | Cambodia   |
| 58     | 51-7837   | 08-Aug-62 | Cambodia   |
| 59     | 51-7778   | 08-Aug-62 | Cambodia   |
| 60     | 51-7828   | 08-Aug-62 | Cambodia   |
| 61     | 51-7841   | N/A       | USAF       |
| 62     | 51-7851   | N/A       | USAF       |
| 63     | 51-7859   | N/A       | USAF       |

|     |         |           |            |
|-----|---------|-----------|------------|
| 64  | 51-7849 | 06-Jun-66 | MAP        |
| 65  | 51-7855 | N/A       | USAF       |
| 66  | 51-7863 | N/A       | USAF       |
| 67  | 51-7869 | 17-Mar-65 | Laos       |
| 68  | 51-7870 | N/A       | USAF       |
| 69  | 51-7871 | N/A       | USAF       |
| 70  | 51-7861 | N/A       | USAF       |
| 71  | 51-3706 | 21-Aug-63 | Vietnam    |
| 72  | 51-3791 | 21-Aug-63 | Vietnam    |
| 73  | 51-3796 | 21-Aug-63 | Vietnam    |
| 74  | 51-3758 | 21-Aug-63 | Vietnam    |
| 75  | 51-3793 | N/A       | USAF       |
| 76  | 51-3712 | 21-Aug-63 | Vietnam    |
| 77  | 51-3792 | 21-Aug-63 | Vietnam    |
| 78  | 51-3735 | 17-Dec-63 | Vietnam    |
| 79  | 51-3783 | 13-May-63 | Ethiopia ? |
| 80  | 51-7540 | 17-Oct-63 | Ethiopia ? |
| 81  | 51-7651 | 17-Oct-63 | Ethiopia ? |
| 82  | 51-7483 | 17-Oct-63 | Ethiopia ? |
| 83  | 51-3789 | 17-Oct-63 | Ethiopia ? |
| 84  | 51-3794 | 17-Oct-63 | Ethiopia ? |
| 85  | 51-7589 | 17-Nov-63 | Ethiopia ? |
| 86  | 51-3779 | 17-May-63 | Ethiopia ? |
| 87  | 51-7567 | 17-Nov-63 | Ethiopia ? |
| 88  | 51-3778 | 17-May-63 | Ethiopia ? |
| 89  | 51-7538 | 17-Nov-63 | Ethiopia ? |
| 90  | 51-7683 | 17-Nov-63 | Ethiopia ? |
| 91  | 51-7496 | 17-Nov-63 | Ethiopia ? |
| 92  | 51-7598 | 17-Nov-63 | Ethiopia ? |
| 93  | 51-3771 | 17-Dec-63 | Vietnam    |
| 94  | 51-3767 | 17-Dec-63 | Vietnam    |
| 95  | 51-3764 | 17-Dec-63 | Vietnam    |
| 96  | 51-3777 | 17-Dec-63 | Vietnam    |
| 97  | 51-3768 | 17-Dec-63 | Vietnam    |
| 98  | 51-3770 | 31-Jan-64 | Vietnam    |
| 99  | 51-3772 | 19-Dec-63 | Vietnam    |
| 100 | 51-3744 | 03-Jun-64 | Thailand   |
| 101 | 51-3732 | 03-Jun-64 | Thailand   |
| 102 | 51-3724 | 03-Jun-64 | Thailand   |
| 103 | 51-3714 | 03-Jun-64 | Thailand   |
| 104 | 51-3698 | 03-Jun-64 | Thailand   |
| 105 | 51-3669 | 03-Jun-64 | Thailand   |
| 106 | 51-3658 | 03-Jun-64 | Thailand   |
| 107 | 51-3656 | 03-Jun-64 | Thailand   |
| 108 | 51-3463 | 17-Feb-65 | Vietnam    |
| 109 | 51-3470 | 04-Mar-65 | Laos       |
| 110 | 51-3472 | 04-Mar-65 | Laos       |
| 111 | 51-3511 | 04-Mar-65 | Laos       |
| 112 | 51-3469 | 22-Mar-65 | Laos       |
| 113 | 51-3465 | 22-Mar-65 | Laos       |
| 114 | 51-3467 | 22-Mar-65 | Laos       |
| 115 | 51-3527 | 19-Aug-65 | Thailand ? |
| 116 | 51-3531 | 29-Apr-65 | Laos       |
| 117 | 51-3538 | 29-Apr-65 | Laos       |
| 118 | 51-3506 | 29-Apr-65 | Laos       |
| 119 | 51-3507 | 29-Apr-65 | Laos       |
| 120 | 51-3478 | 29-Apr-65 | Laos       |
| 121 | 51-3508 | 29-Apr-65 | Laos       |
| 122 | 51-3608 | 11-May-65 | Laos       |
| 123 | 51-3609 | 29-Apr-65 | Laos       |
| 124 | 51-3518 | 11-May-65 | Laos       |
| 125 | 51-3722 | 25-May-65 | Thailand ? |
| 126 | 51-3632 | 25-May-65 | Thailand ? |
| 127 | 51-3471 | 25-May-65 | Thailand   |
| 128 | 51-3548 | 19-Aug-65 | Thailand   |
| 129 | 51-3579 | 09-Jun-65 | Laos       |
| 130 | 51-3588 | 09-Jun-65 | Laos       |
| 131 | 51-3700 | 19-Aug-65 | Thailand ? |

