USAF Equipment Directory
&
US Services Military Aircraft
1945 to the present

Transports, Tanker and Miscellaneous Aircraft

Grumman	XS2F-1	**Trader**	Prototype	First flight 1952
Grumman	(TF-1) C-1A	Trader	USN, Small transport for carrier operations	First flight 1955, 87
Grumman	TF-1	Trader	Small transport	1955 first flight, 87
Grumman	(TF-1Q) EC-1A		ECM training aircraft, based on TF-1	
Grumman	TF-1W	Trader	Planned AEW aircraft which later lead to WF-2 aircraft	none
Grumman	XWF-1	Tracer	USN AEW aircraft proposal based on S2F-1	none
Grumman	E-1B (WF-2)	**Tracer**	Naval AEW aircraft based on Tracker design	1956 first flight, 88
Douglas	EA-1		AEW aircraft	
Grumman	VC-1A	Gulfstream	USCG, VIP transport	1 in 2000
Grumman	G-134	Mohawk	Prototype	
Grumman	YAO-1A	**Mohawk**	Twin-engined tactical recon and EW aircraft based on Model G-134 The US Army received a total of 329 Mohawks.	First flight 1959; 9 ordered in 1957 (335 A,B,C)
Grumman	YOV-1A	Mohawk	later designation for prototype YAO-1A	First flight 1959
Grumman	(AO-1A) OV-1A	Mohawk	USA, Observation aircraft	First flight 1959, 64 aircraft, 45 in 1998
Grumman	JOV-1A	Mohawk	USA ground attack configuration and weapon test platform	since 1964
Grumman	(AO-1B) OV-1B	Mohawk	USA, SLAR aircraft	92, since 1962
Grumman	OV-1B	Mohawk	NASA ice research program	1972-1973, 2 1978-1990+, 3
Grumman	(AO-1C) OV-1C	Mohawk	USA, UAS-4 IR mapping sensor NASA (1972-1973, 1)	129 since 1961
Grumman	RV-1C	Mohawk	USA ELINT platform of QUICK LOOK I program, stopgap measure	few from mid 1970s to early 1980s
Grumman	YOV-1D	Mohawk	USA, pre-production OV-1D with three cameras additionally	4
Grumman	OV-1D	Mohawk	improved version with new engines and all sensors at once	30 ordered 1969, 37, +270 planned
Grumman	RV-1D	Mohawk	ELINT version for QUICK LOOK II program, USA	36
Grumman	EV-1E	Mohawk	USA electronic surveillance aircraft based on AV-1B with ALQ-133 radar	17
Grumman	OV-1E	Mohawk	Proposed recon aircraft with widened cockpit cabin	
Grumman	XTB3F	**Guardian**	Torpedo bomber following deign G-82; Served as AF-2 Guardian through the first half of 1950s.	1945
Grumman	AF-2	Guardian	Carrier-based ASW aircraft, derived from the XTB3F Guardian torpedo bomber	First flight 1945, not adopted
Grumman	AF-2S	Guardian	Attack aircraft following design G-90 with single package APS-33	1949
Grumman	AF-2W	Guardian	Search aircraft	
General Dynamics/Convair		Charger	Multi-purpose STOL aircraft for naval applications similar to Mohawk and based on Model 48	First flight 1964
Antonov	An-2T	Colt	Utility biplane	2 in 1990

Antonov	An-2R	Colt	Utility biplane	1 in 1995
Grumman	C-2A	**Greyhound**	USN carrier transport, COD – Carrier Onboard Delivery, early aircraft were converted E-2, 17 ordered 1964 19 in the mid-1960s 39 with upgraded engines 1983 phased out by 1987	First flight 1964, 25 All versions: 58 in 1965, 38 in 1998, 38 in 2000, 35 in 2014, 35 in 2012 (USN) 27 in 2018
Grumman		Greyhound 2000	Proposed successor aircraft with mission modules	2000
Grumman	W2F-1 (E-2A)	Hawkeye	Hawkeye predecessor, based on G-123 design	First flight 1959, 2
Grumman	E-2A	**Hawkeye**	Carrier-based AWACS aircraft with ATDS - Airborne Tactical Data System, USN	First flight 1961; Service entry 1964; 59, retired
Grumman	TE-2A	Hawkeye	Training aircraft, converted E-2A with mission systems removed	2
Grumman	E-2B	Hawkeye	with more reliable computer, converted E-2A	First flight 1969, 52 retired
Grumman	YE-2C	Hawkeye	E-2A development aircraft	2
Grumman	E-2C	Hawkeye	USN main production version Four E-2C aircraft were transferred to the USCG in 1987 and one to the Customs Service in 1989 for anti-drug operations. One USCG aircraft crashed.	First flight 1971 139 build (166) 81 aircraft in 1997 + 3 in 2000, 72 in 2000, 61 in 2012 (USN), 41 in 2018, 35 in 2019
Grumman	E-2C Group I	Hawkeye	Upgraded E-2C with APS-139 radar	18 all retired
Grumman	E-2C Group II	Hawkeye	Upgraded E-2C CEC - Cooperative Engagement Control	1992
Grumman	E-2C Group II	Hawkeye	5 pre-production Group-II aircraft conversions (1994), APS-145 radar for Hawkeye 2000, last delivered in 2001	First flight 1997 In 2000: 71 upgrades + 21 new-build
Grumman	E-2C Group II+	Hawkeye 2000	Upgraded Group II aircraft of USN	First flight 1998, First delivered 2001, 21 ordered 75 planned; 2004: 11 delivered and 3 more ordered (24)
	E-2C	Hawkeye	Upgrade with eight-blade propeller NP-2000 program	USN 2001
Grumman	E-2C	Hawkeye	AHE – Advanced Hawkeye program with new antenna system	75 aircraft LRIP planned for 2009
Grumman	TC-2C	Hawkeye	Pilot trainer for E-2C	
Grumman	TE-2C	Hawkeye	Training aircraft, converted two YE-2C and two E-2C	1 in 1995, 2 in 2000, 2 in 2012 (USN)
Northrop Grumman	E-2D	(Hawkeye 2005) Advanced Hawkeye (AHE); Super Hawkeye, Hawkeye II	Future Hawkeye, APY-9 radar 6th generation Hawkeye aircraft for battle-management purposes, 75 aircraft planned in 2005 to be operational in 2013	proposal 1999, 2 ordered in 2003; roll-out 2007; First flight 2007 (3 August); 8 in 2012 (USN); IOC 2014; 36 in 2018; 41 in 2019
Grumman	XS2F-1	Tracker	USN, Prototype for twin-engined carrier- or land-based ASW aircraft following design G-89	First flight 1952, 2

Grumman	(S2F-1) S-2A	**Tracker**	USN, C-1 Trader ASW version Initial production version	First flight 1953, employed 1954, 755 1281, until 1984
Grumman	S2F-1	Tracker	NACA icing instrumentation development	1955-1957, 1
Grumman	(S2F-1T) TS-2A	Tracker	USN, ASW trainer	
Grumman	(S2F-1U) US-2A	Tracker	USN, Utility aircraft	
Grumman	(S2F-1S) S-2B	Tracker	USN, ASW aircraft with improved avionics	
Grumman	US-2B	Tracker	USN, Utility aircraft	
Grumman	(S2F-2) S-2C	Tracker	USN, ASW aircraft with longer airframe	First flight 1954, 60
Grumman	(S2F-2U) US-2C	Tracker	USN Multipurpose utility and target tow aircraft	
Grumman	(S2F-2P) RS-2C	Tracker	Photo reconnaissance aircraft	
Grumman	(S2F-3) S-2D	Tracker	Expanded airframe and better avionics and nuclear dept charge following design G-121	First flight 1959, 119
Grumman	ES-2D	Tracker	USN advanced ASW version Telemetry measurement aircraft	
Grumman	US-2D	Tracker	USN general transport aircraft	
Grumman	S-2D	Tracker	NASA	1 in 1975
Grumman	(S2F-3S) S-2E	Tracker	USN final ASW version with enhanced avionics	First flight 1960, 252, 241 (-14)
Grumman	(S2F-1S1) S-2F	Tracker	USN ASW aircraft with enhanced avionics	
Grumman	S2F-1	Tracker	NASA calibration aircraft for Vanguard project	1
Grumman	YS-2G	Tracker	S-2E prototype based on S2F-3	1
Grumman	S-2G	Tracker	USN S-2E with DIFAR - Direction Low-Frequency Analyzer and Ranging and provision for AGM-12B Bullpup ASM, based on S2F-3	
Vought	S2U	The Vought S2U was a design for an all-weather carrier-borne anti-submarine warfare (ASW) aircraft. A twin-engine, twin-tailed, mid-wing, propeller-driven design with tricycle landing gear, it lost to the Grumman S2F Tracker in the United States Navy competition, and the two prototypes were not completed. **XS2U-1** Designation for the two prototype aircraft ordered but not completed. **S2U-1** Proposed anti-submarine warfare version, as originally proposed. **S2U-1W** Proposed Airborne Early Warning version of the S2U-1 with large radome over the centre section, similar to the Grumman WF which was purchased by the US Navy for the carrier-borne AEW role. **WU-1** The S2U-1W re-designated into the W-Warning category.		1950s
Lockheed		AMSS	USN Advanced Multi-Mission Sensor System, follow-on design for Hawkeye	Proposal 1988
North American	AJ-2	Savage	Transport	
Lockheed	P-2	**Neptune**	USN, ASW aircraft and naval bomber following design V-146 (Lockheed Vega)	> 1050 build
Lockheed	P-2V	Neptune	USN ASW aircraft following design L-175 with compound or jet engines	1947
Lockheed	XP2V-1	Neptune	USN Patrol aircraft prototype, based on Model 26	First flight 1945, 2 In service 1946
Lockheed	P2V-1	Neptune	USN Patrol aircraft, based on Model 26	Service entry 1946; 15, 166
Lockheed	XP2V-2	Neptune	USN ASW aircraft, P2V-1 upgraded to P2V-2 standard	1
Lockheed	P2V-2	Neptune	USN Patrol aircraft, based on Model 126	70 (81)
Lockheed	P2V-2N	Neptune	USN Patrol aircraft for arctic operations,	2

