

FAIRCHILD C-123 PROVIDER

C-123 SERVICE

Manufacturers: (prototypes and production)
Chase Aircraft Co. Inc., West Trenton, New Jersey, USA
(Kaiser-Frazer Corp. became majority owner in 1953)
(production)
The Fairchild Engine and Airplane Corp., Aircraft Division,
Hagerstown, Maryland, USA
(experimental prototypes)
Stroukoff Aviation Corp., West Trenton, New Jersey, USA

Models: MS-8, MS-17, MS-18, 205, 473

Designations: C-123; C-134, C-136, CG-20, G-20

Names: Provider; Black Spot (NC/AC-123K), Avitruc (XCG-20)

First official flight: XC-123 14/10/1949
C-123B 01/09/1954

Factory production period: 1953 – 1958

Primary service period: 1955 – 1973

Last official flight: C-123K 1982

C-123 VARIANTS

Originally designed and developed by the Chase Aircraft Co. Inc., (1943), as a cargo glider (CG) in the form of the CG-18 Avitruc (7 built, 1947) and the similar piston engined C-122 Avitruc (11 built, 1948).
Later developed into the XCG-20 Avitruc (2 built, 1949).

1949	Model MS-8	XCG-20	2	Total: 002
1953	Model MS-8B	YC-123B	1	
1954	Model MS-8B	C-123B	302	Total: 303
1954	Model MS-17	XC-123D	1	
1957	Model	YC-123H	1	Total: 002
				<u>Total: 307</u>

C-123 PRODUCTION

XCG-20 Avitruc

Prototype Cargo Glider developed from the CG-18 / C-122.

Factory modified as:

XC-123 (47-786), piston engines, first flight: 14Oct1949.

XG-20 (47-787), glider form, first flight: 26Apr1950,
converted as jet powered **XC-123A**, first flight: 21Apr1951.

produced 1949 – 1950

Chase West Trenton, New Jersey (CA)

47-786, 47-787 unknown 2 **Total: 002**

YC-123B

As XC-123, Kaiser built production version but delivered as a service test aircraft. Components built at West Trenton.

produced 1953

Kaiser Mfg. Corp. (Kaiser-Frazer Corp.),
Willow Run, Ypsilanti, Michigan (CN)

52-1627 unknown

1 **Total: 001**

4 additional airframes cancelled.

C-123B

*As XC-123, engine upgrade, squared tail. Fairchild added a dorsal fin and from the 16th delivery squared rear cockpit windows. Fairchild **Model 205.***

produced 1954 – 1958

Fairchild Hagerstown, Maryland (FA)

54-552, 54-553 20001, 20002

54-555 / 54-715 20004 / 20164

- 1 (54-557), static test airframe.

55-4505 / 55-4577 20166 / 20238

56-4355 / 56-4396 20239 / 20280

57-6185 / 57-6202 20281 / 20298

- 18 to Venezuela.

57-6289 / 57-6294 20299 / 20304

302 **Total: 302**

VC-123C – Proposed command transport, cancelled.

XC-123D

As C-123B, prototype with Boundary Layer Control (BLC) system. Built from C-123B s/n: 54-554.

produced 1954

Stroukoff West Trenton, New Jersey (SA)

53-8068 20003

1 **Total: 001**

YC-123H

As C-123B, prototype for rough field operations, modified undercarriage, wing mounted jet-pods.

produced 1956 – 1957

Fairchild Hagerstown, Maryland (FA)

54-2956 20165

1 **Total: 001**

C-136 – Proposed C-123B improvement, cancelled.

Total: 307

C-123 CONVERSIONS

USAF

NC-123B 6 C-123B, permanent conversions with radome and special sensors.

UC-123B 3 C-123B, 1961, defoliant sprayer conversions for use in Vietnam.

VC-123B 1 C-123B (56-4375), Gen. Westmoreland's VIP transport in Vietnam.

(VC-123K) 1 VC-123B, 1968, upgrade to "K" standards.

(Model MS-18) YC-123E

1 XC-123A (47-787), 1955, prototype with "Pantobase" all terrain landing system, 4-bladed props, new s/n: 55-4031. Converted by Stroukoff Aviation Corp., New Jersey.

C-123J 10 C-123B, 1957, wing-tip jet pods, skis, serving in Arctic regions.

(Model 473) C-123K

183 C-123B, 1966-1982, two underwing jet engines, minor improvements. Prototype was s/n: 54-581, total includes the single VC-123K. Conversions by Fairchild-Hiller Corp., Maryland.

(NC-123K Black Spot)

2 C-123K, conversions for armed night reconn. / surveillance. Also designated as AC-123K.

(UC-123K) 34 C-123K, conversions as defoliant sprayers in Vietnam.

(C-123T) 1 C-123K, 1980, prototype turbo-prop upgrade for Thailand. Conversion program later cancelled.

(Model MS-8-1) YC-134

1 YC-123B, 1956, Boundary Layer Control (BLC) system, engine upgrade. Converted by Stroukoff Aviation Corp., New Jersey. Original designation was YC-123F.

(Model MS-8-1) YC-134A

1 C-123B (54-556), 1958, BLC and "Pantobase" systems fitted. Converted by Stroukoff Aviation Corp., New Jersey. Original designation was YC-123G.

US Coast Guard

SC-123B 11 C-123B, 1958-1962, upgrades for search and rescue, nose radome. Assigned USCG s/n: 4357, 4358, 4505, 4507, 4509, 4529, 4540, 4541, 4589, 4668, 4705.

(HC-123B) 11 1962-1972, redesignation of SC-123B.

FOREIGN MILITARY / CIVILIAN SERVICE

- *C-123 Providers under the Military Assistance Program put into service with Saudi Arabia and Venezuela.*
- *Surplus aircraft later sold to Laos, The Philippines, Taiwan, Thailand, South Vietnam and other countries.*
- *Some aircraft sold on the civil market as transports etc.*