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53-3136/3222 Fairchild C-119G Flying Boxcar

- 3136 (c/n 11147) converted to JG-119G, then to AC-119G Shadow in 1968 (mod. no. 111). To S Vietnam AF Aug 1971
- 3137 (c/n 11148) to MASDC as CJ385 Jan 24, 1971
- 3138 (c/n 11149) to Indian AF in 1963
- 3139 (c/n 11150) transferred to S Vietnam AF in early 1968
- 3140 (c/n 11151) transferred to S Vietnam AF in early 1968. Later to Taiwan as 3140. Preserved outside Technology, Lu-Chu
- 3141 (c/n 11152) transferred to S Vietnam AF 1972
- 3142 (c/n 11153) converted to YC-119K. To MASDC as CJ419 Mar 16, 1972. Declared excess Dec 26, 1973.
- 3143 (c/n 11154) to Taiwan as 3143.
- 3144 (c/n 11155) received by USAF Apr 23, 1954. To MASDC Jan 28, 1971. Converted to C-119L in 1973. To civil register as N8512N, then N37484 (several owners). One of its assignments involved agricultural spraying for grasshoppers until that became unprofitable. The owners then turned to contraband & delivered television sets from Texas into Mexico. Customers bought the TV sets directly from the aircraft. On its sixth & final illegal operation, it was damaged when it struck a large cactus tree in the middle of an airstrip. It returned to the United States & sat at Laredo, Texas, until sold again to a private individual who exchanged it & an AT-11 for a Beechcraft U-8 & a C-118. In 1987, the aircraft flew to Hurlburt for display in the airpark in honor of all commandos who served on this type of aircraft. It arrived Sept. 23 after being chased by Customs & Drug Enforcement Agency aircraft after Beaumont, Texas, & New Orleans. The pilot had no aircraft radios & failed to file a flight plan. When he was picked up on radar & couldn't be contacted, he was considered a drug smuggler. Registration N37484 sale reported Mar 25, 1994, cancelled Sep 12, 2012. Preserved at Hurlburt Field, Florida, displayed as AC-119G.
- 3145 (c/n 11156) converted to AC-119G Shadow in 1968 (mod. No. 120). Sold to S Vietnam in 1971
- 3146 (c/n 11157) transferred to S Vietnam AF in early 1968. Believe lost in mortar attack at Tan Son Nhut Feb 18, 1968
- 3147 (c/n 11158). Sold to S Vietnam
- 3148 (c/n 11159). Sold to S Vietnam early 1968. Returned to USAF at Clark AB, Philippines Jan 1973 & subsequently transferred to Chinese Nationalist AF
- 3149 (c/n 11160) transferred to Chinese Nationalist AF 1959
- 3150 (c/n 11161) (817TCS) in accident at Ashiya AB, date?. I have some photos of this plane wrecked, this may be the incident referred to.
- 3151 (c/n 11162) to MASDC as CJ354 Sep 1, 1970
- 3152 (c/n 11163) to MASDC as CJ281 Feb 9, 1969
- 3153 (c/n 11164) Transferred to Chinese Nationalist AF 1959
- 3154 (c/n 11165) converted to AC-119K Stinger in 1968 (mod. no. 167). To S Vietnam AF
- 3155 (c/n 11166) transferred to Chinese Nationalist AF in 1959.
- 3156 (c/n 11167) converted to AC-119K Stinger. Landed short at Da Nang AB, RVN Feb 19, 1970 when ran out of fuel on short final. All 10 crew escaped with only minor injuries, but aircraft was w/o.
- 3157 (c/n 11168) to S Vietnam AF early 1968. Returned to USAF at Clark AB Feb 1973 & scrapped there Jun 1973
- 3158 (c/n 11169) to MASDC as CJ283 Feb 9, 1969. Declared excess Dec 26, 1973
- 3159 (c/n 11170)
- 3160 (c/n 11171) converted to C-119K. To Ethiopia as 917. Abandoned at Debrezit in 1996.
- 3161 (c/n 11172) sold to S Vietnam AF early 1968. Returned to USAF at Clark AB Jan 1973. Later transferred to Chinese Nationalist AF
- 3162 (c/n 11173) to MASDC as CJ356 Aug 31, 1970
- 3163 (c/n 11174) transferred to Chinese Nationalist AF in 1959
- 3164 (c/n 11175) to Taiwan as 3164. With 2nd SQ, w/o Jul 18, 1972
- 3165 (c/n 11176) to Taiwan as 3165
- 3166 (c/n 11177) to MASDC as CJ444 Mar 4, 1973. Declared excess Dec 9, 1974
- 3167 (c/n 11178) to S Vietnam
- 3168 (c/n 11179) to MASDC as CJ355 Aug 31, 1970
- 3169 (c/n 11180) to Taiwan as 3169