## T-28D-5

The T-28D-5 replaced the T-28D on the conversion line in mid-1965. A wing strengthening modification was incorporated and internal ammunition storage was provided in the wings, allowing for smaller, faired gun pods. Three ordnance pylons were fitted under each wing. The 1,425 hp Wright R-1820 engine was again used, but the MTOW increased to 10,500lb. 190 were converted between mid-1965 and June 1968 from T-28A airframes by North American, Columbus, Oh.

The smaller gun pods and three (rather than two) underwing pylons visually distinguish the T-28D-5 from the basic T-28D.

By 1966 the USAF were running out of airframes to convert, and began a program of buying T-28As from the civil market to meet their commitments. It is believed that mod numbers 224 to 316 were converted exclusively from T-28A airframes force-gained by USAF from the civil market.

As with the basic T-28D most of the T-28D-5s found their way to Thailand, Laos and later Cambodia, with a few going to Ecuador and Congo. A number were also retained by the USAF, both in the USA and in southeast Asia.

The following table lists the 190 original T-28D-5 conversions:

| Mod. # | US Serial | MAP date  | US civil reg. | To         |
|--------|-----------|-----------|---------------|------------|
| 132    | 51-3475   | 19-Aug-65 |               | Thailand ? |
| 133    | 51-3474   | 19-Aug-65 |               | Thailand ? |
| 134    | 51-3481   | 16-Jul-70 |               | Thailand   |
| 135    | 51-3486   | 19-Jul-70 |               | Thailand   |
| 136    | 51-3477   | 16-Jul-70 |               | Thailand   |
| 137    | 51-3534   | 29-Jul-70 |               | Thailand   |
| 138    | 51-7800   | N/A       |               | USAF       |
| 139    | 51-3543   | 21-Sep-65 |               | Congo      |
| 140    | 51-3563   | 25-Sep-65 |               | Congo      |
| 141    | 51-3559   | 22-Sep-65 |               | Congo      |
| 142    | 51-3578   | 21-Jul-70 |               | Thailand   |
| 143    | 51-3607   | N/A       |               | USAF       |
| 144    | 51-3595   | N/A       |               | USAF       |
| 145    | 51-3616   | N/A       |               | USAF       |
| 146    | 51-3514   | 23-Jul-70 |               | Thailand   |
| 147    | 51-3605   | 14-Jul-73 |               | Cambodia   |
| 148    | 51-3480   | 14-Jul-73 |               | Cambodia   |
| 149    | 51-3740   | 23-Jul-70 |               | Thailand   |
| 150    | 51-3743   | 18-Oct-65 |               | Laos       |
| 151    | 51-3476   | 18-Oct-65 |               | Laos       |
| 152    | 52-1220   | 18-Oct-65 |               | Laos       |
| 153    | 51-7597   | 04-Nov-65 |               | Laos       |
| 154    | 51-3759   | 04-Nov-65 |               | Laos       |
| 155    | 51-3468   | 18-Nov-65 |               | Laos       |
| 156    | 50-0317   | 04-Nov-65 |               | Laos       |
| 157    | 50-0315   | 04-Nov-65 |               | Laos       |
| 158    | 50-0314   | 18-Nov-65 |               | Laos       |
| 159    | 50-0312   | 18-Nov-65 |               | Laos       |
| 160    | 50-0311   | 18-Nov-65 |               | Laos       |
| 161    | 50-0310   | 03-Feb-66 |               | Laos       |
| 162    | 50-0309   | 03-Feb-66 |               | Laos       |
| 163    | 50-0308   | 18-Nov-65 |               | Laos       |
| 164    | 50-0307   | 03-Feb-66 |               | Laos       |
| 165    | 50-0306   | 01-Feb-66 |               | Laos       |
| 166    | 50-0301   | 01-Feb-66 |               | Laos       |
| 167    | 50-0298   | 01-Feb-66 |               | Laos       |
| 168    | 50-0297   | 01-Feb-66 |               | Laos       |
| 169    | 50-0287   | 01-Feb-66 |               | Thailand   |
| 170    | 50-0285   | 01-Feb-66 |               | Laos       |
| 171    | 50-0281   | 01-Feb-66 |               | Laos       |
| 172    | 50-0280   | 10-Feb-66 |               | Thailand   |
| 173    | 50-0279   | 10-Feb-66 |               | Thailand   |
| 174    | 50-0269   | 10-Feb-66 |               | Thailand   |
| 175    | 50-0251   | 10-Feb-66 |               | Thailand   |
| 176    | 50-0250   | 10-Feb-66 |               | Thailand   |
| 177    | 50-0247   | 10-Feb-66 |               | Laos       |
| 178    | 50-0245   | 07-Mar-66 |               | Congo      |