			with ski undercarriage	
Lockheed	P2V-2S	Neptune	USN ASW prototype aircraft, based on Model 226 with AN/APS-20 radar	
Lockheed	P2V-3	Neptune	USN Patrol aircraft, based on Model 326	1947, 53
Lockheed	P2V-3B	Neptune	Test aircraft for ground support aircraft, based on 1 P2V-3 and 3 P2V-3C	4
Lockheed	P2V-3C	Neptune	USN carrier based nuclear attack aircraft, based on 1 P2V-2 and 11 P2V-3	1949; 12
Lockheed	P2V-3W	Neptune	USN AEW aircraft with AN/APS-20 radar	1949, 30
Lockheed	P2V-3Z	Neptune	USN VIP combat transport with armored cabin	2
Lockheed	PV-2C	Neptune	USN, water bomber trainer	1945, few
Lockheed	(P2V-4) P-2D	Neptune	USN Patrol aircraft, based on Model 426	1949, 52
Lockheed	PV-2D	Neptune	USN, water bomber	1945, 35
Lockheed	P2V-5 (SP-2E)	Neptune	USN main series production ASW aircraft	1955, 424
Lockheed	P2V-5F P-2E	Neptune	USN, Patrol bomber with additional turbojet engines	1956, 838
Lockheed	AP-2E	Neptune “Crazy Cat”	US Army, P-2E radio research aircraft (SIGINT); USAF Vietnam (7)	12, 1967
Lockheed	P2V-5FD DP-2E	Neptune	USN Drone control aircraft (Q-2)	9+
Lockheed	(P2V-5FE) EP-2E	Neptune	USN ASW aircraft with additional electronic equipment	
Lockheed	OP-2E	Neptune	USAF, Airspace control aircraft for Vietnam	few
Lockheed	NP-2E	Neptune	Test and research platform	
Lockheed	P2V-5FS SP-2E	Neptune	USN ASW aircraft with Jezebel sound detection system and Julie echosounder	1959
Lockheed	P-2V-6 SP-2G	Neptune	USN	
Lockheed	(P2V-6) P-2F	Neptune	USN Patrol aircraft, based on Model 626	First flight 1952, 67, (83)
Lockheed	P2V-6B P2V-6M	Neptune	USN AsuW aircraft with Petrel ASM	16
Lookheed	MP-2F	Neptune	USN mine laying aircraft, converted P2V-6M	16
Lockheed	P2V-6F P-2G	Neptune	USN ASW aircraft with two additional turbojet engines	
Lockheed	(P2V-6T) TP-2F	Neptune	USN Patrol aircraft trainer	few
Lockheed	P2V-7 P2H	Neptune	USN ASW aircraft, based on Model 726	Export only
Lockheed	P2V-7S	Neptune	USN aircraft, powered by two Wright R-3350 engines that featured water injection and power recovery turbines, plus two underwing Westinghouse J-34-WE-36 jet engines	Fina production model
Lockheed	AP-2H	Neptune	USN; Gunship, TRIM – Trails & Roads Interdiction, Multi-Sensor aircraft for Vietnam, based on P-2E, NATC AN/PQ-92 radar, Black Crow	1968-1969, 4
Lockheed	DP-2H	Neptune	Drone control aircraft	
Lockheed	EP-2H	Neptune	Special telemetry measurement aircraft	1
Lockheed	LP-2H	Neptune	Arctic warfare version with skis	
Lockheed	NP-2H	Neptune	USN Special test aircraft	1
Lockheed	(P2V-7S) SP-2H	Neptune	USN, ASW aircraft equipped with Jezebel/Julie echosounder devices,	First flight 1954,
Lockheed	P2V-7LP LP-2J	Neptune	For arctic operations converted P2V-7S	2
Lockheed	UP-2J	Neptune	ECM and target tow aircraft, based on P-2J	4+
Lockheed	RB-69A	Neptune	USAF, USN, CIA project Cherry and	Mid 1950s; 7

	P2V-7U		Wild Cherry, denied airspace penetration aircraft	
Lockheed	P-2V8	Neptune	Pure ASW aircraft following design L-258	1953/1954; none
Lockheed	Article 341	„Angle“	Strategic reconnaissance aircraft prototype for U-2	1 in 1955
Lockheed	**U-2**	(Dragon Lady) (Black Lady) IDEALIST	Strategic reconnaissance aircraft, USAF, CIA, SAC (1957); NASA Project MX-2147 Bald Eagle Probably total of more than 55 build.	First flight 1955, Build 1981-1989, 53; 48, bis 1989: 86 31 in 1998, 33 in 2001 USAF 35 in 2002 USAF; until 2011; still 33 in 2013
Lockheed	U-2A		CIA, USAF, NASA , HASP - High Altitude Sampling Program aircraft	First flight 1955, 1956
Lockheed	WU-2A		USAF sampling aircraft (HASP)	
Lockheed	U-2B		USAF photo reconnaissance aircraft, enhanced strategic reconnaissance aircraft	1959, 7
Lockheed	U-2C		CIA, USAF, SAC COMINT/ELINT reconnaissance aircraft with splayed inlets, based on U-2A/B proposal with Pave Spike LASER designator	
Lockheed	U-2C		NASA Earth survey aircraft	1971-1989, 2
Lockheed	WU-2C		USAF CL-351 design, later U-2R	
Lockheed	U-2CT		Dual cockpit trainer aircraft, former U-2D	2
Lockheed	U-2D		USAF, Original two-seat version for ELINT/COMINT test and research	1961
Lockheed	U-2E		CIA version with advanced ECM systems	
Lockheed	U-2EPX		USN, naval recon aircraft, Electronic Patrol Experiment, never used, based on U-2R	2
Lockheed	U-2F		Reworked U-2A with re-fueling receptacle, also F and G versions ELINT operations in Vietnam	
Lockheed	U-2G		CIA, NASA, Carrier capable U-2	3
Lockheed	U-2J		CIA carrier-capable recon aircraft (?)	
Lockheed	U-2H		Carrier capable U-2, inflight refuelable	1
Lockheed	U-2L		Proposal with two 30 mm fuselage plugs	
Lockheed	U-2L+		Proposal two-seat configuration with upward looking optical sensor	
Lockheed	U-2N		early U-2R designation	
Lockheed	U-2R	Dragon Lady	CIA, USAF SAC, Larger strategic recon and surveillance aircraft with MARS	First flight 1967, 25, 1983 +2
Lockheed	U-2RL		Proposal with fuselage plug	
Lockheed	U-2R(T)		Operational training aircraft	1 in 1995
Lockheed	U-2RRPV		USAF RPV proposal	
Lockheed	U-2S	Senior Span (?)	USAF, all U-2R being converted in 1998 MARS - Multi-sensor Agile Recon System	First flight 1994, 37 1999, 35 in the end 28
Lockheed Martin	U-2S	Dragon Lady RAMP	1998: Recon avionics maintainability upgrade program for U-2S/ST fleet, ASARS-2 Advanced Synthetic Aperture Radar System, GMTI - Ground Moving target Indication, MASINT - Measurement Intelligence, glass cockpit proposal and towed decoy system CARE -Cabin Altitude Reduction Effort (22)	2001, 34 RAMP first flight in 2000 35 in 2002 34 in 2013 25 in 2017
Lockheed	U-2ST	Dragon Lady	Two-seat trainer upgraded U-2RT, re-engined,	1994,

			4 RAMP upgrades ordered	USAF 2 in 2001, 4 in 2001
Lockheed	TU-2R/S		Trainer	4 in 1998, 6 in 2013
Lockheed	TU-2S		Two-seat trainer	
Lockheed	WU-2		Weather research aircraft	
Lockheed	**TR-1A** (U-2R)		USAF, Tactical "big-wing" battlefield surveillance aircraft derived from U-2R, 49 (= 19 U-2R + 27 TR-1A)	1981 (SAC, 37) 25 in 1995, until 2011; 1 NASA in 1995;
Lockheed	ER-2		NASA, TR-1A aircraft, earth survey upgrade 1996	1981-1982, 3 1989, 2 in 2013
Lockheed	TR-1B (U-2RT)		USAF, Two-seat version for conversion training	1983, 2+1 (U-2R(T))
	U-X		Reconnaissance platform to loiter up to 24 hours	proposal 2002
Lockheed	CL-235 CL-400	Suntan	U-2 follow-on design with hydrogen fuel propulsion	cancelled
Grumman	XJR2F-1		USN Utility amphibian prototype	First flight 1947, 2
EDO	XOSE-1		USN observation scout aircraft prototype	First flight 1945, 6
EDO	XOSE-2		USN Two-seat observation scout aircraft prototype, cancelled	
Grumman	J2F-5/6	Duck	USN	1942-1948, 10
Martin	JRM-2		USN Utility amphibian, based on Martin 170 design	6
Martin	JRM-3	Mars	USN Utility amphibian, upgraded JRM-1	5
Lockheed/Martin/ Boeing		**DarkStar**	Unmanned reconnaissance aircraft	confirmed 1998, cancelled
Boeing	XP3B-1		USN land-based long-range patrol aircraft following design Model 466	1947; none
Lockheed	XP3V-1	**Orion**	USN ASW aircraft proposal	
Lockheed	(P3V-1) P-3	Orion	Strategic ASW aircraft, developed from civil airliner Electra L-188 under TS-146	First flight 1958 551 all versions, 220 in 1999, 223 in 2004 (USN)
Lockheed	(P-3V) P-3	Orion	Strategic ASW aircraft following design CL-367	First flight 1959
Lockheed	(YP3V-1) YP-3A	Orion	Prototype P-3	First flight 1959, 2
Lockheed	(P3V-1) P-3A	Orion	Initial production Maritime surveillance aircraft, nuclear-capable	First flight 1961, 157, all A retired in 1991
Lockheed	P-3A	Orion	NASA Earth survey aircraft	1965-1977, 1
Lockheed	P-3 AEW&C	Orion	US Customs Service with rotodome	
Lockheed	EP-3A	Orion	P-3A converted for electronic projects or naval research, electronic reconnaissance missions	
Lockheed	NP-3A (YP3V-1)	Orion	NASA research aircraft, converted from L-188A Electra aircraft, former YP3V-1 and WP-3A	1965-1977, 1 1977-1993+, 1
Lockheed	L-188C	Electra	NASA research aircraft with LIDAR system	1978-1993+, 1
Lockheed	RP-3A	Orion	P-3A R&D aircraft EATS - Extended Area Test System SMILS - Sonobuoy Missile Impact Locating System; Projects Birdseye and Outpost Seascan	2
Lockheed	TP-3A	Orion	USN, P-3A „Bounce Bird" Trainer version	5 in 1995 2 in 1997
Lockheed	UP-3A	Orion	USN, Utility transport, some with VIP accommodation	6 in 1995 5 in 1997 4 in 2000, retired
Lockheed	UP-3A	Orion	US Customs Service for drug interception with radar rotodom, USN scientific research aircraft	4

Lockheed	VP-3A	Orion	USN Personnel transport (VIP), converted WP-3A	3 in 1975, 5 in 1995, 5 in 2000, 4 in 2012, retired
Lockheed	WP-3A	Orion	USN, Weather reconnaissance aircraft	1971, 4
Lockheed	P-3B	Orion	P-3A with T56-A-14 engines and Bullpup missiles	1966, 124, 3 in 1997, all B retired in 1996; 28 in 2000; NASA: 1 in 2012
Lockheed	EA-3B (A3D-1Q)	Skywarrior (Whale)	USN; Ocean surveillance aircraft	
Lockheed	P-3B	Clipper Troop West	Multi-sensor ocean surveillance aircraft, upgrade in 1988	4
Lockheed	EP-3B	Aries I	„Batrack“ ELINT aircraft, 2 modernized to EP-3E standard	2, retired
Lockheed	NP-3B	Orion	USN	until 1997, 12 in 2000
Lockheed	UP-3B	Orion	USN, Utility transport	1 in 1995, 1997, 1 in 2000, retired
2011: 16 converted P-3A/B are operated by Customs and Border Protection (CBP). Eight are “slicks”, fitted with APG-53 radar, and eight are fitted with E-2 style radomes. The latter include one with APS-125 radar, three with APS-138 radar, and four with APS-145 radar.				
Lockheed	YP-3C	Orion	USN ASW aircraft	1968, 240
Lockheed	P-3C	Orion	USN, Improved avionics systems MPA, nuclear-capable	First flight 1968, IOC: 1969; 235 in 1998, 244 in 2000, 49 in 2009, 136 in 2012 (USN)
Lockheed	P-3C Update I	Orion	USN ASW aircraft, Omega navigation system	mid 1970s
Lockheed	P-3C Update II	Orion	ASW P-3C , update cancelled IRDS - IR Detection System	1977, 247 aircraft
Lockheed	P-3C Update II.5	Orion	IACS - Integrated Acoustic Communication System; improved doppler radar	
Lockheed	P-3C Update III	Orion	Upgrade of 68 out of 111 planned in 1995, USN BMUP - Block Modification Upgrade Program (II, II.5) **AIP** - Anti-Surface Warfare Improvement Program (Link 16), 1998 2006: 73 P-3C are planned for AIP (including Update III and Update II.5 aircraft) AIP was installed in 73 P-3Cs from 1996-2007.	since 1983, 1986 162 in 1999, 146 in 1999 (-III), only 84 funded with AIP in 2002; AIP 16 in service and 14 to be converted in 2004
Lockheed	P-3C	Orion	**SRP** - Sustained Readiness Program , upgrade (229 airframes planned but stopped after only 13 in 2000), SLEP – Service Life Extension Program, AGM-84H	13 in 2000, cancelled in 2001
Lockheed	P-3C Update III P3I	Orion	BMUP –Block Modification Upgrade Program	25
Lockheed	P-3C Update IIIR	Orion	Earlier P-3C brought up to U-III standard	
Lockheed	P-3C Update III+	Orion	OTHT - Over-The-Horizon-Targeting tested in Gulf War	
Lockheed	P-3C Update III	Orion	Modified for drug interdiction	2002: 18 active and 14 reserve
Lockheed	P-3C Update IV	Orion	ASW P-3C with ISAR, APS-137V 109 planned updates intended for P-7A aircraft	First flight 1991, cancelled 1992, 11 aircraft in 1995
Lockheed	P-3	Orion	AIP - Anti-surface Improvement	

