

C-119/AC-119 Losses

Nov 15, 1952	Jun 26, 1963
May 15, 1953	Jun 4, 1965
Nov 17, 1953	Jan 8, 1966
Nov 30, 1953	Oct 11, 1969
Mar 19, 1954	Feb 19, 1970
Mar 30, 1954	Apr 28, 1970
Aug 10, 1955	Jun 6, 1970
Oct 26, 1956	May 2, 1972
Mar 5, 1960	Mar 1, 1973
Jul 19, 1960	

15 November 1952 A United States Air Force Fairchild C-119C-23-FA Flying Boxcar, 51-2570, c/n 10528, disappears on a flight from Elmendorf AFB to Kodiak Naval Air Station with 20 on board.

15 May 1953 An errant United States Air Force Republic F-84E-30-RE Thunderjet, 51-628, of the 22d Fighter-Bomber Squadron, 36th Fighter-Bomber Group, collides with two USAF C-119 Flying Boxcars of the 10th Troop Carrier Squadron, 60th Troop Carrier Group, flying in formation near Weinheim, Germany, sending all three planes down in flames. Fairchild C-119C Flying Boxcar, 51-8235, was struck by the fighter, which then hit struck C-119C, 51-8241, three Flying Boxcar crew killed, three injured. F-84 pilot James W. Chilton parachutes to safety.

17 November 1953 USAF Fairchild C-119F-KM Flying Boxcar, 51-8163, crashed at Fort Bragg, North Carolina, during a joint airborne operation. One of 12 C-119s on a troop drop, it lost an engine, dropped out of formation, hit and killed ten troopers in their chutes that had been dropped from other aircraft, that in addition to four crew members and one medical officer that went down with the plane.

30 November 1953 A USAF C-119 Flying Boxcar crashes in flames while on approach to Orly Airport, Paris, France, killing all six crew. "French officials said the plane appeared to explode in air moments after it had been given a clearance for its approach to the field. They said [that] six bodies had been recovered from the wreckage. Air Force sources said the plane was manned by a ferry crew from Dover Field, Del. The bodies of five men were pulled from the charred wreckage. A sixth crewmen was found dead in a clump of trees after he had tried unsuccessfully to bail out from about 700 feet. His partially-opened parachute was tangled in branches 40 yards from the crash site."

19 March 1954 A USAF Fairchild C-119F-FA Flying Boxcar, 51-7993, c/n 10732, of the 774th Troop Carrier Squadron, Ardmore Air Force Base, Oklahoma, en route from Maxwell Air Force Base, Alabama, to Mitchel Air Force Base, Long Island, New York, crashes into a rain-swept cornfield 19 miles S of Annapolis, Maryland, killing all 18 on board. It had departed Bolling Air Force Base, Washington, D.C., after refueling at 2212 hrs. A watch found in the wreckage had stopped at 2229 hrs. A spokesman at Bolling said that there were twelve passengers and six crewmen aboard. There were 11 Air Force personnel, five U.S. Navy, and one Marine on board. Witnesses reported that the aircraft was on fire before the crash and appeared to have exploded. The plane grazed the edge of a wooded area just off Maryland Route 2 before it impacted. Twisted wreckage and bodies were strewn over a ten-acre area. A heavy rain aided firemen in preventing the fire from getting out of hand. A detachment of sailors and Marines from the U. S. Naval Academy at Annapolis stood guard over the area as a group of investigators from Andrews Air Force Base, Maryland, examined the wreckage for clues to the cause of the tragedy.

30 March 1954 A Fairchild C-119F-FA Flying Boxcar, 51-2679, c/n 10668, careens into a US Army mess hall and explodes after crash-landing in a parade field at Fort Bragg, North Carolina, United States, killing five aboard the plane and two inside the building.

10 August 1955 Two United States Air Force Fairchild C-119 Flying Boxcar transports of the 10th Troop Carrier Squadron, 60th Troop Carrier Group, collide over Edelweiler, Germany, near Stuttgart, shortly after takeoff for training mission from Stuttgart Army Airfield near Echterdingen. C-119G, 53-3222, c/n 11238, piloted by Robert T. Asher, and C-119G, 53-7841, c/n 11258, piloted by Eugene L. Pesci, both crash. In all, 66 died, 44 on one Fairchild C-119 Flying Boxcar, and 22 on the other. Troops aboard were of the Army's 499th Engineering Battalion.

