

EXTANT THAI C-47 AIRFRAMES

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| | Serial | c/n | Marked as | Location | Dates / Notes |
|----|--------------------------------|-------|-----------|---|---|
| | <u>RThaiAF</u> | | | | |
| 1 | 42-100536, L2-6/90 | 18999 | 100536 | Don Mueang, RTAF Museum [13.919557°, 100.621355°] | last noted Oct19; tail only |
| 2 | 44-76517, L2-8/90 | 32849 | 76517 | Bangkok, Taweewattana Palace [13.779673°, 100.341505°] | last noted Jan19 |
| 3 | 42-108840, L2-12/96 | 12248 | 212248 | Chiang Mai, Tango Squadron [18.779920°, 98.965934°] | last noted Jan20 |
| 4 | 43-48876, L2-19/00 | 26137 | 876 | Lopburi AFB [14.872853°, 100.649261°] | last noted Feb19 |
| 5 | 43-49545, L2-24/01 | 26806 | 545 | Lopburi AFB [14.872853°, 100.649261°] | last noted Feb19 |
| 6 | 43-49919, L2-25/01 | 27180 | 919 | Chatuchak, The Camp Flea Market [13.797903°, 100.546776°] | last noted Nov19 |
| 7 | 43-48501, L2-32/11 | 25762 | 501 | Lake Hamana, near Hamamatsu, Japan [34.73559, 137.61649] | last noted Jan19 |
| 8 | 42-93789, L2-34/13 | 13740 | 293789 | Don Mueang, 1st Air Division HQ [13.920492°, 100.617755°] | last noted Jun19 |
| 9 | 42-108865, L2-35/14 | 12498 | 865 | Lopburi AFB [14.872853°, 100.649261°] | last noted Feb19 |
| 10 | 42-5636, L2-36/14 | 6224 | 224 / D3 | Phuket (offshore) | ex Lopburi; sunk Nov08; reported to have been washed away |
| 11 | 44-76734, L2-37/14 | 33066 | 734 / D2 | Phuket (offshore) | ex Lopburi; sunk Nov08; reported to have been washed away |
| 12 | 42-100547, L2-39/15 | 19010 | 547 | Don Mueang, RTAF Museum [13.919557°, 100.621355°] | last noted Oct19 |
| 13 | 43-49210, L2-41/18 | 26471 | 210 | Thanon Rom Klao, Runway 3119 Night Market [13.740003°, 100.747651°] | f/n Jan18 (not there Dec17); noted thro' Feb19 ; gone by May19 |
| 14 | 43-49516, L2-43/18 | 26777 | 219789 | Police Museum, Thanon Ram Intra [13.856533°, 100.634962°] | last noted Jan20; dismantled |
| 15 | 44-77152, L2-44/18 | 33484 | 152 | Phitsanulok AFB [16.788622°, 100.270650°] | last noted Apr19 |
| 16 | 45-1116, L2-45/18 | 34386 | # | Oshkosh, Wisconsin [43.971497°, -88.539414°] | last noted Jun15 |
| 17 | 43-49010, L2-46/18 | 26271 | 010 | Kanchanaburi, Vietnam Veterans Museum [14.132931°, 99.446283°] | last noted Jan20 |
| 18 | 45-1079, L2-47/18 | 34349 | 079 / D1 | Phuket (offshore) | ex Lopburi; sunk Nov08; reported to have been washed away |
| 19 | 45-1093, L2-50/19 | 34363 | 093 / D4 | Phuket (offshore) | ex Lopburi; sunk Nov08; reported to have been washed away |
| 20 | 43-15559, L2-52/19 | 20025 | (559) | Lopburi AFB [14.872853°, 100.649261°] | last noted Jan20 |
| 21 | 43-49250, L2Or-1/07, HS-DOA | 26511 | 2527 | Lopburi Army Aviation Centre [14.936861°, 100.652217°] | last noted Feb19 |

