



**To Die Alone,**  
"In the Pursuit of Justice"  
by Jackie R. Kays,  
Barnes & Noble

A Book Review by  
Don Poss,  
Webmaster & LM 37, VSPA

**To Die Alone** can be purchased at: *Barnes & Noble* and/or any other on-line bookstore. It can also, be ordered at any in-line bookstore, by using the title and/or ISBN # 978-1-84728-161-0.

The Official history of  
**C-123, USAF 55-4530**

*November 21, 1965: Crashed in a minefield, just short of the active Đà Nẵng runway*

**AIR AMERICA: FAIRCHILD C-123 PROVIDERS (page 11):**

**Fairchild C-123B "530" 20191 30 June 64 ex USAF 55-4530;**

- Biên Hòa (BY 16) to
- 2AD, Đà Nẵng, on 63182 (1 July 63);
- still with the USAF in December 63.

**Service History:**

- received on 30 June 64;
- assigned to USAID contract AID-439-342 for use out of
- Vientiane (Aircraft status as of 7 July 64, in: UTD/Kirkpatrick/B1F1);
- not mentioned in USAF reel AVH-1, so no change in July-September 64.

**Fate:**

- returned to the USAF as 55-4530, probably on 64244 (31 August 64),
- when, according to the USAF records, 55-4530 was transferred from 2AD, Đà Nẵng, to
- FAC, St. Augustine;
- returned to 2AD, Đà Nẵng, in 64/5; 2AD, Đà Nẵng, to
- TN on 65324, that is
- written off on 21 November 65, when it crashed in heavy rain short of the runway of Đà Nẵng;
- not current with Air America on 1 November 65 (Aircraft status as of 1 November 65 in: UTD/Kirkpatrick/B1F1).

**References:**

**Aviation Safety Network:**

Date	Type	Registration	Operator	Fat	Location	Pic	Cat
12-NOV-1965	Fairchild C-123	55-4530	USAF	0	Đà Nẵng		A1

### Duties of the Black Spot and other Special Military C-123s

**Candlelight Flare Kickers:** During the conflict in Vietnam, a number of C-123s were modified for specialized roles. Most of these modifications were on a 1 or 2 aircraft level. Only the usage of C-123s as "flare ships" to illuminate targets for fixed wing gunships such as the AC-47 and AC-119G were more numerous. These aircraft, operating under the call-sign *Candle* were flown by the USAF's 14th Special Operations Wing.

A single C-123B was tested as a possible replacement for the *Candle* aircraft, with its rear loading ramp removed and replaced with a large box with 28 large lights. The airplane could continuously light a 2 mile circle from an altitude of 12,000 feet. This aircraft, under the provisional designation NC-123B was dropped because the lights, fixed to the aircraft, made it far easier for enemy gunners to track compared to the earlier flare ships.