26 October 1956 A USAF Fairchild C-119G-FA Flying Boxcar, 51-8026A, c/n 10769, of the 61st Troop Carrier Squadron, 314th Troop Carrier Wing, Tactical Air Command, Sewart Air Force Base, Tennessee, on a cargo airlift mission to Olmsted Air Force Base, Pennsylvania, crashes 7 miles N of Newburg, Perry County, Pennsylvania at ~1515 hrs. ET, killing four crew. The weather at Olmsted was fluctuating rapidly with rain and fog, and at 1400 hrs. the pilot reported a missed approach to the field. After being cleared to altitude over the Lancaster beacon the conditions at Olmsted improved to above minimums and the pilot requested another approach. At 1506 Eastern he was cleared for a straight-in approach from New Kingston Fan Marker to Olmsted. At 1509 he reported leaving the New Kingston Fan Marker inbound and at 1511 he reported leaving 3,000 feet. The aircraft crashed in mountainous terrain 22.5 nm W of the Kingston Fan Marker. KWF are 1st Lt. Robert Siegfried Hantsch, pilot, Walter Beverly Gordon, Jr., co-pilot, T/Sgt. Marvin W. Seigler, engineer, and 1st Lt. Gracye E. Young, of the 4457th USAF Hospital, Sewart AFB.

5 March 1960 A Fairchild C-119G Flying Boxcar, 53-8152A of the 12th Troop Carrier Squadron, 322d Air Division, Dreux Air Base, France, departed Adana, Turkey with 3 crew, 15 passengers and 7,614 lb of cargo, made a fuelling stop at Athens, Greece, departing at 1600 hrs. for Naples, Italy. Two hours into an expected 3:02 flight, the port engine began to over-speed. Attempts to cut off and/or feather the propeller failed and the aircraft lost altitude. The pilot elected to shut down the engine by turning off the fire wall shut off. The engine did stop, but the propeller shaft sheared with the propeller wind-milling at an increased rate. The aircraft began to descend at a rate of 500 feet per minute. Realizing that the aircraft will not reach the chosen emergency airfield, at Crotone, Italy, the pilot circled the aircraft over the small town of Botricello ordering the passengers and radio operator to bail out - all landing safely with only minor injuries. Pilot Harold Clifton Hardesty and co-pilot Harry Francis Dawley, Jr. then landed the C-119 on the nearby beach at 18:30 (dusk) with gear down, full flaps, landing light on, with an approach speed of 120 kn and touch-down at 90 kn. The roll out was straight for 800-1,000 feet before the C-119 veered to the right and into the water, with the cockpit filling to about the level of the side window. The two crew members evacuated through the top hatch, sliding off the left wing and swam ashore. Although the plane had stopped basically intact, the wave action overnight destroyed the airframe.

19 July 1960 In the wake of the Congo Crisis, a Belgian Air Force (BAF) Fairchild C-119G Flying Boxcar, CP36, c/n 11083, crashes into a mountain in Rushengo near Goma after an engine caught fire. 41 died.

26 June 1963 A BAF Fairchild C-119G Flying Boxcar, CP45, en route to RAF Gütersloh, crashes near Detmold, Germany after being accidentally hit by a British mortar bomb over the Sennelager Range. 5 crewmen and 33 paratroopers died, while 9 paratroopers managed to jump to safety using their parachutes.

4 June 1965 A USAF Fairchild C-119G Flying Boxcar is destroyed in crash in field near the turnpike in Sabattus, Maine after double engine failure. Crew bails out and is uninjured.

8 January 1966 A USAF Fairchild C-119C Flying Boxcar, 51-2611, c/n 10600, en route from Windsor Locks-Bradley International Airport, Connecticut to Binghamton Airport, New York, suffers an uncontained engine failure. The crew decides to bail out. The first crew member gets out at an altitude of ~2000 feet. The captain and co-pilot were not able to exit in time. The airplane descends and crashes into a lakefront house near Scranton, Pennsylvania, also killing a boy on the ground.

11 October 1969 AC-119G Shadow 76, s/n 52-5907, 17th SOS, Crashed on takeoff from Tan Son Nhut AB, Vietnam. Five of eight crewmembers killed. An USAF photographer from the 600th Photo Squadron was also onboard and was killed.

19 February 1970 AC-119K Stinger 15, s/n 53-3156, Lost when it crashed short of the runway at Da Nang Air Base. All crewmembers survived.