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| <u>RThaiNavy</u> | | | | | |
| 22 | ?? | ?? | # | Sattahip Marine Base [12.667471°, 100.868771°] | last noted Nov18; no outer wings |
| 23 | (see note ¹) | ?? | 2102 | U-Tapao [12.689778°, 101.001606°] | last noted Aug19 |
| 24 | ex 43-48101 | 25362 | 48101 | U-Tapao, stored in East Revetments [12.684819°, 101.013411°] | noted Nov85 thro' May97 |
| 25 | ex 43-48777 | 26038 | 43-48777 | U-Tapao, stored in East Revetments [12.684209°, 101.012981°] | last noted Aug19 |
| 26 | ex 43-49095 | 26356 | 43-49095 | U-Tapao, stored in East Revetments [12.684819°, 101.013411°] | noted derelict May97 |
| 27 | ex 43-49213 | 26474 | 43-49213 | U-Tapao, beach [12.658877°, 100.999644°] | last noted Mar21; guesthouse |
| 28 | ex 43-49925 | 27186 | 202 | U-Tapao, stored in East Revetments [12.684432°, 101.012912°] | last noted Aug19 |
| 29 | ex 44-76418 | 32750 | 2102 | U-Tapao, stored in East Revetments [12.684819°, 101.013411°] | noted Oct97 thro' Jan07; gone by Apr11 |
| 30 | ex 45-1127 | 34397 | 45-1127 | U-Tapao, stored in East Revetments [12.684047°, 101.014481°] | last noted Aug19 |
| 31 | ?? | | | U-Tapao, stored in East Revetments [12.684212°, 101.014600°] | fuselage noted derelict thro' Feb15 [12.684248°, 101.014656°]; burnt for fire-fighting practice during 'Cobra Gold' 18Feb15; hulk moved to 12.685822°, 101.012795° mid-2015 & noted thro' Aug15; burnt again for fire-fighting practice during 'Cobra Gold' 19Feb16; gone by May16; [identity unknown, but has Thai Airways titles and logo; probably a Navy C-47 painted for a film] <i>Note: see #45 below</i> |
| <u>RThaiArmy</u> | | | | | |
| 32 | ex Thai Army 9414 | 9414 | 9414 | Bangkok, National Science Centre for Education [13.719386°, 100.583067°] | last noted Oct19; fake RTAF scheme |
| <u>Non-Thai Military</u> | | | | | |
| 33 | ex 43-49703, SVNAF | 26964 | # | Pattaya, Royal Garden Plaza (Ripley's Believe It or Not Theatre) [12.928683°, 100.878717°] | last noted Jan20 |
| 34 | ex 44-76302, SVNAF | 32634 | 476302 | Nakhon Chaisi, Jesada Technik Museum [13.814821°, 100.197489°] | last noted Oct19 |
| <u>Thai Civil</u> | | | | | |
| 35 | ex HS-SAF (see note ²) | 12150 | # | Hua Hin, PARU base [12.586541°, 99.950264°] | last noted Feb20 |
| 36 | ex HS-TDA | 13726 | # | Phachi, Ayutthaya Province, 'Top Uthaiwan' Lumber Yard [14.438065°, 100.710247°] | last noted Jan20 |
| <u>Non-Thai Civil</u> | | | | | |

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| 37 | ex XV-NIA | 12832 | # | Bangphra, Property 45/13, Soi Phabhum [13.190419°, 100.935556°] | last noted Jan20 |
| 38 | N2270M | 10239 | # | Nakhon Chaisi, Jesada Technik Museum [13.814821°, 100.197489°] | last noted Oct19 |
| 39 | N2271D | 33174 | N2271D | Phachi, Ayutthaya Province, 'Top Uthaiwan' Lumber Yard [14.438065°, 100.710247°] | last noted Jan20 |
| | <u>Unknown</u> | | | | |
| 40 | JIG 112 | ?? | # | Makham Khu, Rayong [12.821354°, 101.133884°] | last noted Nov19 |
| 41 | ?? ³ | ?? | # | Pattaya, C-47 Cafe [12.918382°, 100.892641°] | nose, engine and other small parts; owned by Richie Rhodes & Ellwood Von Seibold; noted Feb14 thro' Jan16; café closed by Jan17 & C-47 nose gone by Mar18; [parts came from Sainte Mere Eglise] |
| 42 | ?? | ?? | # | Saraburi, Wat Pa Puttayan [14.418256°, 100.917210°] | last noted Jan17; cockpit only |
| 43 | ?? | ?? | ?? | Bangphra, west of Sukhumvit Hwy3 [13.231764°, 100.932642°] | noted Aug02; gone by Nov09 (see note ⁴) |
| 44 | ?? | ?? | # | Gulf of Thailand (about 100km NE of Koh Tao) [10.899224°, 100.372929°] | http://thaiwreckdiver.com/c47_skytrain_aircraft_wreck.htm ⁵ |
| 45 | ?? | ?? | # | Muek Lek, 'Paisal Phoprasert' Army Surplus Store [14.628894°, 101.174163°] | last noted Jan20; evidence of Thai Airways titles and logo <i>Note: see #31 above</i> |
| 46 | ?? | ?? | # | Lopburi, Camp Erawan Parachute Battalion [14.808312°, 100.691459°] | last noted Jan20 |
| | RThaiAF Basler BT-67's:- | | | | |
| 47 | ex 43-15106, L2-7/90 Basler conversion #27 | 19572 | L2k-01/41 / '46151' | Wing 46, Phitsanulok RTAFB | active |
| 48 | ex 45-1021, L2-31/07 Basler conversion #30 | 34288 | L2k-02/41 / '46152' | 'Nomad Homestay', Phitsanulok [16.773829°, 100.275898°] | last noted Nov19; displayed |
| 49 | ex N46949 Basler conversion #18 | 9290 (see note ⁶) | L2k-03/41 / '46153' | Wing 46, Phitsanulok RTAFB | active |
| 50 | ex 43-48413, L2-16/00 Basler conversion #31 | 25674 | L2k-04/41 / '46154' | Wing 46, Phitsanulok RTAFB | active |
| 51 | ex 43-48008, L2-23/01 Basler conversion #32 | 25269 | L2k-05/42 / '46155' | Lopburi AFB [14.873031°, 100.650980°] | active |
| 52 | ex 43-49254, L2-42/18 Basler conversion #33 | 26515 | L2k-06/42 / '46156' | Wing 46, Phitsanulok RTAFB | active |
| 53 | ex N6898D Basler conversion #39 | 20082 (see note ⁷) | L2k-07/45 / '46157' | Wing 46, Phitsanulok RTAFB | active |
| 54 | ex 43-48492, L2-49/18 Basler conversion #44 | 25753 (see note ⁸) | L2k-08/47 / '46158' | Wing 46, Phitsanulok RTAFB | active |