			Program, USN	
Lockheed	P-3C	Beartrap	Aircraft especially configurated for the collection, analysis, and recording of high-quality acoustic data on Soviet submarines, sonars, and underwater communication systems	5 in 1994
Lockheed	EP-3C	Aries-II	ELINT aircraft	12 aircraft
Lockheed	NP-3C	Hairy Buffalo	USN trials aircraft, flying testbed	1 in 1995, 8 in 2012 (USN)
Lockheed	P-3C		BMPU+ aircraft with LSRS AN/APS-149	6 in 2006, 16 in 2012
Lockheed	NP-3D	Hairy Buffalo	USN trials aircraft 2011: **Project Perseus** MB SAR ODIN	13 in 1995; 3 in 2012
Lockheed	NP-3D	Orion	USN trials aircraft with Hawkeye 2000 equipment suit	1999, 1 in 2000
Lockheed	NP-3D	Orion	USN Zelemeztry Range Support Aircraft (TRSA)	identified 2016
Lockheed	RP-3D	Orion	Oceanographic survey aircraft, US Army, USN Project Magnet	5 until 1993
Lockheed	WP-3D	Orion	NOAA, US Trade ministry weather research aircraft	2 in 1998, 2 in 2000, 2 in 2012
Lockheed	EP-3E	Aries-II (Flying Pig)	USAF, USN, ELINT and SIGINT aircraft, SSIP - Sensor System Improvement Program, replaced EP-3B (2) and P-3A (10), converted P-3C (12+7) with enhanced imaging capability under Story Scanner program 2000, further conversion of P-3C by L-3 in 2004 All EP-3E aircraft had been modified to the JCC Spiral 1 configuration by 2011.	12, Service entry 1997; 11 in 1997; 1 downed in PRC 2001, rebuild 2003; +3 until 2004, 16 in 2004; 11 in 2008
Lockheed	EP-3E	Aries I	US SIGINT aircraft with multi-intelligence capability; Information Operations Program: MTS-A, OSIP, FLIR	2009, 10 16 in 2012 (USN) replaced
Lockheed	P-3F	Orion	Iran, six variants	
Lockheed	P-3G	Orion	USN maritime patrol / ASW aircraft; incorrectly identified as P-3F	125 planned, cancelled
Lockheed	EP-3J	Orion	USN, Electronic aggressor training aircraft with communication and radar jammers, P-3B airframe modified in 1992	2 in 1997, until 1999
Lockheed	P-3	Iron Clad	USN Special Mission aircraft with high resolution optical sensors	1999
	P-3H		with enlarged weapons bay for ER-Harpoon missiles	cancelled
		MMA	Multi-Mission Maritime Aircraft Orion follow-on aircraft + SA - Search and Attack + SI – Surveilance and Inteligence	2000+ 251 platforms planned
Lockheed Martin	P-3	Orion 2000	Upgrade proposal 2000	
Lockheed Martin	P-3C	Procyon	remanufactured aircraft offered for export	2001
Lockheed Martin	P-3	Orion 21	Upgraded version of Orion 2000	proposal 2002
Lockheed	YS-3A	Viking	ASW prototype aircraft	1969; First flight 1972; 8
Lockheed	S-3	Viking	VSX - Experimental carrier-based ASW aircraft until 1988	First flight 1972 186, 110 in 1999, retired in 2009
Lockheed	S-3A	**Viking**	USN, Carrier-based ASW aircraft, nuclear-capable 8 service test aircraft	First flight 1972, employed 1974, 187 build until 1997, 10 in 2000, 9 in storage in 2000
Lockheed	ES-3A	Sea Shadow	EW conversion, ISAR, ELINT abandoned in 1999	First flight 1989, deliveries 1992, 16 in 1997, until 1999, 16 in storage in 2000

Lockheed	KS-3	Viking	USN Tanker aircraft	to be retired in 2009
Lockheed	KS-3A	Viking	Tanker-prototype	1, lost;
Lockheed	US-3A	Viking	USN, Carrier on-board delivery	First flight 1973, 3 in 1995, until 1997, 4 in storage in 2000
Lockheed	S-3B	Viking	S-3A with improved avionics 132 conversions of S-3A	1987, 117 in 1998, 112 in 2000, until 2008/2009; 5 in 2012 (USN)
Lockheed, LTV	S-3	Viking	AEW platform proposal	1991
NASA, USAF	S-3	Viking	Piloted joint-wing demonstrator	Proposal 2000
Lockheed	S-3	Viking	Glenn Research Center; Icing research aircraft	NASA 2009, 1 modified
Lockheed	S-3	Viking	Range clearance and surveillance aircraft for Naval Weapon Test Squadron (VX), Point Mugu	4 in 2009
Martin	(RM-1Z) VC-3A		USCG VIP transport, long-range SAR, based on Martin 404	1952-1969, 2
	TR-3	**Black Manta**	Reconnaissance aircraft, black program	
Martin	XP4M-1	**Mercator**	MPA	First flight 1946
Glenn-Martin	P4M-1	Mercator	USN Patrol aircraft with 2 engines plus 2 jet engines	First flight 1946, 19
Martin	P4M-1Q	Mercator	USN electronic countermeasures aircraft, modified P4M-1	Some until 1960s
Grumman	J4F-1	Widgeon	USCG	1941-1948, 12
Grumman	J4F-2	Widgeon	NACA	1947-1951, 2
Grumman	VC-4A	Gulfstream	USCG VIP/staff transport based on Gulfstream I NASA (1)	First flight 1958, 1 since 1963 1 in 1997, grounded in 2001, retired in 2002
Grumman	TC-4B (T-41A)	Gulfstream	USN navigation trainer	cancelled
Grumman	TC-4C	Gulfstream	USAF **Gulfstream** I, VIP transport	First flight 1967; 2 in 1961
Grumman	TC-4C	Academe	USN, USCG flying classroom bombardier/navigator trainer based on Gulfstream I	1968: 9, until 1997
Grumman		Gulfstream I Castle One	US Army Corps of Engineers,	1961
Grumman	G-159	Gulfstream I	NASA administrative aircraft	1 in 1963 2 in 1965
Grumman		Gulfstream I	NASA administrative aircraft with cargo door modification	1971-1976+, 1
Grumman			USA, Gulfstream II	First flight 1966 1981
Grumman	VC-4A		USCG	1
Grumman	G-1159	Gulfstream II	Shuttle Training Aircraft, NASA	First flight 1974, 4
Grumman Lockheed		Gulfstream II	NASA multi-bladed propfan testbed aircraft	First flight 1987, 1
		Gulfstream V	CIA, Transport for Special PoW, Premier Executive Transport Services	identified 2005, 1
Douglas	SBD-5		NACA	1944-1945, 1
	CX-4		Heavy transport aircraft program in parallel to CX-HLS	
Lockheed	CX-HLS	Galaxy	USAF, Cargo Experimental-Heavy Logistical System	First flight 1968
Lockheed	C-5A	**Galaxy**	Strategic transport, initial production version; re-winged in 1981-1987 RERP: 1 to be upgraded in 2011	First flight 1968 81, 74 in 1998, 60 in 2006 (with 14 retired)
Lockheed Martin	C-5A AMP	Galaxy	Strategic Transport upgraded with Avionics Modernization Program	First flight 2003, 60 to be upgraded; 59 to be upgraded in 2011

Lockheed	C-5B	Galaxy	Strategic transport with avionics improvement RERP: 59 to be upgraded in 2011	1985, 50 in 1998, 50 in 2003, 49 in 2006
Lockheed Martin	C-5B AMP	Galaxy	Strategic Transport upgraded with Avionics Modernization Program	First flight 2002, 50 to be upgraded, 2005: 112 until 2007; 50 to be upgraded in 2011
Lockheed	C-5C	Galaxy	NASA, Strategic transport modified C-5A for loads for the Space Shuttle There are also two C-5C modified to carry satellites. RERP: 2 to be upgraded in 2011	2 in 1998, 2 to be upgraded, 2 in 2006
Lockheed Martin	C-5C AMP	Galaxy	AMP	2 to be upgraded ion 2011
Lockheed Martin	C-5	AMP	Avionics Modernization Program, compliance with GATM regulations; 2004: Lot I with 18 kits ordered 2004: Lot II with 18 kits ordered 2005: Lot III with 18 kits ordered 2006: Lot IV with 18 kits ordered	2001; 114 out of 126 total planned in 2002; 111 planned in 2009
Lockheed Martin	C-5	RERP	Reliability Enhancement and Reengining Program	4 in 2002
Lockheed	C-5 or C-141		NASA, Twin-hulled heavy transport	Proposal 1983
Lockheed Martin	C-5M	Super Galaxy	Strategic Airlifter; Upgrade of 76 C-5A and 50 C-5B **AMP** - Avionics Modernization Program, 112 C-5A/B **RERP** – Reliability Enhancement and Re-engining Program (2000) GE CF6-80C2, the oldest 14 C-5A to be withdrawn in 2004	1999, 125 in 2002, 126 until 2040, 112 until 2040 (2005); 3 in 2009, 2013: 52 to be in 2017
Lockheed Martin	C-5M	Super Galaxy	Strategic airlifter, upgrade; AMP + RERP 2006: 1 C-5B flying, one more funded, one C-5A funded	First flight 2006, 1
Beech	C-6		Light transport and utility aircraft based on King Air 90 and 100	
De Havilland	YAC-1	**Caribou**	USA, evaluation aircraft for DHC-4 procurement	First flight 1964 5
De Havilland	AC-1A (CV-2A)	Caribou	Production aircraft Air America (DHC-4)	56, until 1967
De Havilland	AC-1B (CV-2B)	Caribou	Slightly heavier version	103, until 1967
De Havilland	C-7	Caribou	USAF, Air America, Twin-engined STOL tactical transport based on Model DHC-4A	
De Havilland	C-7A	Caribou	USAF, STOL transport USAF designation of CV-2A	USAF since 1967
De Havilland	VC-7A	Caribou	USA, VIP transport	
De Havilland	C-7B	Caribou	USAF designation of CV-2B	USAF since 1967
De Havilland	YCV-7	**Buffalo**	USA, Prototype, twin-engined STOL tactical transport based on DHC-5	First flight 1964, 4 in 1965
De Havilland	CV-7A	Buffalo	USA tactical STOL transport	4 until 1967
Grumman	E-7		Advanced naval AEW aircraft	planned
DeHavilland	RC-7B	Buffalo	USA, ARL - Airborne Reconnaissance - Low (DHC-7 based aircraft) SIGINT and IMINT sensors, to be replaced by ACS program	6 in 1999, 1 crashed in Colombia in 1999
De Havilland	C-8A	Buffalo	USAF designation of USA CV-7 NASA (1967-1981, 4)	4 since 1967
De Havilland	C-8A	Buffalo	NASA augmented wing jet STOL aircraft, QSRA - Quiet Short-Haul Research Aircraft	First flight 1973 1 in 1986+
De Havilland	DHC-7	Dash 7	USA Drug interdiction aircraft Magic Dragon / Grizzly Hunter	3 in 1997