28 April 1970 AC-119G Shadow 78, s/n 53-8155, crashed on takeoff at Tan Son Nhut Air Base. Six crewmembers killed. Two survivors.

6 June 1970 AC-119K Stinger, Lemon 10, S/N 52-5935, Runaway Propeller after take-off from DaNang. Crew of ten (10) bailed-out. All but one crewmember (the IO) rescued in South China Sea.

2 May 1972 AC-119K Stinger 41, S/N 53-7826, 18th SOS, is the third Stinger Loss. Operating from the FOL at Bien Hoa, Stinger 41 is shot down near An Loc, RVN. Three (3) of ten (10) crewmembers killed. Last daylight mission for Stinger gunships. The pilot of Stinger 41 was posthumously awarded the Air Force Cross.

1 March 1973 AC-119K, S/N 53-7839, flying out of Da Nang Air Base, Vietnam, with five (5) USAF Flight Instructors and eight (8) South Vietnamese VNAF Training Personnel onboard was lost to the South China Sea when ground radar failure, extreme low visibility due to fog, and fuel starvation caused crew to bail-out. Everyone was rescued the next day by small rescue boats, except for one South Vietnamese airman who lost his life when his unreleased parachute caught in a rescue boat propeller. This gunship loss caused the early termination of Project Enhance Plus.

Note: there were twenty-six C-119's converted to AC-119G Shadow Gunships. Tail numbers were: 52-5898, 52-5905, 52-5907, 52-5925, 52-5927, 52-5938, 52-5942, 53-3136, 53-3136, 53-3145, 53-3170, 53-3178, 53-3189, 53-3192, 53-3205, 53-7833, 53-7848, 53-7851, 53-7852, 53-8069, 53-8089, 53-8114, 53-8115, 53-8123, 53-8131, 53-8155
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No AC-119 Gunships were left, nor did any return to the United States. Some were captured by the North Vietnamese and others were flown to Thailand and destroyed. An unknown number were lost by the VNAF.

As far as we've been able to determine, ALL 26 Gs and Ks ended up in-country and were flown there. While we originally believed all 52 were destroyed or lost, we found 850 is still in Vietnam and our Association is continuing to work that – it will take time.

AC-119G Shadows

1. 53-8069	14. 53-3192
2. 53-8089	15. 53-3205
3. 53-8114	16. 53-7833
4. 53-8115	17. 53-7848
5. 53-8123	18. 53-7851
6. 53-8131	19. 53-7852
7. 53-8155 Shadow 78 Lost 28 Apr 1970; Engine Failure during takeoff; crashed - 6 lost	20. 52-5898
8. 53-3136	21. 52-5905
9. 53-3138	22. 52-5907 Shadow 76 Lost 11 Oct 1969; Engine Failure during takeoff; crashed - 6 KIA
10. 53-3145	23. 52-5925 Charlie Chasers
11. 53-3170	24. 52-5927
12. 53-3178	25. 52-5938
13. 53-3189	26. 52-5942

AC-119K Stingers

1. 53-8121	14. 53-7854
2. 53-8145	15. 52-5864
3. 53-8148 Patti's Pride	16. 53-7877
4. 53-3154 The Peanut Special	17. 53-7879
5. 53-3156 Lost 19 Feb 1970 Fuel starvation; crashed short of runway at DaNang - no losses	18. 53-7883 MacKay Trophy
6. 53-3187	19. 52-5889 VNAF loss while defending Saigon April 29, 1975.
7. 53-3197	20. 52-5910
8. 53-3211	21. 52-5911
9. 53-7826 Lost 2 May 1972; AAA at An Loc - 3 KIA	22. 52-5926
10. 53-7830 Fly United	23. 52-5935 Lost 6 Jun 1970 Runaway Propeller; aircraft continued over China Sea until loss of radar contact near Hainan Island - 1 MIA China Sea
11. 53-7831	24. 52-5940
12. 53-7839 Black Killer Duck Lost 1 Mar 1973: US Instructor Crew with Vietnamese students as part of the last transitions to the Vietnamese. Ground radar failure, unable to land & ran out of fuel; 1 Vietnamese student lost	25. 52-5945
13. 53-7850 Found many years later at Ho Chi Minh City Airport, as one of many US Aircraft that the Vietnamese government has in storage there.	26. 52-9982