3170 (c/n 11181) converted to AC-119G Shadow in 1968 (mod. no. 121). To S Vietnam AF Aug 1971. Destroyed Jun 20, 1972, eight killed.

3171 (c/n 11182) to Taiwan as 3171

3172 (c/n 11183) to Taiwan as 3172

3173 (c/n 11184) to S Vietnam

3174 (c/n 11185) to MASDC as CJ387 Jun 5, 1971. Returned to service Jun 5, 1971. Converted to C-119L in 1973

3175 (c/n 11186) sold to S Vietnam AF early 1968. Returned to USAFZ at Clark AB Jan 1973. Scrapped there Jun 1973

3176 (c/n 11187) transferred to Chinese Nationalist AF in 1959 as 3176

3177 (c/n 11188) to Taiwan as 3177

3178 (c/n 11189) converted to AC-119G Shadow in 1968 (mod. no 122). Transferred to S Vietnam AF Aug 1971

3179 (c/n 11190) to MASDC as CJ418 Mar 13, 1972. Declared Excess Dec 9, 1974

3180 (c/n 11191) to MASDC Dec 2, 1970 as CJ377. Returned to service. Back to MASDC as CJ437 Jul 20, 1972.

Returned to service. Back to MASDC as CJ445 Mar 4, 1973

3181 (c/n 11192) to MASDC Jun 10, 1972. Returned to service Jul 27, 1972. Bailed to Fairchild at Clearview, FL in

1973. Converted to RC-119L. Back to MASDC as CJ448 Aug 29, 1973. One source has this plane as going to Taiwan AF. May be confusion with 51-8000 which became CNAF 3181.

as 3181. DBR in ground fire at Ping Tung AB Jun 1, 1996

3182 (c/n 11193) loaned in 1955 to Aeroplane & Armament Experimental Establishment of Britain for certification in respect of possible use of C-119 aircraft by British paratroopers. To MASDC as CJ415 Sep 25, 1971

3183 (c/n 11194) to MASDC as CJ383 Dec 9, 1970. Returned to service Jun 30, 1971. Back to MASDC as CJ440 Jan 17, 1973. Declared excess Dec 9, 1974

3184 (c/n 11195) converted to C-119L in 1973. To MASDC as CJ459 May 19, 1975

3185 (c/n 11196) transferred to S Vietnam AF in 1972

3186 (c/n 11197) converted to C-119L. To MASDC as CJ464 in 1975.

3187 (c/n 11198) converted to AC-119K Stinger in 1968 (mod. no. 153). Transferred to S Vietnam AF Aug 1971.

3188 (c/n 11199) converted to C-119K. To Ethiopia as 915. Abandoned at Debrezit, noted derelict there in 1998

3189 (c/n 11200) converted to AC-119G Shadow in 1968 (mod. no. 126). Transferred to S Vietnam AF Aug 1971

3190 (c/n 11201) to MASDC as CJ384 Dec 18, 1970

3191 (c/n 11202) to MASDC as CJ403 Feb 13, 1971. Declared excess Dec 9, 1974

3192 (c/n 11203) converted to AC-119G Shadow in 1968 (mod. no. 125). Transferred to S Vietnam AF Aug 1971

3193 (c/n 11204) converted to C-119L

3194 (c/n 11205) transferred to S Vietnam AF in 1972. Returned to USAF at Clark AB Mar 1973 & scrapped there Jun 1973

3195 (c/n 11208) crashed into Pallet Mountain 12 mi NW of Wraithwood, CA Sep 30, 1966. 4 on board killed.

