

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, M-205, M-473

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

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

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: UC-123K 06/1986

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 M-205	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, ff: 14/10/1949.
XG-20 (47-787), glider form, ff: 26/04/1950, as jet-powered **XC-123A**, ff: 21/04/1951.
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
172 additional airframes cancelled.

1 **Total: 001**

C-123B

As XC-123, engine upgrade, squared tail.
Fairchild added a dorsal fin and from c/n:
20011, squared rear cockpit windows.
Fairchild **Model M-205**.
produced 1954 – 1958

Fairchild Hagerstown, Maryland (FA)
54-552, 54-553 20001, 20002
54-555 / 54-715 20004 / 20164
55-4505 / 55-4577 20166 / 20238
- 6 to Saudi Arabia.
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.
produced 1954

Stroukoff West Trenton, New Jersey (SA)
53-8068 unknown

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

EC-123B	2	C-123B, 1955, Exempt from normal duties for tests.
GC-123B	1	C-123B, 1962-1974, ground instructional duties.
JC-123B	13	C-123B, 1955-1967, temp conversions for test duties.
NC-123B	2+	C-123B, provisional designation for covert test duties in Vietnam.

UC-123B **39** C-123B, 1961-1971, defoliant sprayer conversions for use in Vietnam, designation not officially applied until 1966.

(UC-123K) **47** 26 UC-123B / 21 C-123B, 1968-1986, conversions as defoliant sprayers to "K" standards. 2 were temp conversions 1972-1973.

VC-123B 1 C-123B (56-4375), 1962-1969, VIP transport for MACV commanders.

(VC-123K) 1 VC-123B, 1969-1975, upgrade to "K" standards. 1 (55-4564), additional VIP conversion for S. Vietnam 1972.

(Model MS-18) YC-123E

1 XC-123A (47-787), 1955-1959, prototype with "Pantobase" all terrain landing system, 4-bladed props, new s/n: 55-4031. Converted by Stroukoff Aviation Corp., New Jersey.

C-123J 11 C-123B, 1958-1976, wing-tip jet pods, some with ski u/c, for service in Alaska. 1 (55-4558) for civil FAA service in Alaska 1957-1983.

(Model M-473) C-123K

183 C-123B, 1966-1982, two underwing jet engines, minor improvements, prototype was s/n: 54-581. Total includes 47 UC-123K, 1 VC-123K. Conversions by Fairchild-Hiller Corp., Maryland.

(GC-123K) 2 C-123K, 1981-1986, ground instructional conversions.

(NC/AC-123K Black Spot)

 2 C-123K, 1966-1973, conversions for armed night reconn. / surveillance.

(C-123T) 1 C-123K (56-4357), 1980-1983, prototype turboprop upgrade for Thailand. Conversion program later cancelled.

(Model MS-8-1) YC-134

1 YC-123B (52-1627), 1956-1958, 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), 1958-1961, BLC and "Pantobase" systems fitted. Converted by Stroukoff Aviation Corp., New Jersey. Original designation was YC-123G.

US Coast Guard

SC-123B 7 C-123B, 1958-1962, upgrades for search and rescue, nose radome. Assigned USCG s/n: 4357, 4358, 4505, 4540, 4541, 4668, 4705.

(HC-123B) 8 1962-1972, redesignation of SC-123B. 1 more with USCG s/n: 4529 delivered in 1963.

FOREIGN MILITARY / CIVILIAN SERVICE

- *C-123 Providers under the Military Assistance Program put in service with Saudi Arabia and Venezuela.*
- *Surplus aircraft later sold to El Salvador, Khmer Republic, Laos, The Philippines, South Korea, South Vietnam, Taiwan and Thailand.*
- *Some aircraft sold on the civil market as cargo transports.*