|     |         |           |        |          |
|-----|---------|-----------|--------|----------|
| 179 | 50-0244 | 07-Mar-66 |        | Congo    |
| 180 | 50-0243 | 19-Jan-66 |        | Ecuador  |
| 181 | 50-0222 | 19-Jan-66 |        | Ecuador  |
| 182 | 50-0211 | 09-Feb-66 |        | Ecuador  |
| 183 | 50-0208 | 09-Feb-66 |        | Ecuador  |
| 184 | 50-0205 | 17-Feb-66 |        | Thailand |
| 185 | 50-0200 | 17-Feb-66 |        | Thailand |
| 186 | 49-1756 | 29-Jul-70 |        | Thailand |
| 187 | 49-1752 | N/A       |        | USAF     |
| 188 | 49-1751 | 15-Mar-66 |        | Thailand |
| 189 | 49-1749 | 15-Mar-66 |        | Thailand |
| 190 | 49-1744 | 15-Mar-66 |        | Thailand |
| 191 | 49-1743 | 15-Mar-66 |        | Thailand |
| 192 | 49-1741 | 04-Apr-66 |        | Thailand |
| 193 | 49-1735 | 04-Apr-66 |        | Thailand |
| 194 | 49-1732 | 04-Apr-66 |        | Thailand |
| 195 | 49-1730 | 04-Apr-66 |        | Thailand |
| 196 | 49-1725 | 04-Apr-66 |        | Thailand |
| 197 | 49-1639 | 04-Apr-66 |        | Thailand |
| 198 | 49-1621 | 15-Sep-68 |        | Laos     |
| 199 | 49-1604 | N/A       |        | USAF     |
| 200 | 49-1599 | 21-Sep-68 |        | Laos     |
| 201 | 49-1591 | 03-Jan-69 |        | Laos     |
| 202 | 49-1586 | N/A       |        | USAF     |
| 203 | 49-1583 | 05-Oct-68 |        | Laos     |
| 204 | 49-1582 | N/A       |        | USAF     |
| 205 | 49-1572 | N/A       |        | USAF     |
| 206 | 49-1571 | 01-Oct-68 |        | Laos     |
| 207 | 49-1569 | N/A       |        | USAF     |
| 208 | 49-1561 | 04-Oct-68 |        | Laos     |
| 209 | 49-1559 | N/A       |        | USAF     |
| 210 | 49-1558 | N/A       |        | USAF     |
| 211 | 49-1543 | 23-Sep-68 |        | Laos     |
| 212 | 49-1538 | 21-Jul-70 |        | Thailand |
| 213 | 49-1532 | 19-Jul-70 |        | Thailand |
| 214 | 49-1531 | 14-Jul-66 |        | Laos     |
| 215 | 49-1526 | 21-Jul-66 |        | Laos     |
| 216 | 49-1524 | 22-Jun-66 |        | MAP      |
| 217 | 49-1523 | 21-Jul-66 |        | Laos     |
| 218 | 49-1522 | 22-Jun-66 |        | MAP      |
| 219 | 49-1508 | 21-Jul-66 |        | Laos     |
| 220 | 49-1507 | 17-Jul-66 |        | MAP      |
| 221 | 49-1504 | 07-Aug-66 |        | Laos     |
| 222 | 49-1500 | 07-Aug-66 |        | Laos     |
| 223 | 49-1496 | 07-Aug-66 |        | Laos     |
| 224 | 51-3680 | 31-Jan-67 | N3318G | Laos     |
| 225 | 51-3562 | 31-Jan-67 | N5206V | Laos     |
| 226 | 50-0294 | 31-Jan-67 | N3293G | Laos     |
| 227 | 50-0292 | 31-Jan-67 | N3288G | Laos     |
| 228 | 50-0288 | 31-Jan-67 | N3305G | Laos     |
| 229 | 50-0276 | 07-Feb-67 | N9113Z | Laos     |
| 230 | 50-0274 | 07-Feb-67 | N3306G | Laos     |
| 231 | 50-0271 | 07-Feb-67 | N9690C | Laos     |
| 232 | 50-0261 | 07-Feb-67 | N9693C | Laos     |
| 233 | 50-0259 | 20-Mar-67 | N3464G | Laos     |
| 234 | 50-0257 | 08-Feb-67 | N3304G | Laos     |
| 235 | 50-0254 | 13-Feb-67 | N3307G | Laos     |
| 236 | 50-0242 | 03-Mar-67 | N9696C | Laos     |
| 237 | 50-0220 | 23-Mar-67 | N3301G | Laos     |
| 238 | 50-0223 | 23-Mar-67 | N3300G | Laos     |
| 239 | 50-0232 | 20-Jul-67 | N3284G | Laos     |
| 240 | 50-0228 | 20-Jul-67 | N9112Z | Laos     |
| 241 | 50-0219 | 20-Jul-67 | N3303G | Laos     |
| 242 | 50-0214 | 20-Jul-67 | N9697C | Laos     |
| 243 | 50-0213 | 14-Aug-67 | N3283G | Laos     |
| 244 | 50-0212 | 14-Aug-67 | N7650C | Laos     |
| 245 | 50-0210 | 07-Sep-67 | N3294G | Laos     |
| 246 | 50-0207 | 07-Sep-67 | N9108Z | Laos     |
| 247 | 50-0199 | 07-Sep-67 | N3291G | Laos     |