Bombardier		Dash 7	Airborne Reconnaissance Low – COMINT (ARL-C)	US Army, 2 in 2008 (1 to M-standard)
De Havilland Canada		Dash 7	Airborne Reconnaissance Low – Multi-sensor (ARL-M)	US Army; 6 in 2008
Lockheed	P-7A	LRAACA	Long-Range Air ASW Capable Aircraft, Orion follow-on aircraft, stretched and re-engined P-3C	1988, 125 planned, cancelled in 1990
Beech	JRB-6	Expeditor	USN transport aircraft	1950s
ShortBrothers & Harland	SC-7	Skyvan	NASA aerial recovery aircraft	1979-1993+, 1
De Havilland	DHC 8-315	Desert Owl	Reconnaissance platform	2015: 6
De Havilland	DHC 8-315	Saturn Arch	Reconnaissance platform	
De Havilland	DHC 8	ARL-E	Reconnaissance platform replacing DHC-7 ARL-M	planned 2016
Schweizer	RG-8A	Condor	USCG, powered surveillance glider	1 in 1998
De Havilland	XC-8A	ALCS	USAF, Air Cushion Land System Testbed	1974-1977, 1
McDonnell Douglas	DC-9		The Navy acquired 12 second-hand DC-9-31 and DC-9-33 airliners; Navy Air Reserve; commercial aircraft	1980s, 12
McDonnell Douglas	C-9A	**Nightingale**	USAF, Ambulance, DC-9 version	First flight 1966, 23 in 1998, 20 in 2002
McDonnel Douglas	C-9B	Skytrain II	USN USMC, Casualty evacuation and transport DC-9 1997: replacement initiated 1998: 27 flown by USN reserve (29 total)	Delivered 1973-1982, 14, 19 in 1997, USN 2 in 1972, USN 17 in 1997, USN 17 in 2000, 2 in 2012
McDonnel Douglas	C-9C		Special Mission Aircraft, VIP-transport	3 in 1995, 3 in 2002
McDonnell Douglas	VC-9C		USAF VIP passenger aircraft, executive transport	3
	NC-9D	Skytrain II		1 in 2012 (USN)
McDonnell Douglas	P-9D		Patrol/ASW aircraft with GE Unducted Fan turboprop engines	proposals
Boeing De Havilland			ASW aircraft based on Dash 8-100 proposal	1987
Bombardier	DHC-8	**Radiant Falcon** Dash 8 100	Radiant Falcon is an airborne intelligence, surveillance, and reconnaissance system that can simultaneously conduct measurement and signature intelligence (MASINT) and imagery intelligence (IMINT) missions.	2010
Bombardier		Dash 8Q-200	US Department of Homeland Security Maritime patrol aircraft, ICE bureau	2 in 2004, option for 12
De Havilland Canada	E-9A	**Widget** Dash-8 100	USAF, Dash-8 100 range-surveillance aircraft for missile tests; with AN/APS-143C(V)3	1988, 2 in 1995
Boeing 757 ASW	P-9	LRAACA	Long-Range Air ASW Capable Aircraft proposal	1988
McDonnel	P-9D	LRAACA	Long-Range Air ASW Capable Aircraft proposal, based on Model MD-91	1988
	OA-10A		FAC	134 in 1998
Northrop Grumman Raytheon	E-10	MC2A	Multi-sensor Command and Control Aircraft The Northrop Grumman E-10 MC2A was planned as a multi-role military aircraft to replace the Boeing 707-based E-3 Sentry and E-8 Joint STARS, the Boeing 747-based E-4B, and the RC-135 Rivet Joint aircraft in US service. The E-10 was based on the Boeing 767-400ER commercial airplane.	planned in 2003 not continued since 2007
Hughes	XF-11		Prototype reconnaissance aircraft	
Republic	XF-12	Rainbow	The Republic XF-12 Rainbow was an American four-engine, all-metal	1946-1952; 2

			prototype reconnaissance aircraft designed by the Republic Aviation Company in the late 1940s. Like most large aircraft of the era, it used radial engines—in this case, the Pratt & Whitney R-4360 Wasp Major. The aircraft was designed with maximum aerodynamic efficiency in mind. The XF-12 was referred to as an aircraft that was "flying on all fours" meaning: four engines, 400 mph cruise, 4,000 mile range, at 40,000 feet. It is still the fastest piston-engined airplane of this size, exceeding by some 50 mph the Boeing XB-39 of 1944. Although highly innovative, the postwar XF-12 Rainbow had to compete against more modern jet engine technology, and did not enter production. (wikipedia)	
	XR-12		The XF-12 was later re-designated XR-12, when the U.S. Army Air Forces separated from the Army and became the U.S. Air Force.	
McDonnell Douglas	KC-13	Extender		
Grumman	OA-13B	Goose	USA observation amphibian derivate of USN JRF-5	1950s
Culver	PQ-14B		NACA	1945-1949
Boeing	YC-14	USB	Predecessor of C-17, prototype with Upper Surface Blowing technology	Studies 1959 First flight 1976
McDonnell Douglas	YC-15	AMST	Advanced Medium STOL Transport cancelled 1978	First flight 1975, 1
McDonnell Douglas	YC-15		tilt-wing testbed	1; 1 in 1997
	C-1XA		AMST proposal using the Boeing YC-14 or McDonnell Douglas YC-15	1979
McDonnell Douglas	C-15		Long-range airlifter prototype	First flight 1975
Grumman	XJR2F-1	**Albatross**	Prototype, twin-engined amphibian based on Model G-64	First flight 1947
Grumman	**HU-16**	Albatross	Rescue amphibian	1947, 465
Grumman	SA-16(A) SA-16A-GR	Albatross	USAF, SAR amphibium NACA (1957-1958, 1)	305
Grumman	UF-1CG	Albatross	USCG, SAR amphibian	50
Grumman	UF-1G	Albatross	USCG SAR amphibian	1951-1956, 30
Grumman	(UF-2) SA-16B HU-16B	Albatross	USAF, SAR amphibium improved version with LAPADS -Lightweight Acoustic Processing and Display System	First flight 1956 305
Grumman	(PF-1) (UF-1G) HU-16C	Albatross	USN, USCG, utility amphibian	
Grumman	UF-2 HU-16D	Albatross	USN	
Grumman	(UF-2G) HU-16E	Albatross	USCG, upgraded UF-1G, SAR amphibian, some were SA-16B from the USAF	First flight 1956, 1956-1977, 77
Grumman	HU-16E	Albatross	USCG, oil spill detection aircraft	1
		ATTT	DARPA, Advanced Technology Tactical Transport with tandem wing, test aircraft	First flight appr. 1988
Douglas	XCG-17		Glider version of Dakota	
Boeing	**C-17**	**Globemaster III**	USAF, AMC, X-C Task Force Requirement of 210 in 1991	First flight 1991, 40 ordered in 1996, 27 in 1997, 36 in 1998, further 80 ordered in 1998, further 60 ordered in 2002, 125 operational in 2005; 190 until 2009, 201 in 2013

McDonnell Douglas Boeing	C-17A Block 1 to Block 7	Globemaster III	USAF Orders: +60 in 2002	1993, 32 in 1998, 50 in 1999, 134 planned
Boeing	C-17	Silver Bullet		
Boeing	C-17 Block 8	Globemaster III	SKE - Station-Keeping Equipment and software upgrades	8 in 1999
Boeing	C-17 Block 9	Globemaster III	with CIP - Core Integrated Processor	8 in 1999
Boeing	C-17 Block 10	Globemaster III	with crew protective armour	8 in 1999
Boeing	C-17 Block 11	Globemaster III	with aircrew data transfer device	13, from 2000
Boeing	C-17 Block 12	Globemaster III	with ERFCS - Extended Range Fuel-tank Containment System TCAS - Traffic Collision Avoidance System GATM - Global Air Traffic Management ADS-A - Automatic Dependent Surveillance-Addressable	14, from 2001 (4 leased to UK)
Boeing	C-17 Block 13	Globemaster III	with TAWS - Terrain Avoidance Warning System	15, from 2002
Boeing	C-17 Block 14	Globemaster III	with HF data link, GRIP – Global Reach Improvement Program	15, from 2003
Boeing	C-17 Block 15	Globemaster III	similar to Block 14	15, from 2004
Boeing	C-17 Block 16	Globemaster III		2006+
Boeing	BC-17X	Globemaster III	for commercial operator for CRAF	10 proposed in 2001
Boeing	MC-17	Globemaster III	Special operations version SOLL II (from 2002)	15 planned 1998
Boeing	C-17FE	Globemaster III	Fuel Efficient	Proposal 2011
Boeing	C-18		Military version of B 707	
DHC	UV-18A	Twin Otter	Transport	2 in 1983
Fairchild	PT-19A	Cornell	NACA	1946-1950, 1
Federal	AT-20		NACA exhaust augmented cooling system research, based on Avro Anson II	1944-1946, 1
Grumman	C-20	Gulfstream III	Executive jet USAF based on Gulfstream	First flight 1966/1979, 13 in 1998, 5 in 2013
Gulfstream Aerospace	C-20A	Gulfstream III	USAF, Liaison aircraft, VIP-transport	Since 1983, 4 2 in 1998, 1 in 2012 (USN)
Gulfstream Aerospace	C-20B	Gulfstream III	USAF, Liaison aircraft, VIP-transport	7 in 1995 5 in 1998
Grumman	C-20B	Gulfstream IV	USCG, VIP transport	1995; 1 in 1998, 1 in 2000
		Gulfstream IV	NOAA	1996, 1 in 2012
Gulfstream Aerospace	C-20C	Gulfstream III	USAF, Liaison aircraft, VIP-transport	3 in 1998
Grumman	C-20D	Gulfstream III	USN, executive transport	2 in 1997, 2 in 2000, 2 in 2012 (USN)
Gulfstream Aerospace	C-20E	Gulfstream III	US Army, VIP transport	2, 1988
Gulfstream Aerospace	C-20F	Gulfstream IV	VIP-transport	ordered 1994
Gulfstream Aerospace	EC-20F	Gulfstream IV	USN EW/ECM variant	cancelled
Grumman	C-20G	Gulfstream IV	USMC, luxury transport for congressional use	Delivered 1994 5 in 1997, 5 in 2000, 2 in 2012, 4 in 2012 (USN)
Grumman	C-20H	Gulfstream IV	Liaison aircraft	2 in 1998