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| 54 | ex N2685W Basler conversion #42 | 33010 (see note ⁹) | L2k-09/47 / '46159' | Wing 46, Phitsanulok RTAFB | active |
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Notes:

¹ The identity of this is suspect, as 2102 ex 44-76418 was stored in the east revetments until at least 2007 (gone now), whilst 2102 was noted elsewhere at U Tapao from 1997.

² The identity of this is now clear from markings appearing through old paint.

³ Parts have no Thai history as far as is known, and came from Sainte Mere Eglise, France

⁴ It is possible that this is 44-76302, later at Jesada (see entry # 34)

⁵ http://thaiwreckdiver.com/c47_skytrain_aircraft_wreck.htm

History of the Sinking

Unknown

Dive Site Description

The wreck itself is intact as far as we can see. We cannot confirm that the cockpit is open as there is quite heavy netting in that area. Most of the wings are intact although the propellers on the engines are missing.

At the present we have sent off the pictures to the American Air Force to see if we can find out any information regarding the pilot and the mission she was on. We plan to go back there in a week to clear the netting on the cockpit.

USAF reply follows:-

"The Gulf of Thailand wreckage photos posted by the Web administrator appear to be one of the emergency escape hatch/windows from a Douglas C-47 type airplane.

The C-47 emergency escape hatch/window is the fifth window going aft on either the starboard or port side of the aircraft. The hatch release handle at the bottom of the hatch is the crucial clue. For those enthusiasts who don't have access to an actual C-47 airplane, a picture of the C-47 interior can be found on page 27 of Squadron Signal's publication "C-47 Skytrain in Action."

"The distinctive hatch can be seen in the photo. The window in the hatch that is featured in the diver's photograph does not have the famous 'rifle hole' that can be found on some C-47 type airplane windows. The white paint and the absence of zinc chromate or green paint indicate to me that it is probably a civilian operated C-47. Good Luck identifying that one."

Anthony J. Mireles, Colonel, CAF

⁶ Fitted with a new 'Douglas' dataplate which claims it to be c/n 34141 (sic, mis-stamped, should be 34142) ex 45-0883, L2-38/14, but this was damaged on delivery to Basler & replaced by a 'stock' airframe

⁷ Dataplate claims it to be c/n 34141 ex 45-0882, L2-51/19, but this was rejected as too corroded on delivery to Basler & replaced by a 'stock' airframe

⁸ Dataplate claims it to be c/n 34386 ex 45-1116, L2-45/18, but this was rejected as too corroded on delivery to Basler & replaced by RTAF 43-48492, L2-49/18 c/n 25753

⁹ Dataplate claims it to be c/n 34349 ex 45-1079, L2-47/18, but almost certainly based on N2685W c/n 16262 ex 44-76678 (see entry #18 above)