3196 (c/n 11209) to MASDC Jun 10, 1972. Returned to service Jun 26, 1972. Back to MASDC. Declared excess Dec 26, 1973

3197 (c/n 11210) converted to AC-119K Stinger in 1968 (mod. no. 158). Transferred to S Vietnam AF 1972 or 1973.

3198 (c/n 11211) transferred to S Vietnam AF early 1968, returned to USAF at Clark AB Jan 1973 & transferred to Chinese Nationalist AF May 1973.

3199 (c/n 11212) article in Aeromilitaria magazine says went to Indian AF in 1963. Report that it is preserved at War Memorial Museum, Seoul/Yongsan, Korea.

3200 (c/n 11213) supplied to United Nations Aug 1960 for use in Congo as UNO-101. In 1961 transferred to Italian AF as MM53-3200. Preserved at Pisa, Italy.

3201 (c/n 11214)

3202 (c/n 11215) transferred to S Vietnam AF early 1968. Returned to USAF at Clark AB Jan 1973, scrapped there Jun 1973

3203 (c/n 11216) transferred to S Vietnam AF early 1968. Returned to USAF at Clark AB Feb 1973, scrapped there Jun 1973

3204 (c/n 11217) to MASDC as CJ396 Feb 1, 1971.

3205 (c/n 11218) converted to AC-119G Shadow in 1968 (mod. No. 108). Sold to S Vietnam Aug 1971.

3206 (c/n 11219) to MASDC Jan 28, 1971. Returned to service Jun 29, 1971. converted to C-119L. To MASDC as CJ462. To civil register as N4999N, then N90268, Starbird Inc, Reno, Nevada. Crashed Jul 5, 1978, King Salmon, AK when caught fire on approach. Registration N90268 cancelled Nov 20, 2014

3207 (c/n 11220) to Taiwan as 3129

3208 (c/n 11221) became UC-119G in 1962, redesignated GC-119G same year

3209 (c/n 11222) to Indian AF in 1960

3210 (c/n 11223) to Indian AF as BK510

3211 (c/n 11227) converted to AC-119K Stinger in 1968 (mod. No. 161). To S Vietnam AF in 1972 or 1973.

3212 (c/n 11228) to Indian AF in 1960

3213 (c/n 11229) converted to C-119J standard in 1954 (first such conversion), officially designated as such sometime after Jun 1957. To MASDC as CJ056 Aug 31, 1960

3214 (c/n 11230)

3215 (c/n 11231) to Indian AF in 1963.

3216 (c/n 11232) converted to C-119L. To MASDC as CJ451. To civil registry as N8504Y

3217 (c/n 11233) to Indian AF in 1960.

3218 (c/n 11234) sold to S Vietnam early 1968. Returned to USAF at Clark AB Jan 1973. Scrapped there Jun 1973.

3219 (c/n 11235) supplied to UN Aug 1960 for use in Congo as UNO-102, subsequently transferred to Italian AF as MM53-3219 in 1961.

3220 (c/n 11236) sold to S Vietnam AF Jul 1968 as replacement aircraft (presumably for 53-3146). Returned to USAF at Clark AB Jan 1973, subsequently transferred to Chinese Nationalist AF.

3221 (c/n 11237) w/o summer of 1958 when experienced a prop overspeed after takeoff from Athens, Grece. Pilot attempted to land but a DC-3 had been cleared for takeoff in front of the C-119 on final. The C-119 was committed, could not go around, so the pilot pulled up the gear & bellied in between the taxiway & the runway.

3222 (c/n 11238). With 10th TCS, in midair collision with 53-7841 over Edelweiler, Germany Aug 11, 1955 during training exercise. Total of 61 killed.

53-4637/4662 Fairchild C-119G Flying Boxcar

MDAP for India as IK441/IK466.

4637 (c/n 11101) to MDAP for India as IK441

4638 (c/n 11102) to MDAP for India as IK442

4639 (c/n 11224) to MDAP for India as IK443

4640 (c/n 11225) to MDAP for India as IK444

4641 (c/n 11226) to MDAP for India as IK445

4642 (c/n 11241) to MDAP for India as IK446

4643 (c/n 11242) to MDAP for India as IK447

4644 (c/n 11243) to MDAP for India as IK448

4645 (c/n 11244) to MDAP for India as IK449

4646 (c/n 11262) to MDAP for India as IK450. Preserved at IAF Museum, Palam AFB, Delhi.