Northrop Grumman	RC-20	Gulfstream IV/V	Proposal for Aerial Common Sensor program (ACS), based on Gulfstream Aerospace G450 executive jet, requirement for 38 ACS aircraft	2003
	SRA-4	Gulfstream IV	SIGINT aircraft, evaluation	1994
Learjet			NASA research aircraft, based on Model 23	1965-1980, 2 1980, 1
Learjet/Gates			In-flight Simulator aircraft based on Model 24, USAF	1981, 1
Learjet/Gates			NASA 30 cm IR telescope equipped aircraft, based on Model 24A	1973-1993+, 1
Learjet/Gates			In-flight Simulator aircraft based on Model 25, USAF	1991, 1
Learjet			NASA water quality and solar cell evaluation aircraft, based on Model 25	1979-1993+, 1
Learjet/Gates			NASA aircraft based on Model 28	1988, 1
Learjet/ FlightSafety			USAF TTTS - Tanker-Transport Training System competition, based on Model 31	211 planned 1988
Learjet			NASA aircraft based on Model 35	Since 1979, 1
Learjet/Gates	C-21A		Learjet Model 35A, Liaison aircraft	First flight 1964, 83 in 1995, 79 in 1998, 70 in 2002, 55 in 2013
Learjet/Gates	C-21A	Spreckled Minnow	USAF, Research aircraft	1984-1991
Learjet	C-21A	**Smart Crow**	Radar jammer based on Model 35A, Flight International	6
Learjet	C-21A	Phoenix Crow	Radar jammer based on Model 35A	
Learjet	C-21A	Improved Crow	Radar jammer based on Model 35A	
Learjet	C-21A	Sea Crow	Radar jammer, Flight International	1
Boeing	C-22A			
Boeing	C-22B		ANG, Tactical transport, Boeing 727-100, Staff/VIP transport to be replaced by C-40	USAF Mid 1980s, 4, 3 in 2002
Boeing	C-22C		Operational support aircraft based on 707-200	
Beech	C-23	Sundowner	NASA research aircraft with wing thrusters	1, 1975
Shorts	C-23A	**Sherpa**	USAF, Light transport USA: 43 in 2004, to be replaced by FCA (Future Cargo Aircraft)	First flight 1974, 23 aircraft ordered 1984 3 in 1998
Shorts	C-23B	Sherpa	USNG, Light transport	16 aircraft ordered 1988
Shorts	C-23B+	Sherpa	USNG (SD-360 commuter aircraft)	20+8 ordered 1993
Shorts	SD3-30	Sherpa	US Army, commercial Model 330	4+2 in 1985 10 ANG
	Metro-23		Presidental Airways (Blackwater)	2001
Shorts	360-300	Constant Hawk	JIEDDO, Sherpa-platform with video surveillance payload capable of recording an area of interest and playing back an attack (IED counter-measure).	US 2009
Douglas	EC-24A		FEWSG, USN electronic aggressor aircraft for Orange Force commander, based on DC-8-54AF	1 until 1997
Boeing	C-25A		VIP-transport, Boeing 747	2 in 1998
Dassault-Breguet	HU-25A	**Guardian**	USCG, based on Dassault Falcon 20G, SAR aircraft with APS-127 radar Procurement of 41 in 1981	First flight 1977, delivery 1982-1983, total of 41, 18 in storage 1996 of 25 total, 25 in 1998, 3 in 2010 (USCG)

Boeing	VC-25A		USAF Presidental VIP transport, based on 747-200	1989, 2 in 1995, 2 in 2005
Dassault-Breguet	HU-25B	Guardian	USCG, HU-25A with Aireye sensor system; oil-spill detection aircraft, used as SAR aircraft after storing the HU-25A, SLAR, APS-131	1989; 11 conversions 7 in 1998, 9 in 2000
Dassault-Breguet	HU-25C	Guardian	USCG, drug interception aircraft with APG-66 radar	9 in 1998, 7 in 2010
Dassault-Breguet	HU-25C+	Guardian	USCG upgraded with AN/APG-66(V)2	9 in 2003
Dassault-Breguet	HU-25D	Guardian	USCG upgraded with AN/APS-143	6; 7 in 2003, 6 in 2010
Dassault-Breguet		Falcon 20	USAF ATLAS (Advanced Technology LADAR System) aircraft	1991-mid 1990s
		Falcon	Executive jet and research aircraft, experimental jammer for pseudolites	2002
Antovov	An-26	Curl	AFSOC transport aircraft	2003-2007 3
Fairchild Dornier	C-26	Metro III	Passenger aircraft	40 in 1998
Fairchild	C-26A	Metro III	USAF, Tactical turboprop transport, Liaison ANGOSTA – Air National Guard Operational Support Aircraft	1989, 6 28 in 1998 together with B
Fairchild	C-26B	Metro III	ANG, tactical transport, Liaison	22 in 1995
Fairchild	UC-26C		Anti-drugs operation aircraft	1 in 1995
Fairchild	C-26D	Metroliner	USN, liaison aircraft	1988, 9 in 2000; 7 in 2012 (USN)
Alenia	C-27A	**Spartan**	USAF, Transport aircraft, based on Alenia G.222	10 in 1998; 70 planned in 2008
Lockheed Martin Alenia	C-27J	Spartan	JCA program: USAF, US Army; Tactical transport and STOL airlifter All handed over to ANG in 2009.	First flight 1999, ordered in June 2007: 78; 38 in 2009
Lockheed Martin	AC-27J	Stinger II	Gunship development Special Operations Command	2009, up to 16 in procurement; on hold in 2009, later transferred to USCG and Forest Service (16)
	HC-27	Spartan	USCG C-27J Maritime surveillance aircraft	14 in 2020
Lockheed Martin	MC-27J	End State Praetorian	AFSOC tactical transport aircraft Kampfzonentransporter	2012
Fokker	F-27		US Army, Golden Knights parachute team support aircraft based on Model Mk 400 M	2 in 1985
British Aerospace	C-29A		USAF - C-FIN – Combat Flight Inspection and Navigation aircraft, based on Model 800A	First flight 1988, in service since 1990, 6
EADS / Northrop Grumman	KC-30		Tanker aircraft based on Airbus A330	Proposal 2005
Fokker	C-31A		F-27 of USA Golden Knights parachute team	1
Antonov	An-32B	Cline	USSCOCOM / AFSOC Tactical Transport	1 in 2002, until 2004
Boeing	**C-32A**		Boeing 757-200 VIP aircraft for Vice President	4 ordered in 1998, 4 in 2002, 4 in 2013
Beechcraft	XT-36		The Beechcraft XT-36 (company designation Model 46) was an American twin-engine trainer-transport aircraft project of the early 1950s. Due to a change in requirements, the project was cancelled before any examples of the type were built. (wikipedia)	1950s, none
Cessna	RC-36A		Reconnaissance aircraft	
Learjet	U-36A		JMSDF	
Gulfstream Aerospace	C-37A	Gulfstream V	VIP transport, replaced VP-3A Orions	2 ordered in 1998, 2 in 2002, 9 in 2013, 1 in 2012 (USN) 1 in 2012 (USCG)

Gulfstream Aerospace	C-37B	Gulfstream V	replaced a C-20B and C-143A	3 in 2012 (USN)
Boeing	C-40A	Airlifter **Clipper**	US Naval Reserve Transport aircraft based on Boeing 737-700IGW (737-700C – Convertible aircraft)) to replace C-9B/DC-9 under NUFEA-RA - Navy Unique Fleet Essential Airlift Replacement Aircraft, ANG planned for 2003	First flight 1997; 4 ordered in 2000, First flight 2000, 6 ordered in 2001, 3 in 2001, 7 in 2004, 8 in 2005, 9 in 2006, 12 in 2011, 11 in 2013, 12 in 2012 (USN) 17 planned in 2012
Boeing	C-40A	VIP	VIP transport	1 Ordered 1999
Boeing	C-40B		USAF Office-in-the-sky aircraft for Combatant Commanders, based on 737-700 aircraft, enhanced communication suite The C-40B, a derivative of the Next-Generation **737-700** Boeing Business Jet, is designed to be an "office in the sky" for senior military leaders, providing broadband data/video transmit-and-receive capability as well as clear and secure voice and data communication. It enables combatant commanders to conduct business anywhere in the world using onboard Internet and local area network connections, improved telephones, satellites, television monitors and fax machines.	First delivery in 2002, 4 in 2005
Boeing	C-40C		ANG USAF Transport aircraft, based on 737-700	3 + 3 ordered in 2005 for delivery in 2007, 2 in 2007
Boeing	T-43A		USAF, Low-level navigation and EW trainer based on 737-200	1973, 14 T/CT-43
Boeing	CT-43A		Staff transport based on 707-200	1973
Beech	C-45	**Expeditor** (Commander)	Twin-engined utility transport Commercial model Beechcraft 18; 1 from China Airlines Tradewind for SOG in Vietnam	no official procurement, until late 1960s
Beechcraft	C-45F (JRB-4)	Expeditor	USAF, USN, utility transport	7
Beechcraft	C-45F	Expeditor	NACA gust alleviation research aircraft	1949-1959, 1
Beechcraft	C-45F-BH	Expeditor	USAF light transport	50
Beechcraft	UC-45	Expeditor	NACA high-speed flight test unit	1946-1947, 1
Beechcraft	UC-45F	Expeditor	NACA liaison aircraft	1945-1951, 1
Beech	JRB-5	Expeditor	USCG utility transport aircraft	1943-1958, 7
Beech	C-45G	Expeditor	USAF T-7	
Beech	C-45H	Expeditor	USAF T-11 Kansan trainer SAC small transport	1 (US Army 1953) USAF
Beech	C-45H	Expeditor	NASA	1 in 1960 2 in 1966 1976-1979, 1
Beech	C-45J	Expeditor	ex-USN SNB-5 modified for utility role	3
Beech	NC-45J	Expeditor	UC-45J Flying testbed	2
Beech	RC-45J	Expeditor	USN, SNB-5P Photo recon aircraft	1 USA
Beech	TC-45J (AT-7)	Expeditor	USA, SNB-5 Trainer used for liaison	1958
Beech	TC-45J (AT-7C)	Expeditor	USA, Trainer (=SNB-2C)	
Beech	(SNB-2) TC-45J	Expeditor	USN, Navigator scout trainer	500
Beech	(SNB-2C) TC-45J	Expeditor	USN, Scout trainer	375
Beech	SNB-2H	Expeditor	USN Ambulance aircraft	
Beech	SNB-2P	Expeditor	USN Photo recon aircraft	

Beech	UC-45J	Expeditor	US Army redesignated TC-45J	6 in 1962
Beech	UC-45J	Expeditor	NACA High Speed Flight Test Unit	1947
Beech	VC-45J	Expeditor	US Army SNB-5/UC-45J VIP/Staff transport	1
Beech	C-45T	Expeditor	US Army, SNB-5 with tricycle landing gear	
Beech	SNB-5	Expeditor	USN, Scout trainer aircraft and utility transport, based on Beech 18S design	
Beech	(SNB-5P) RC-45J	Expeditor	USN, Light transport aircraft	
Northrop Grumman / EADS	**KC-45A**		USAF tanker aircraft; KC-X tanker program; based on Airbus A330-200 airliner	2008; order of 179 aircraft, contract suspended
Curtiss-Wright	C-46	**Commando**	Transport, obsolete	1940
Curtiss	C-46A	Commando	USAF, Air America	1943
Curtiss	C-46A	Commando	NACA research aircraft for ice-protection system and TEST, Ames Aeronautical Laboratory	1943-1949, 1
Curtiss	R5C-1	Commando	USN transport aircraft (C-46A)	160
Curtiss	R5C-1	Commando	USCG	1943-1950, 10
Curtiss	C-46D	Commando	USAF, Air America	
Curtiss	C-46F	Commando	USAF, Air America	
Curtiss	C-46	Commando	SOG VIP transport	1971
Douglas	**C-47**	**Skytrain** Gooney Bird	Transport obsolete DC-3 Dakota version	1935 until 1971 in service since 1938, 10048
Douglas	R4D	Skytrain	USN version of DC-3/C-47 transport NASA (1948-1965, 1)	
Douglas	R4D-5	Skytrain	USN, USCG LORAN support aircraft	1943-1958, 8
Douglas	R4D-5	Skytrain	NASA	1956-1981
Douglas	R4D-5R	Skytrain	USN, personnel transport	
Douglas	R4D-6	Skytrain	NACA	1952-1956, 1
Douglas	R4D-6Q		USN radar training aircraft	
Douglas	R4D-7	Skytrain	USN navigational trainer (TC-47B)	
Douglas	R4D-8	Super Dakota	USN transport aircraft	
Douglas	AC-47A	**Spooky** **Dragon Ship** Hoa Long	Gunship, “Puff the Magic Dragon”	1960s
Douglas	EC-47		ESM aircraft	
Douglas	VC-47		SAC (DC-3) transport	
Douglas	C-47A	Skytrain	US Army, with port-side cargo door	2 (USA)
Douglas	C-47A	Skytrain	NACA transport support aircraft	1945, 1 1961-1972, 1
Douglas	HC-47A	Skytrain	Special aircraft for artic operations	Argentina 1960s
Douglas	VC-47A	Skytrain	US Army, USAF, VIP transport	
Douglas	C-47	Skytrain	SOG, VIP transport	1971
Douglas	C-47B		USAF, DC-3, for high-altitude operations, also Air America	3 (USA)
Douglas	C-47B	Skytrain	NACA water and land quality evaluation aircraft	1946-1971, 1 1971-1984, 1
Douglas	NC-47B	Skytrain	US Army, C-47B modified for electronics testing duties	1
Douglas	TC-47B	Skytrain	USAF trainer	
Douglas	C-47D	Skytrain	Transport DC-3 Air America NACA 1961-1967 (1)	Germany (20)
Douglas	AC-47D	Spooky	Gunship	
Douglas	EC-47D		Reconnaissance version	
Douglas	JC-47D	Skytrain	NASA	1960, 1
Douglas	RC-47D		USAF reconnaissance aircraft	1945
Douglas	VC-47D			
Douglas	C-47DL	Skytrain	NACA	1945, 1
Douglas	C-47E	Skytrain	USAF, US Army, airways check aircraft	8, 1954