|     |         |           |        |       |
|-----|---------|-----------|--------|-------|
| 248 | 50-0197 | 07-Sep-67 | N3309G | Laos  |
| 249 | 49-1723 | 24-Oct-67 | N2883G | Laos  |
| 250 | 49-1648 | 24-Oct-67 | N3223G | Laos  |
| 251 | 49-1624 | 26-Oct-67 | N7645C | Laos  |
| 252 | 49-1542 | 07-Nov-67 | N3208G | Congo |
| 253 | 49-1533 | 07-Nov-67 | N3230G | Congo |

|     |         |           |        |       |
|-----|---------|-----------|--------|-------|
| 254 | 49-1528 | 07-Nov-67 | N3212G | Congo |
| 255 | 51-7801 | 07-Mar-68 | N3201G | Laos  |
| 256 | 51-3558 | 07-Mar-68 | N9689C | Laos  |
| 257 | 51-3552 | 11-Mar-68 | N254JB | Laos  |
| 258 | 51-3500 | 11-Mar-68 | N9686C | Laos  |
| 259 | 50-0303 | 15-Mar-68 | N3338G | Laos  |

## Identification Notes for Variants of the T-28

These notes are intended to help with identification from photos of the different variants of the T-28. They can however only be a guide, because of the many field mods carried out. Some features, such as the ammunition bay door, can be hard to see in photos.

### T-28A

Base model with 2-blade propeller; all later models have a 3-blade propeller. No belly speed brake. USAF airframes only.

### T-28B (armed)

2 pylons plus large gunpod (T-28D type see below) under each wing. Belly speed brake. USN airframes only.



### T-28C

Arrestor hook. Belly speed brake. USN airframes only.



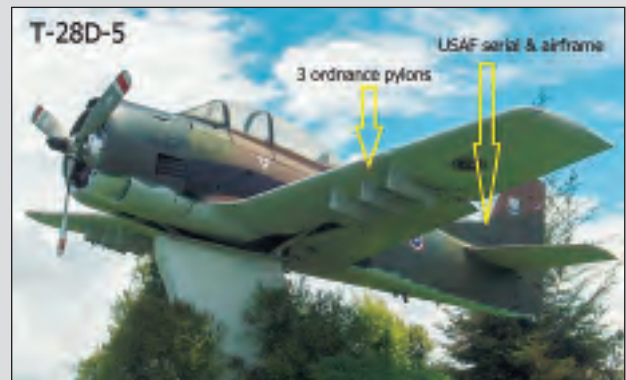
### T-28D

2 pylons plus large gunpod (T-28D type - see below) under each wing. No belly speed brake. USAF airframes only.