4647 (c/n 11263) to MDAP for India as IK451.

4648 (c/n 11264) to MDAP for India as IK452.

4649 (c/n 11265) to MDAP for India as IK453

4650 (c/n 11285) to MDAP for India as IK454

4651 (c/n 11286) to MDAP for India as IK455

4652 (c/n 11287) to MDAP for India as IK456

4653 (c/n 11288) to MDAP for India as IK457

4654 (c/n 11299) to MDAP for India as IK458

4655 (c/n 11300) to MDAP for India as IK459. W/o near Chushul, India Jul 10, 1961. 3 of 9 onboard killed. Was on an air maintenance sortie when an engine lost power. A forced landing was carried out on a rivulet in a mountainous area. The aircraft struck a boulder

4656 (c/n 11301) to MDAP for India as IK460

4657 (c/n 11302) to MDAP for India as IK461

4658 (c/n 11309) to MDAP for India as IK462

4659 (c/n 11310) to MDAP for India as IK463

4660 (c/n 11311) to MDAP for India as IK464

4661 (c/n 11312) to MDAP for India as IK465

4662 (c/n 11313) to MDAP for India as IK466

53-7826/7884 Fairchild C-119G Flying Boxcar

7826 (c/n 11239) converted to AC-119K Stinger. Shot down by ground fire over Ho Chi Minh trail May 2, 1972. 7 crew bailed out, 3 crew KIA when plane crashed near An Loc, SVN.

7827 (c/n 11240) to Indian AF in 1963.

7828 (c/n 11245) supplied to UN Aug 1960 for use in Congo as UNO-103. Subsequently transferred to Italian AF as MM53-7828 in 1961.

7829 (c/n 11246) to Belgian AF Jul 17, 1960 as CP41, radio call-sign OT-CEA. To storage at Koksijde Jul 2, 1973. Scrapped at Koksijde 1977-78.

7830 (c/n 11247) converted to AC-119K Stinger in 1968 (Mod No. 163). To VNAF in 1972

7831 (c/n 11248) converted to AC-119K Stinger in 1968 (Mod No. 157). To VNAF in 1972. Hit by a Viet Cong rocket while parked in a revetment. Believed DBR.

7832 (c/n 11249)

7833 (c/n 11250) converted to AC-119G Shadow in 1968 (Mod No. 102). To S Vietnam Aug 1971.

7834 (c/n 11251) to Indian AF in 1963.

7835 (c/n 11252) converted to C-119K. To Ethiopian AF as 914

7836 (c/n 11253) converted to C-119L. To MASDC as CJ452 Jan 28, 1975. Sold to Dross Metals Nov 1979. to JD Gifford & Associates Sep 1980, registered as N8504Z Jan 1981. Sold to Gerald C. Ball Feb 1985, to Northern Pacific Transport AUG 1986. To Alaska Aircraft Leasing Apr 1987. J34 turbojet installed Aug 1989. Repossessed Oct 1991 by First national Bank of Anchorage. To Hawkins & Powers Aug 1992. To Anchorage Flight Sep 1992. To Everts Air Fuel, Inc, Fairbanks, Alaska. Feb 23, 1995.

7837 (c/n 11254) converted to C-119L. To MASDC as CJ468 Jul 10, 1975. To Belgian AF as CP-46 ?? May be the plane at Musee Royal de L'Armee, Zaventem, Belgium.

7838 (c/n 11255)

7839 (c/n 11256) converted to AC-119K Stinger. To VNAF. Lost Mar 1, 1973 with mixed crew of US & Vietnamese. Pilot could not land due to fog & elected to fly out to sea & have the crew bail out. 15 of the 16 crew survived.

7840 (c/n 11257) to S Vietnam

7841 (c/n 11258). With 10th TCS, in midair collision with 53-3222 over Edelweiler, Germany Aug 11, 1955 during training exercise. Total of 61 killed.

7842 (c/n 11259) to S Vietnam AF in 1972. Returned to USAF at Clark AB Mar 1973 & scrapped there Jun 1973.