Douglas	(R4D-8) YC-47F	Super Dakota Skytrain	USN prototype of C-3C	
Douglas	C-117D	Skytrain	USN remanufactured R4D, called R4D-8 with longer fuselage and bigger tail configuration	98
Douglas	(R4D-5) C-47H	Skytrain	USA, C-47A cargo transports from the USN, NASA (1956-1978, 1)	1963-1982, 230
Douglas	NC-47H	Skytrain	USA test aircraft, former USN	1
Douglas	TC-47H	Skytrain	USA, personnel transport, former USN	1
Douglas	(R4D-6) C-47J	Skytrain	USA, C-47B received from USN	since 1962, 150, 7
Douglas	R4D-6 C-47J	Skytrain	USN, transport identical to C-47B	
Douglas	C-47J	Skytrain	NASA	1948-1972, 2
Douglas	R4D-6 C-47J	Skytrain	NASA transport and gust survey aircraft, search and recovery, icing research	1946-1965, 7
Douglas	(R4D-7) TC-47K	Skytrain	+ USA trainer + USN trainer (= USA TC-47B)	+ 2 since 1962 + 40
North American	O-47A		NACA	1942-1946, 1
Douglas	C-48		DC-3 version	
Douglas	C-49D		DC-3 version	
Douglas	C-49G		DC-3 version	
Douglas	C-50		DC-3 version	
Lockheed	R50-1	Loadstar	USCG, for VIP transport and administrative duties	1942-1953, 1
Lockheed	R50-4	Loadstar	USN, USCG, executive transport	3
Lockheed	R-50-5	Loadstar	USN, USCG, executive transport	4
Douglas	C-51		DC-3 version	
Douglas	C-52		DC-3 version	
Douglas	C-53	Skytrooper	Dakota-version (DC-3)	
Douglas	XC-112A		Prototyp der DC-6	First flight 1946
Douglas	C-54	**Skymaster**	USAF, DC-4 version	952 USAAF 866 in 1948
Douglas	C-54A	Skymaster	USAF, Air America, DC-6B airliner	
Douglas	C-54B	Skymaster		
	VC-54C			1947
Douglas	C-54	Skymaster	Presidental aircraft	
Douglas	C-54D	Skymaster	USN, USMC	22
Douglas	C-54D	Skymaster LULU BELLE	LULU BELLE PHOTINT aircraft	1
Douglas	C-54D	Skymaster	HOT PEPPER PHOTINT aircraft	1
Douglas	C-54D	Skymaster	PRETTY GIRL reconnaissance aircraft	2
Douglas	C-54D	Skymaster	SARA JANE Reconnaissance aircraft	2
Douglas	C-54D	Skymaster	USAF, USA, NASA for transport of missile components	US Army, 1
Douglas	HC-54D	Skymaster	USAF, SAR airplane	38
Douglas	RC-54D	Skymaster	Strategic reconnaissance aircraft HOT PEPPER modification	1950s
Douglas	VC-54D	Skymaster	former SARA JANE Reconnaissance aircraft	1
Douglas	C-54	Skymaster	USAF aerial icing testbed	late 1940s, 1
Douglas	C-54E	Skymaster	USAF rapid loading/relaoding aircraft	125
Douglas	C-54E	Skymaster	SARA JANE Reconnaissance aircraft	2
Douglas	C-54G	Skymaster	NACA program support aircraft	1960-1979, 3
Douglas	C-54	Skymaster	MATS ELINT aircraft	1950s
Douglas	R5D	Skymaster	USN version of C-54	211
Douglas	(R5D-1Z) VC-54N	Skymaster	USN VIP transport	56
Douglas	(R5D-2) C-54P	Skymaster	USN version of C-54B	30
Douglas	(R5D-3) C-54Q	Skymaster	USN version of C-54D	200

Douglas	R5D-3/4	Skymaster	USCG, former USN aircraft	1945-1962, 14
Douglas	C-54M	Skymaster	Coal transport aircraft for the Belin airlift, converted aircrafts	1948/49
Douglas	(R5D-4R) C-54R	Skymaster	USN version of C-54E for rapid loading/reloading	20
Douglas	EC-54U	Skymaster	USAF electronic test aircraft	2+
Douglas	DC-4	Skymaster	NASA transport aircraft	6, 1960-1979
Lockheed	XR60-1 (XR6O-1) (XR6V-1)	Constitution	USN long range transport prototype aircraft based on Model 89 NACA (1949-1950, 1)	First flight 1946, 2
Basler	BT-67	The Basler BT-67 is a utility aircraft produced by Basler Turbo Conversions of Oshkosh, Wisconsin. It is a remanufactured and modified Douglas DC-3; the modifications designed to significantly extend the DC-3's serviceable lifetime. The conversion includes fitting the airframe with new Pratt & Whitney Canada PT6A-67R turboprop engines, lengthening the fuselage, strengthening the airframe, upgrading the avionics, and making modifications to the wings' leading edges and wing tips. Due to the slightly higher fuel consumption of the turbine engines of the BT-67, compared to the original piston designs fitted to the standard DC-3, range on the standard fuel tank, with 45 minute reserve, is reduced from 1,160 to 950 nautical miles (2,150 to 1,760 km). Basler provides a long-range fuel tank which increases the aircraft range to 2,140 nmi (3,960 km). (wikipedia)		USAF
Douglas	C-68		Dakota version	
Lockheed	C-69	**Constellation**	USAF, Long-range passenger transport based on Model 49	
Lockheed	C-69C ZC-69C	Constellation	VIP transport	1
Lockheed	XC-69E	Constellation	Prototype with new engines	1
Lockheed	R70-1	Constellation	USN version, based on Model 049-46	
Lockheed	L-139	Constellation II	The Lockheed L-193 Constellation II was a jet airliner design concept, designed between 1949 and 1953 with a swept wing and engines mounted at the tail. An airliner and tanker version were developed. The latter, in an aerial refueling competition initiated by the United States Air Force (USAF), won and was preferred over the Boeing KC-135 Stratotanker. Since the competing Boeing aircraft was ready to fly first, examples were ordered as an interim measure. They performed well enough that the L-193 was never ordered as a tanker, and airliner plans were dropped soon after.	1949-1953; none
Douglas	XC-74	Globemaster I	Strategic transport	First flight 1945
Douglas	C-74	Globemaster I	Strategic transport	
Lockheed	Model 75	Saturn	Medium-range transport and commuter aircraft prototype	1946
Rockwell	Sabre 75A		USCG contender	none
Ilyushin	Il-78	Midas-A	Tanker/Transport aircraft	2 (actually one)
Fairchild	XC-82	**Packet**	C-119 transport prototype	First flight 1944
Fairchild	C-82A	Packet	General utility transport aircraft	220
Fairchild	C-82A	Packet	NACA gust research aircraft	1947-1961, 1
Douglas	C-84		Dakota version	
Consolidated	C-87	Liberator	Transport, based on B-24 bomber (Privateer) with single fin and rudder	1945
Consolidated	C-87A RY-1	Liberator	USN VIP transport aircraft	
Consolidated	C-87C	Liberator II	Transport	
Grumman	G-89			
Boeing	C-97	Stratoliner	Boeing Model 367-80	
Boeing	XC-97	**Stratofreighter**	Transport	First flight 1944,

				3 in 1944, 77
Boeing	YC-97A	Stratofreighter	SAC, Transport with improved engines Later one PIE FACE PHOTINT modification by Boeing	First flight 1948, 1
Boeing	KC-97	Stratofreighter	Tanker, Boeing design Model 367	1951-1964 911 (811) aircraft
Boeing	KC-97		USAF, Aerial icing testbed	1950s, 1
Boeing	C-97A	Stratofreighter	with bow-radar and wing tanks Later one PIE FACE PHOTINT (below) modification by General Dynamics	First flight 1949, 50 32 in 1970, 8 in 1971, 8 in 1972, 0 in 1973
Boeing	C-97C		Medical transport	14
Boeing	KC-97E	Stratotanker	Tanker aircraft	60
Boeing	KC-97F	Stratotanker	Tanker aircraft	159
Boeing	KC-97F	Stratotanker	Bomber radar testbed, Raytheon	1
Boeing	C-97G	Stratocruiser	FLINT STONE reconnaissance aircraft (Berlin for Lunch)	1950s
Boeing	KC-97G	Stratocruiser	Tanker and transport aircraft	First flight 1953, 592
Boeing	YC-97J	Stratofreighter	USAF testbed aircraft	2
Boeing	YC-97J	Super Guppy	NASA modified KC-97G for hauling spacecraft parts	1 since 1979
Boeing	KC-97J	Stratotanker	USAF, ANG, Tanker aircraft	until 1978
Boeing	KC-97L	Stratocruiser	Tanker with additional jet engines	
Convair	XC-99		Long-range transport project, based on Model 37, derived from the B-36	First flight 1947; 1 grounded 1957
Lockheed	L-100	**Hercules**	Freight transport aircraft C-130 version, USAF, Air America	
Lockheed	L-100-20	Hercules	HTTB - High Technology Testbed based on Model 382E	1984-1993, 1
Consolidated	C-109	Liberator	Bomber aircraft converted to tanker, based on B-24D and B-24E	
Douglas	XC-114	Skymaster	Experimental version of DC-4	1950s
Douglas	YC-116	Skymaster	Experimental version of DC-4	1950s
Douglas	C-117 A/B/C	**Skytrain**	Staff transport, DC-3	
Douglas	C-117D	Skytrain	Improved version USMC	1950s
Douglas	(R4D-8T) TC-117D	Skytrain	USN training aircraft of Super DC-3	
Douglas	(R4D-8Z) VC-117D	Skytrain	USN VIP transport of Super DC-3	
Douglas	C-118A	**Liftmaster**	USAF transport aircraft, based on DC-6; replaced by C-9B	
Douglas	C-118A	Liftmaster	FLINT STONE reconnaissance aircraft	1950s
Douglas	C-118A	Liftmaster	NASA	1975-1976, 1
Douglas	R6D-1	Liftmaster	USN transport, (= USAF C118A)	
Douglas	(R6D-1Z) VC-118B	Liftmaster	USN version of DC-6, VIP transport, many later transfered to the USAF	4 in 1953, 61
Fairchild	C-119	**Flying Boxcar**	Transport, USA, Air America	946, 48 in 1970, 0 in 1971
Fairchild	C-119A		Modified Fairchild C-82	First flight 1947
Fairchild	C-119B			1949
Fairchild	(R4Q-1)		USN transport based on C-119B and C	1949-1959
Fairchild	(R4Q-2) C-119F	Packet	USN transport	1953, 58
Fairchild	C-119G			
Fairchild	AC-119G	Shadow	Attack aircraft with additional engine	1967, 26
Fairchild	C-119J		with rear door	
Fairchild	YC-119K		with auxiliary jet engines	First flight 1967
Fairchild	AC-119K	Stinger	Gunship with additional engine	26
Fairchild	XC-120	Packplane	C-119B converted into container transport aircraft	