### T-28D-5

3 pylons plus faired gunpod (T-28D-5 type - see below) under each wing. Ammunition bay door in wing top surface near leading edge. No belly speed brake. USAF airframes only.



### T-28D-10

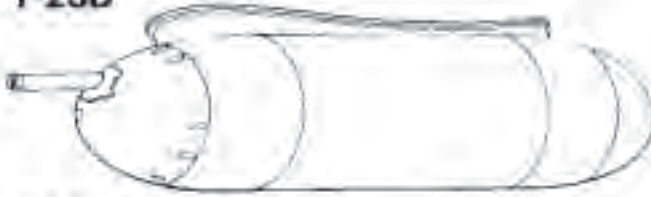
3 pylons plus faired gunpod (T-28D-5 type - see below) under each wing. Ammunition bay door in wing top surface near leading edge. No belly speed brake. USN airframes only.



Distinguishing between T-28D-5 and T-28D-10 is really only possible if the serial can be read, and therefore it is known if it is a USAF or a USN airframe. The model is also printed in the datablock, just below the left front canopy on the fuselage, but this can rarely be read in a photo.

## Identification Notes for Variants of the T-28 (continued)

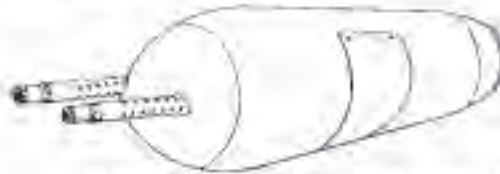
### T-28D



**100 Round .50 Caliber Machine Gun Pod**



**500 Round .50 Caliber Machine Gun Pod**



**Twin .30 Caliber Machine Gun Pod**

### T-28D-5



**.50 Caliber Underwing Gondola**



**Wing Ammunition Bay**

|     |         |           |        |          |
|-----|---------|-----------|--------|----------|
| 260 | 50-0289 | 15-Mar-68 | N8094H | Laos     |
| 261 | 50-0278 | 21-Mar-68 | N7452C | Laos     |
| 262 | 50-0262 | 21-Mar-68 | N3299G | Laos     |
| 263 | 50-0246 | 27-Mar-68 | N9092Z | Laos     |
| 264 | 50-0226 | 27-Mar-68 | N9094Z | Laos     |
| 265 | 50-0216 | 04-Apr-68 | N9120Z | Laos     |
| 266 | 49-1753 | 04-Apr-68 | N9616C | Laos     |
| 267 | 49-1740 | 28-May-68 | N9096Z | Laos     |
| 268 | 49-1717 | 04-Jun-68 | N9165Z | Laos     |
| 269 | 49-1704 | 04-Jun-68 | N7198C | Laos     |
| 270 | 49-1702 | 27-Jun-68 | N5295V | Thailand |
| 271 | 49-1699 | 04-Jun-68 | N5253V | Laos     |
| 272 | 49-1688 | 27-Jun-68 | N7498C | Thailand |
| 273 | 49-1687 | 27-Jun-68 | N7686C | Thailand |
| 274 | 49-1686 | 31-Aug-68 | N7690C | Ecuador  |
| 275 | 49-1647 | 31-Aug-68 | N9859C | Ecuador  |
| 276 | 49-1622 | 27-Jun-68 | N3660G | Laos     |
| 277 | 49-1612 | 11-Jul-68 | N7285C | Laos     |
| 278 | 49-1608 | 27-Jun-68 | N9880C | Laos     |
| 279 | 49-1601 | 11-Jul-68 | N9667C | Thailand |
| 280 | 49-1584 | 11-Jul-68 | N8391H | Thailand |
| 281 | 49-1578 | 18-Jul-68 | N2815G | Thailand |
| 282 | 49-1564 | 18-Jul-68 | N2824G | Thailand |
| 283 | 49-1554 | 22-Aug-68 | N2891G | Thailand |
| 284 | 49-1539 | 13-Aug-68 | N3519G | Thailand |
| 285 | 49-1493 | 15-Aug-68 | N7680C | Thailand |
| 286 | 49-1510 | 13-Aug-68 | N3670G | Laos     |
| 287 | 49-1514 | 13-Aug-68 | N9669C | Laos     |
| 288 | 49-1529 | 13-Aug-68 | N2808G | Laos     |
| 289 | 49-1551 | 22-Aug-68 | N3669G | Laos     |
| 290 | 49-1553 | 22-Aug-68 | N2867G | Laos     |
| 291 | 49-1600 | 17-Sep-68 | N2890G | Laos     |
| 292 | 49-1613 | 17-Sep-68 | N7641C | Laos     |
| 293 | 49-1627 | 17-Sep-68 | N2837G | Laos     |