7843 (c/n 11260) to Belgian AF Jul 17 1960 as CP42, radio call sign OT-CEA. To storage at Koksijde May 2, 1972. Scrapped at Koksijde 1977-78.

7844 (c/n 11261) converted to C-119K. to Ethiopian AF as 910. Noted derelict at Asmara, Eritrea Mar 1994

7845 (c/n 11266) to UN Aug 1960 for use in Congo as UNO-104. Subsequently to Italian AF in 1961 as MM53-7845

7846 (c/n 11267) to Chinese Nationalist AF in 1966

7847 (c/n 11268) to Chinese Nationalist AF in 1966 as 3131.

7848 (c/n 11269) converted to AC-119G Shadow. To S Vietnam

7849 (c/n 11270) converted to C-119L. To MASDC as CJ470 Sep 27, 1975. To civil register as N1040E. W/o Casa Grande, AZ Jul 8, 1979. 4 killed.

7850 (c/n 11271) converted to AC-119K Stinger. To VNAF. Stored in Sept 2013 at Tan Son Nhut Air Base, Ho Chi Minh City

7851 (c/n 11272) converted to AC-119G Shadow. To S Vietnam

7852 (c/n 11273) converted to AC-119G Shadow. To S Vietnam

7853 (c/n 11274) converted to C-119L. To MASDC as CJ467 Jun 30, 1975.

7854 (c/n 11275) converted to AC-119K Stinger (mod. No. 170) &/or C-119L. Did not survive to be turned over to VNAF, details of loss not known by me.

7855 (c/n 11276) converted to C-119J standard 1955 & officially designated as such sometime after Jun 1957. By mid-1961 was classified as MC-119J. To MASDC as CJ432 Jul 9, 1972

7856 (c/n 11277) converted to C-119K. To Ethiopian AF as 911. Abandoned at Debrezit, noted derelict there in 1998.

7857 (c/n 11278) to Royal Moroccan AF as CNA-MK or CN-AMK.

7858 (c/n 11279) converted to C-119L. To MASDC as CJ463 Jun 18, 1975.

7859 (c/n 11280) to Indian AF in 1960

7860 (c/n 11281) to Indian AF in 1960

7861 (c/n 11282) to Royal Moroccan AF as CNA-MG or CN-AMG.
7862 (c/n 11283) to Royal Moroccan AF as CNA-MH or CN-AMH.
7863 (c/n 11284) to Indian AF in 1960
7864 (c/n 11289) to Chinese Nationalist AF in 1966
7865 (c/n 11290) converted to C-119L. To MASDC as CF454 Feb 19, 1975
7866 (c/n 11291)
7867 (c/n 11292) to Indian AF 1960
7868 (c/n 11293) to Indian AF 1960
7869 (c/n 11294) to MASDC as CJ382 Dec 7, 1970.
7870 (c/n 11295) converted to AC-119K. Reported as going to Indian AF, no report of any conversion.
7871 (c/n 11296) to Royal Moroccan AF as CNA-MI or CN-AMI
7872 (c/n 11297) to Indian AF in 1960
7873 (c/n 11298) transferred to S Vietnam AF early 1968
7874 (c/n 11303) to Indian AF in 1960.
7875 (c/n 11304) to Taiwan as 3175
7876 (c/n 11305) transferred to Chinese Nationalist AF 1966
7877 (c/n 11306) converted to AC-119K Stinger. To VNAF
7878 (c/n 11307) to MASDC as CJ447 Mar 4, 1972.
7879 (c/n 11308) converted to AC-119K Stinger in 1968 (mod. No. 169). Transferred to S Vietnam AF in 1972 or 1973.
7880 (c/n 11314) to Royal Moroccan AF as CNA-MJ or CN-AMJ
7881 (c/n 11315) to Indian AF in 1960
7882 (c/n 11316) to MASDC as CJ438 Dec 28, 1972
7883 (c/n 11317) converted to AC-119K Stinger. Hit by ground fire over Ho Chi Minh Trail May 8, 1970. Crew of 10 OK. Aircraft repaired, returned to service, & eventually turned over to VNAF.
7884 (c/n 11318) converted to C-119L. To MASDC as CJ461 Jun 10, 1975. To civil register as N8512K, then N37483.