Lockheed	C-121	**Constellation**	Airliner based on L-1049 design	First flight 1943
Lockheed	C-121A	Constellation	VIP transport	4
Lockheed	PC-121A	Constellation	USAF, Military Air Transport Service, passenger aircraft, based on Model 749A-79-38	9
Lockheed	VC-121A	Constellation	VIP transport	3
Lockheed	VC-121B	Constellation	MATS Long-range VIP transport	1
Lockheed	EC-121	Coronet Solo	USAF psyops aircraft	1970- 1978
Lockheed	C-121C	Constellation	USAF, MATS transport based on Model 1049	First flight 1952, 33
Lockheed		**Super-Constellation**	USN, USAF, Electronic aircraft, with longer fuselage, based on Model 1049	223
Lockheed	EC-121C	Super Constellation	AEW-Aircraft AD-command	10, 1959
Lockheed	JC-121C	Super Constellation	Electronic systems test aircraft	2
Lockheed	RC-121C	Constellation	USAF, First radar warning model, later EC-121C	since 1953, 10
Lockheed	TC-121C	Super Constellation	USAF AEW radar training aircraft, based on RC-121C, later EC-121C	9
Lockheed	VC-121C	Super Constellation	VIP transport	4
Lockheed	C-121D	Constellation		
Lockheed	EC-121D	Rivet Top (College Eye)	Fighter control aeroplane with wingtip fuel tanks	until 1972
Lockheed	RC-121D	Warning Star	USAF long-range AEW aircraft, early designation for EC-121D	72
Lockheed	VC-121E	Super Constellation	USAF presidental transport, former USN R6V-1	1
Lockheed	YC-121F	Super Constellation	USAF test bed aircraft , former USN R7V-2	First flight 1955, 2
Lockheed	C-121G (R7V-1)	Super Constellation	USAF, MATS transport, based on Model 1049, from Navy (former R7V-1)	32
Lockheed	TC-121G	Super Constellation	Crew training aircraft	4
Lockheed	VC-121G	Super Constellation	VIP transport	1
Lockheed	C-121H	Super Constellation		
Lockheed	EC-121H	Warning Star	Upgraded EC-121D, ELINT aircraft with hump, SAGE Data relay system	42
Lockheed	(R7V-1) C-121J	Super Constellation	USN long range transport based on Lockheed 1049 airliner	50
Lockheed	(R7V-1P) C-121J	Super Constellation	USN Photo reconnaissance aircraft	
Lockheed	R7V-1 C-121J	Constellation	USN	
Lockheed	EC-121J	Super Constellation	Secret mission aircraft	2
Lockheed	NC-121J	Blue Eagle	ELINT aircraft with hump, special research aircraft , Project Jenny for radio broadcasts in Vietnam The first USN "Blue Eagle" aircraft was constructed in January 1965 using a NC-121J Lockheed Super-Constellation shell. Blue Eagle I was the first project aircraft and configured to do AM, FM, and SW radio broadcast missions. A crew of naval officers and enlisted personnel was selected. Operational and flight training began in July 1965. The aircraft was sent to Vietnam shortly afterwards where in October it broadcast the World Series to American troops and became the world's first operational airborne broadcast station	1965, 4

Lockheed	R7V-2	Super Constellation	USN test bed for turboprops	First flight 1954, 2
Lockheed	R7V-2	Super Constellation	USN high speed transport and research aircraft, based on Model 1249	4
Lockheed	YEC-121K		WV-2 converted for secret reconnaissance project Ferrit	1
Lockheed	(WV-2) EC-121K	Warning Star	USN AEW aircraft based on 1049 design; Project Magnet NASA (1965-1971, 1)	142 since 1958, until 1965
Lockheed	(WV-2) W2V-1	Warning Star	USN, AEW aircraft based on CL-257 design	4
Lockheed	JC-121K	Super Constellation	USA, airborne missile tracking platform	1
Lockheed	NC-121K	Super Constellation	ELINT aircraft with hump, special research aircraft , Project Magnet for earth magnetic field research	21+
Lockheed	NEC-121K	Warning Star	USN AEW aircraft	
Lockheed	(WV-2) EC-121KP	Super Constellation		
Lockheed	(WV-2E) EC-121L	Super Constellation	AEW aircraft with rotodom (APS-82 radar	1
Lockheed	(WV-20) EC-121M	Super Constellation	USN ECM/SIGINT aircraft, former VW-2Q	16+
Lockheed	EC-121N	Super Constellation	former VW-3	
Lockheed	(WV-3) WC-121N	Warning Star	Weather reconnaissance aircraft with no wingtip tanks	9
Lockheed	EC-121P	Super Constellation	USAF ASW aircraft, based on EC-121K	13+
Lockheed	EC-121P	Super-Constellation	NASA program support	1965-1971, 1
Lockheed	JEC-121P	Super Constellation	USAF Special research platform	4
Lockheed	EC-121Q	Super-Constellation	Modernized AWACS aircraft, based on EC-121D	
Lockheed	EC-121R	Bobcat	USAF Data relay aircraft for project „Igloo White“, Vietnam	30
Lockheed	EC-121R	Warning Star	USAF, Weather reconnaissance aircraft	2
Lockheed	EC-121S	Super-Constellation	Identical to EC-121Q, based on C-121C	5
Lockheed	EC-121T	Disco	Radar warning and fighter control aircraft	1972/1973
Lockheed	EC-121T		ELINT aircraft based on EC-121D, H and J aircraft	25+
Lockheed	(PO-1W) WV-1	Constellation	USN patrol aircraft based on civil 749 airliner	2
Lockheed	EC-121	Willy Victor	ELINT aircraft	USN 1960s
				The EC-121 Warning Star aircraft were retired in 1965.
Chase	YC-122		Transport aircraft prototype based on CG-18 combat glider	
Chase	YC-122A		Transport aircraft prototype	1
Chase	YC-122B		Transport aircraft prototype	1
Chase	YC-122C		Transport aircraft prototype	9
Fairchild	XCG-14 XCG-18 XCG-20		Troop transport gliders, later developed into C-123 transport	1940s-1960s
Fairchild	XC-123A	Avitruc	Assault Transport prototype based on Chase aircraft type XCG-20 assault glider, YC-122 fuselage	First flight 1949
Fairchild	C-123	**Provider**	Transport, Air America	
Fairchild	C-123B	Provider	Transport and defoliant aircraft	First flight 1954, 302
Fairchild	C-123B	Provider	USCG	1958-1972, 8
Fairchild	AC-123B	Provider	Gunship	
Fairchild	UC-123B	Provider	Defoliation aircraft	
Fairchild	C-123	Duck Hook	SOG aircraft	6 in 1964; 1 crashed, 4 lost

Fairchild	C-123H	Provider	USAF transport aircraft with additional jet engines under the wings for arctic operations	10
Fairchild	YC-123H	Provider	COIN aircraft	
Fairchild	C-123J	Provider	Arctic conversion SAC with additional jet engine	10 for Alaska
Fairchild	C-123K	Heavy Hook	PSYOPS aircraft, distribution of leaflets and gift kits	1960s; 1 shot down in 1965
Fairchild	C-123K	Provider	with auxiliary turbojets	First flight 1966, 183
Fairchild	AC-123K		Gunship	
Fairchild	NC-123K		last transport version	until 1976
Fairchild	UC-123	Heavy Mow	Two loaned from the Republic of China for Midriff Operations.	1968
Douglas	YC-124	Globemaster II	Strategic transport	First flight 1949
Douglas	C-124A	**Globemaster II** „Old Shaky“	Transport, a few C-124 remained with reserve components until 1974	First flight 1950 445 aircraft, 208 in 1970 24 in 1973
Douglas	YC-124B	Globemaster II	Transport prototype and USAF testbed	2
Douglas	C-124B	Globemaster II	USAF Transport aircraft	243
Douglas	C-124C	Globemaster II	USAF Transport aircraft	Until 1962
Northrop	YC-125		USAF, STOL transport aircraft prototype based on N-23 Pioneer (N-32)	First flight 1946, 23
Northrop	YC-125A	Raider	USAF STOL combat transport, later used as training aircraft	1950, 13 until 1955
Northrop	YC-125B	**Raider**	USAF STOL transport for arctic operations and SAR missions	1950, 10 until 1955
Boeing C-127 was the designation for a proposed, large, turboshaft-driven transport aircraft to have been built in the early 1950s by the United States aircraft manufacturer Boeing for use by the nation's military forces. The project was canceled at an early stage. No aircraft were built. The original C-127 designation was given to a number of De Havilland Canada DHC-2 Beaver aircraft which were then redesignated L-20 before the aircraft entered service. (wikipedia)				
Lockheed	YC-130	**Hercules**	Transport aircraft prototype	First flight 1954, 2
Lockheed	**C-130**	Hercules „Herky Bird“	Transport aircraft based on L-206 design, Model 82 The C-130 entered service with the USCG in 1959 and with the USN and USMC in 1961.	672 in 1998; 514 in 2008
Lockheed	C-130	Hercules	ASETS - Airborne Seeker Evaluation Test System testbed	1986
Lockheed	C-130	Hercules	Ice testing testbed aircraft	1960s
Lockheed	C-130	Hercules	Meteorological Office research aircraft	1 in 1999
Lockheed	DC-130	Buffalo Hunter	Drone mothership (Firebee – Lightning Bug)	1970s
Lockheed	YC-130A	Hercules	Transport aircraft prototype	First flight 1954, 2
Lockheed	**C-130A**	Hercules	First production model Target towing aircraft	First flight 1955, 216, 461(with B-version)
Lockheed	C-130A-II	Hercules	USAF SUN VALLEY I ELINT and ECM aircraft	1950s 10
Lockheed	AC-130A	Gunship II Spectre	Gunship Surprise Package, **Pave Pronto** and **Black Crow** vehicle ignition sensor; M102 105 mm howitzer AC-130A Spectre (Project Gunship II, Surprise Package, Pave Pronto) Conversions of C-130As; 19 completed; transferred to Air Force Reserve in 1975, retired in 1995. (wikipedia)	1967, service entry 1972 10 in 1995
Lockheed	DC-130A	Hercules	USN, Drone control aircraft Contractor operated, launched XQ-4	7+, until 1997 3 in 2000, retired in 2007
Lockheed	GC-130A	Hercules	Designation for DC-130A	
Lockheed	JC-130A	Hercules	Telemetry measurement aircraft, based on C-130A	7
Lockheed	NC-130A	Hercules	USAF, RDT&E aircraft	5, 1 in 1995
Lockheed	RC-130A	Hercules	Aerospace surveillance aircraft, HIRAN – High Precision Ranging And Navigation	1958, 16