|     |         |           |        |       |
|-----|---------|-----------|--------|-------|
| 294 | 49-1631 | 17-Sep-68 | N3186G | Laos  |
| 295 | 49-1637 | 24-Sep-68 | N98Z   | Laos  |
| 296 | 49-1638 | 24-Sep-68 | N2868G | Laos  |
| 297 | 49-1698 | 20-Jan-70 | N101TZ | Laos  |
| 298 | 49-1706 | 24-Sep-68 | N5951V | Laos  |
| 299 | 49-1716 | 24-Sep-68 | N5247V | Laos  |
| 300 | 49-1724 | 21-Jan-70 | N2884G | Laos  |
| 301 | 49-1731 | 25-Jan-70 | N9858C | Laos  |
| 302 | 50-0304 | 20-Jan-70 | N151P  | Laos  |
| 303 | 50-0240 | 15-Jan-70 | N3297G | Laos  |
| 304 | 50-0273 | 28-Dec-69 | N7617C | Laos  |
| 305 | 50-0283 | 27-Dec-69 | N7666C | Laos  |
| 306 | 50-0295 | 27-Dec-69 | N6182C | Laos  |
| 307 | 51-3521 | 28-Dec-69 | N3663G | Laos  |
| 308 | 51-7793 | 24-Jan-70 | N9635C | Laos  |
| 309 | 51-3485 | 24-Jan-70 | N7640C | Laos  |
| 310 | 51-7696 | 25-Jan-70 | N8079H | Laos  |
| 311 | 50-0275 | 27-Dec-69 | N9684C | Laos  |
| 312 | 49-1677 | 28-Jan-70 | N7450C | Laos  |
| 313 | 49-1634 | 18-Feb-69 | N9878C | Congo |
| 314 | 49-1519 | 16-Jan-70 | N8098H | Laos  |
| 315 | 49-1506 | 15-Jan-70 | N9612C | Laos  |
| 316 | 49-1503 | 21-Jan-70 | N7668C | Laos  |
| 317 | 49-1633 | 16-Jan-70 |        | Laos  |
| 318 | 51-3739 | N/A       |        | USAF  |
| 319 | 51-3787 | 28-Jan-70 |        | Laos  |
| 320 | 51-7493 | 28-Jan-70 |        | Laos  |
| 321 | 51-7552 | 27-Dec-69 |        | Laos  |

### T-28D-10

The T-28D-10 was identical to the T-28D-5 except converted from ex USN T-28Bs rather than USAF T-28As. The T-28Bs speedbrake was also removed. 50 were converted by North American, Columbus, Oh.



72 also reported converted by Fairchild at St. Augustine, FL (or at Bob Sikes?), but these not traced.

All 50 were supplied to Thailand, Laos and Cambodia from late 1970 and through 1971.

| Mod. # | US Serial | MAP date  | To         |
|--------|-----------|-----------|------------|
| 401    | Bu138268  | 21-Jun-71 | Laos       |
| 402    | Bu137729  | 21-Jun-71 | Laos       |
| 403    | Bu138270  | 30-Jun-71 | Laos       |
| 404    | Bu137769  | 30-Jun-71 | Laos       |
| 405    | Bu137785  | 20-Jul-71 | Laos       |
| 406    | Bu137646  | 20-Jul-71 | Laos       |
| 407    | Bu138174  | 11-Dec-71 | Laos       |
| 408    | Bu138225  | 06-Jul-71 | Thailand   |
| 409    | Bu138170  | 06-Jul-71 | Thailand   |
| 410    | Bu138229  | 15-Jul-71 | Thailand   |
| 411    | Bu138302  | 20-Aug-71 | Thailand   |
| 412    | Bu138152  | 20-Aug-71 | Thailand   |
| 413    | Bu138180  | 20-Aug-71 | Thailand   |
| 414    | Bu138288  | 20-Aug-71 | Thailand   |
| 415    | Bu138248  | 20-Aug-71 | Cambodia   |
| 416    | Bu138199  | 20-Aug-71 | Thailand ? |
| 417    | Bu137704  | 20-Aug-71 | Cambodia   |
| 418    | Bu138208  | 14-Sep-71 | Laos       |
| 419    | Bu138232  | 14-Sep-71 | Laos       |
| 420    | Bu138258  | 14-Sep-71 | Laos       |
| 421    | Bu138249  | 14-Sep-71 | Laos       |
| 422    | Bu137773  | 14-Sep-71 | Laos       |
| 423    | Bu137738  | 14-Sep-71 | Laos       |
| 424    | Bu137757  | 13-Sep-71 | Laos       |
| 425    | Bu137639  | 14-Sep-71 | Laos       |
| 426    | Bu137742  | 10-Oct-71 | Thailand   |
| 427    | Bu137697  | 10-Oct-71 | Laos       |
| 428    | Bu137673  | 10-Oct-71 | Laos       |
| 429    | Bu137713  | 10-Oct-71 | Laos       |
| 430    | Bu137674  | 10-Oct-71 | Laos       |
| 431    | Bu137799  | 10-Oct-71 | Laos       |
| 432    | Bu137675  | 18-Oct-71 | Laos       |
| 433    | Bu137666  | 18-Oct-71 | Laos       |
| 434    | Bu138183  | 05-Mar-72 | Cambodia   |
| 435    | Bu137708  | 18-Oct-71 | Thailand   |

|     |          |           |          |
|-----|----------|-----------|----------|
| 436 | Bu138359 | 18-Oct-71 | Laos     |
| 437 | Bu137709 | 18-Oct-71 | Laos     |
| 438 | Bu137677 | 18-Oct-71 | Laos     |
| 439 | Bu137661 | 18-Oct-71 | Thailand |
| 440 | Bu137701 | 11-Dec-71 | Laos     |
| 441 | Bu153659 | 15-Mar-72 | Laos     |
| 442 | Bu140019 | 21-Dec-71 | Laos     |
| 443 | Bu138320 | 21-Dec-71 | Laos     |
| 444 | Bu153655 | 15-Mar-72 | Laos     |
| 445 | Bu138201 | 11-Dec-71 | Laos     |
| 446 | Bu153646 | 15-Mar-72 | Laos     |
| 447 | Bu138284 | 11-Dec-71 | Thailand |
| 448 | Bu138173 | 11-Dec-71 | Thailand |
| 449 | Bu138157 | 11-Dec-71 | Thailand |
| 450 | Bu153648 | 15-Mar-72 | Laos     |

The batch of 17 USAF T-28As converted to T-28B and reserialled as Bu153643 to Bu153659 were all supplied to Cambodia and Laos (except for Bu153653 which was w/o in the USA). Only 4 of these appear in the T-28D-10 listing above. The remaining 12 may well have remained as 'armed T-28B' standard (although they have 3, rather than 2, underwing pylons).

|          |           |                      |
|----------|-----------|----------------------|
| Bu153643 | 15-Mar-72 | Laos                 |
| Bu153644 | 14-Jan-72 | Cambodia             |
| Bu153645 | 13-Jan-72 | Cambodia             |
| Bu153646 |           | see Mod # 446 above  |
| Bu153647 | 13-Jan-72 | Cambodia             |
| Bu153648 |           | see Mod # 450 above  |
| Bu153649 | 13-Jan-72 | Cambodia             |
| Bu153650 | 15-Mar-72 | Laos                 |
| Bu153651 | 22-Feb-72 | Cambodia             |
| Bu153652 | 05-Mar-72 | Cambodia             |
| Bu153653 | N/A       | w/o in USA 30-Jan-69 |
| Bu153654 | 22-Feb-72 | Laos                 |
| Bu153655 |           | see Mod # 444 above  |
| Bu153656 | 22-Feb-72 | Cambodia             |
| Bu153657 | 13-Jan-72 | Cambodia             |
| Bu153658 | 22-Feb-72 | Laos                 |
| Bu153659 |           | see Mod # 441 above  |



Bill Larkins took this photograph of T-28A N3186G at Buchanan Field, Concord, Ca, on 24th February 1962. The aircraft was later converted to a T-28D-5 and finished up in Laos, so may be a good comparison of the base aircraft of the T-28D series.

In addition a number of ex-USN T-28Bs also not in the T-28D-10 listing above, were supplied to Thailand and Cambodia. These also may well have remained as 'armed T-28B' standard (although they too have 3, rather than 2, underwing pylons).

|           |           |          |
|-----------|-----------|----------|
| Bu137671  | 11-Dec-71 | Thailand |
| Bu137680  | 11-Dec-71 | Thailand |
| Bu137685  | 11-Dec-71 | Thailand |
| Bu137802  | 11-Dec-71 | Thailand |
| Bu137708? | 18-Oct-71 | Thailand |
| Bu137711  | 14-Jul-73 | Cambodia |

#### AT-28D-5

As T-28D-5 converted in 1973. Only difference to T-28D-5 believed to be additional radio equipment (UHF, VHF, FM, HF, VOR, TACAN, ILS, ADF, IFF, and Air-to-Air TACAN). 50 converted.

| Mod. # | US Serial | MAP date  | To         |
|--------|-----------|-----------|------------|
| 004    | 51-7520   | 27-Jun-73 | Cambodia   |
| 005    | 51-7494   | 27-Jun-73 | Cambodia   |
| 007    | 51-7499   | 16-Jul-73 | Cambodia   |
| 008    | 51-7565   | 16-Jul-73 | Cambodia   |
| 009    | 51-7487   | 16-Jul-73 | Cambodia   |
| 010    | 51-7729   | 16-Jul-73 | Cambodia   |
| 013    | 51-7637   | 10-Sep-73 | Cambodia   |
| 014    | 51-7505   | 10-Sep-73 | Cambodia   |
| 016    | 51-3763   | 10-Sep-73 | Cambodia   |
| 028    | 51-7596   | 11-Sep-73 | Cambodia   |
| 046    | 51-7872   | 23-Dec-73 | Cambodia   |
| 003    | 51-7846   | 27-Jun-73 | Cambodia ? |
| 006    | 51-7881   | 16-Jul-73 | Cambodia ? |
| 001    | 51-7577   | 27-Jun-73 | Cambodia   |
| 002    | 51-7556   | 27-Jun-73 | Cambodia   |

|     |         |           |             |
|-----|---------|-----------|-------------|
| 011 | 51-7560 | 16-Jul-73 | Cambodia    |
| 012 | 51-7554 | 16-Jul-73 | Cambodia    |
| 015 | 51-7492 | 10-Sep-73 | Cambodia    |
| 018 | 51-7586 | 10-Sep-73 | Cambodia    |
| 019 | 51-3782 | 04-Sep-73 | Cambodia    |
| 025 | 51-7537 | 04-Sep-73 | Cambodia    |
| 026 | 51-7568 | 10-Sep-73 | Cambodia    |
| 030 | 51-3502 | 23-Dec-73 | Cambodia    |
| 031 | 51-3542 | 23-Dec-73 | Cambodia    |
| 032 | 51-3629 | 23-Dec-73 | Cambodia    |
| 033 | 51-3762 | 23-Dec-73 | Cambodia    |
| 034 | 51-3512 | 23-Dec-73 | Cambodia    |
| 035 | 51-3526 | 23-Dec-73 | Cambodia    |
| 036 | 51-3583 | 23-Dec-73 | Cambodia    |
| 037 | 51-3618 | 23-Dec-73 | Cambodia    |
| 038 | 51-3673 | 23-Dec-73 | Cambodia    |
| 040 | 51-3659 | 23-Dec-73 | Cambodia    |
| 041 | 51-3695 | 23-Dec-73 | Cambodia    |
| 042 | 51-7512 | 23-Dec-73 | Cambodia    |
| 043 | 51-7531 | 23-Dec-73 | Cambodia    |
| 044 | 51-7551 | 23-Dec-73 | Cambodia    |
| 045 | 51-7569 | 23-Dec-73 | Cambodia    |
| 047 | 51-7873 | 23-Dec-73 | Cambodia    |
| 048 | 51-7878 | 23-Dec-73 | Cambodia    |
| 049 | 51-7882 | 23-Dec-73 | Cambodia    |
| 050 | 51-7891 | 23-Dec-73 | Cambodia    |
| 039 | 51-3681 | 28-Feb-78 | Honduras    |
| 017 | 51-7555 | 10-Sep-73 | Laos ?      |
| 021 | 51-7576 | 10-Sep-73 | Laos        |
| 023 | 51-7509 | 04-Sep-73 | Laos        |
| 024 | 51-7521 | 10-Sep-73 | Laos        |
| 020 | 51-7874 | 10-Sep-73 | Philippines |
| 022 | 52-1203 | 10-Sep-73 | Philippines |
| 027 | 51-7547 | 17-Aug-73 | Philippines |
| 029 | 51-7593 | 10-Sep-73 | Philippines |

### Abbreviations

|        |   |
|--------|---|
| ACS    | Air Commando Squadron                                 |
| ACW    | Air Commando Wing                                     |
| AFB    | Air Force Base  |
| LPLAAF | Laos People's Liberation Army Air Force (post May-75) |
| MAP    | Military Aid Program                                  |
| SOW    | Special Operations Wing                               |

### Acknowledgements

The author would like to thank the following for their help in the preparation of this article: Ian Carroll, Colin Smith, Graham Slack, Group Captain Sakpinit Promthep, Sid Nanson, Jack Drummond, Michael Muraski, Dave Wilton.

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