Lockheed	TC-130A	Hercules	Training aircraft, later converted into RC-130A	1
Lockheed	C-130	AEP	Aggravated Erosion Program Weather research aircraft	1
Lockheed	C-130	AEW	Airborne Early Warning aircraft proposal	
Lockheed	**C-130B**	Hercules	Transport with greater fuel capacity, more powerful engines and four-bladed propellers	201, 230 since 1959 11 in 1995
Lockheed	C-130B-II	Hercules	USAF SUN VALLEY II ELINT and ECM aircraft	11/13, 1960
Lockheed	HC-130B (R8V-1G, SC-130B)	Hercules	USCG Long-range SAR aircraft, former SC-130B; became HS-130B	since 1957, 12
Lockheed	JC-130B	Hercules	Satellite recovery aircraft, equipped with MARS	14, converted
Lockheed	NC-130B (C-130BLC, C-130BL)	Hercules	NASA, USAF testbed aircraft, STOL Boundary Layer Control - BLC	1961-1963, 2 1969-1983, 1 1981-1993+, 1
Lockheed Martin	NC-130B	Hercules	NASA, Earth survey aircraft, USA, test platform for jet engine	1968-1981 1 in 1995
Lockheed	RC-130B	Hercules		
Lockheed	SC-130B	Hercules	Early designation for USCG HC-130B	1967, 12
Lockheed	VC-130B	Hercules	VIP transport conversion of JC-130B	1
Lockheed	WC-130B	Hercules	USAF, PACAF, NOAA, Weather recon aircraft, Karhan Airborne Weather Recon System (1973)	16, 13 converted back to transport
Lockheed	C-130BL	Hercules	USN (later LC-130F), ski-equipped	4
Lockheed	C-130C	Hercules	not build	
Lockheed	C-130	RAMTIP	Reliability and Maintainability Technology Insertion Program	First flight 1991
Lockheed	C-130D	Hercules	USAF, with ski-undercarriage for DEW line support operations, based on C-130A	12
Lockheed	**C-130E** AWADS	Hercules	USAF, long-range transport based on C-130-20, advanced C-130B Air America (2) Adverse Weather Aerial Delivery System	since 1962, 503 268 in 1995 245 in 1998
Lockheed	C-130E-II	Hercules	First designation for EC-130E ABCCC aircraft	
Lockheed	AC-130E	Pave Spectre	Gunship, „Pave Spectre I“ AC-130E Spectre (Pave Spectre, Pave Aegis) Conversions of C-130Es; 11 completed; 10 upgraded to AC-130H configuration. (wikipedia)	7
Lockheed	DC-130E	Hercules	Drone controller	
Lockheed	EC-130E	Hercules	Command and control aircraft **ABCCC** III - Airborne Battlefield C2 Center; AN/USC-48	10, 7 in 1995, until 2002; not available in Iraq 2003; 2003 4 to be converted into HC-130P
Lockheed	EC-130E	Comfy Levy Senior Hunter	PsyWarfare & ELINT/SIGINT aircraft, support for Rivet Rider aircraft, ANG Tanker aircraft	8 in 1995
Lockheed	EC-130E	Senior Scout	SIGINT and ELINT aircraft with roll-on/roll-off shelter DCPS – Data Collection and Processing System	
Lockheed	C-130	Reef Point	Airborne SIGINT System	
Lockheed	C-130	Pacer Coin	Airborne SIGINT System	
Lockheed	EC-130E	Rivet Rider Volant Solo	ANG: ECM, ELINT and radio relay aircraft, Program **Coronet Solo II**, can broadcast all TV formats anywhere in the world, WWCTV – World Wide Color TV, Upgrade in 2001	1978, 4 in 1993, 6 in 1996, 8 in 1999, to be replaced
Lockheed	EC-130E	Commando Solo II	USAF, ANG special operations aircraft for PSYOPS	6 in 2002

Lockheed	EC-130E	Hercules	USCG long range aircraft, based on Model 382-4B for LORAN (Long-Range Navigation) calibration	1
Lockheed	HC-130E	Skyhook	USCG, early designation for MC-130E	14
Lockheed	MC-130E	Combat Talon I	USAF, Special support aircraft for clandestine exfiltration and airdrop missions, with Fulton extraction system (10), few modified to drop BLU-82 bomb, MOAB Only 2 were lost over Vietnam.	Service entry in 1963; 4 in 1966; 6 in 1967; 14 in 1995 66 together with MC-130H/P, 14 in 2002, AFSOC: 9 in 2012
Lockheed	MC-130E	Combat Spear	Gunships; 4 scheduled for K-mod jet modification (15th SOS)	1969
Lockheed	MC-130E(I)	Combat Spear	Gunships, 90th SOS	1970, 4
Lockheed	WC-130E	Hercules	USAF, Weather recon aircraft	6, 1 in 1995
Lockheed	EC-130EH	Hercules	Special support aircraft	27 in 1998
Lockheed	C-130F GV-1U	Hercules	USN, navalised C-130B	7
Lockheed	KC-130F GV-1	Hercules	USMC tanker and assault transport, based on C-130B 2009: 4 USN, 14 USMC 2012: USMC 65 all KC types delivered 1983-2001	First flight 1960, 46, 4 + 20 in 1960, 38 in 1997, 35 in 2000, 37 in 2001, to be replaced, 3 in 2012 (USN)
Lockheed	LC-130F UV-1L	Hercules	USN, C-130B with ski-undercarriage for Deep Freeze operations	1971, operational since 1975, 3 in 1997, until 1999
Lockheed	NC-130F	Hercules	USMC test platform	2 in 2012 (USN)
Lockheed	RC-130F GV-1	Hercules	USN recon aircraft	
Lockheed	C-130G	Hercules	Navalised C-130E for nuclear submarine logistics	few
Lockheed	C-130G	Hercules	USN communication relais aircraft with TACAMO II equipment for SSBN, antenna with 10.5 km length	4
Lockheed	EC-130G	Hercules	USN communication relais aircraft with improved TACAMO equipment	3
Lockheed	EC-130G	Hercules	USCG	
Lockheed	HC-130G	Hercules	USCG	1960, 6
Lockheed	TC-130G	Hercules	Support aircraft for Blue Angels	1970-2003, 1
Lockheed	TC-130G	Hercules	Trainer and logistic transport aircraft, former EC-130G	
Lockheed	C-130H	Hercules	C-130E with derated engine and strengthened center wing box	1964, 291 Australia, 12
Lockheed	C-130H	Hercules	USCG	23, Delivery 1973-1988; 2 lost; to be reduced to 16 in 2016 (2011); 7 to be transferred to U.S. Fire Service in 2014
Lockheed	C-130H2	Hercules	Airlifter, 3 to be converted into AC-130U gunships in 2004	
Lockheed	C-130H	Hercules	NASA research aircraft	1975-1976, 2
Lockheed	AC-130H	Pave Spectre II	Test aircraft to evaluate effects of side firing on engine fairing	1973
Lockheed	AC-130H	Pave Spectre II Pave Aegis	Gunship with 105 mm M102 howitzer and Special support aircraft based on AC-130E, radar-jamming equipment; SOFI – Special Operation Forces Improvement AC-130H Spectre Upgraded AC-130E aircraft; eight completed; last aircraft retired in 2015. (wikipedia)	1991, 9, 21 in 1998 (including other gunships ?) 8 in 1999, 8 in 2011; AFSOC: 8 in 2012
Lockheed	DC-130H	Hercules	Drone control and space program support aircraft, based on HC-130H	2
Lockheed	G/DC-130	Hercules	Drone control aircraft (mothership)	USAF/USN 16

			converted from C-130A, C-130E and C-130H.	
Lockheed	EC-130H	Compass Call II Rivet Fire	USAF, Communication jamming aircraft, 1993 Block Modification 3, Block 35 upgrade in 2001	(1965) Since 1982, 10, 13 in 1993, 15 in 1995, 26 in 1997, 15 in 2001, 14 in 2002, 14 in 2014
Lockheed	HC-130H	Hercules	USAF, SAR aircraft with Fulton recovery system, based on Model 382C-27D, also USCG	First flight 1964, delivery until early 1980s, 66, 30 in 1996, 30 in 2001, 27 in 2005 (USCG), 23 in 2012
Lockheed	HC-130H-7	Hercules	USCG long-range SAR, Special rescue equipment SAMSON - Special Avionics Mission Strap On, ARRS - USAF Aerospace Rescue & Recovery Service, based on HC-130B and C-130B 2011: SELEX Seaspray 7500E	4 C-130H-7, 5+5, still 4 in 2000; upgrade in 2011
Lockheed	HC-130	Hercules	USNG, upgrade with new FLIR systems starting 2002	up to 37 planned
Lockheed	C-130H-30	Hercules	Longer version of C-130H	export
Lockheed-Martin	HC-130H	Combat King	USAF CSAR aircraft	Service entry in 1990; 2009
Lockheed	JC-130H	Hercules	Test platforms based on HC-130H	few
Lockheed	JHC-130H	Hercules	Airborne spacecraft recovery aircraft	4
Lockheed	KC-130H	Hercules		
Lockheed	LC-130H	Hercules	Arctic support aircraft with C-130H airframe, ANG	4 in 1995
Lockheed / Boeing	MC-130H	Combat Talon II	AFSOC aircraft based on C-130H 2005: 10 more to be converted from 2008 -2011	Service entry in 1985; 6 since 1988 24 in 1998, 23 in 2002, 2 lost in 2002, 10 more to be converted; AFSOC: 20 in 2012
Lockheed / Boeing	MC-130H	Combat Talon III	converted C-130H	2003 in Iraq, 10
Lockheed	C-130H-CT	Combat Talon	C-130E-I Skyhook, later designated MC-130E	
Lockheed	C-130H-MP		Indonesia, Malaysia	export
Lockheed	C-130H STOL	Hercules	C-130H with rocket boosters, canceled	3
Lockheed	NC-130H	Hercules	USN Airborne spacecraft recovery aircraft, based on JC-130H	2 in 1995
Lockheed	NC-130H	Hercules (“Delphi”)	RDT&E aircraft with Hawkeye radar, Naval Air Warfare Center (former USCG EC-130V); High-Endurance Surveillance (HES)	1991, 1 in 1999 back to USN as NC-130H in 2012 to USCG
Lockheed	VC-130H	Hercules	VIP transport	export
Lockheed	WC-130H	Hercules	USAF, Weather recon aircraft ODWS – Omega Probe Launching Equipment	13 in 1998 with WC-130W, all WC 10 in 2002-2013
Lockheed	YC-130H	Credible Sport	Rocket augmented Super STOL C-130 for Tehran rescue operation	1979
Lockheed Martin	C-130E/H	Hercules	AMP – Avionics Modernization Program	519 upgraded starting 2001
Lockheed Martin	C-130H	Open Skies	COPS – C-130 Open Skies Pod System	
Lockheed Martin	C-130H	Hercules	LASER Gunship Program	2006, 1
	C-130	Special purpose	USAF SOCOM aircraft	119 in 1998 93 in 1999

Lockheed	C-130J	Hercules	not build	
Lockheed Martin	C-130J	**Hercules II**	USAF, USANG, Airlifter and tactical transport with strategic capabilities Requirement of 168 aircraft in 1999 Requirement of 168 aircraft in 2002, 2001: USCG 6 2003: 32 USAF, 9 USMC	Start of production 1997; 6 ordered 1998, 4 ordered 1999, 6 delivered in 1999 35 ordered in 2002, 59 ordered in 2003; 108 planned in 2011
Lockheed Martin	C-130J-30 CC-130J	Hercules II Super Hercules	USAF, stretched version 2008: 80 C-130J and CC-130J ordered	5 ordered in 2002, 40 ordered in 2003, +2 in 2005, +3 in 2006 (ordered)
Lockheed Martin	CC-130J	Super Hercules	USAF, ANG, with fire fighting equipment	2 in 2003, 40 ordered
Lockheed Martin	C-130J-30	Hercules II	AEW&C aircraft	offered 1999
Lockheed Martin	AC-130J	Ghostrider	USMC proposal for gunship 2013: A total of 37 AC-130J will replace AFSOC's eight aging AC-130H Based on MC-130J; 32 aircraft to be procured to replace AC-130H. (wikipedia)	2002; 16 to be procured in 2011; AFSOC: 0/57 in 2012
Lockheed Martin	EC-130J	Hercules	ANG	2 ordered in 1998, 1 in 1999
Lockheed Martin	EC-130J	Commando Solo II	Special operations aircraft to replace EC-130E , PSYOPS, with Modular Solo special mission equipment in 2004	First delivery 1999, 3 in 2002, 5 ordered in 2003; AFSOC: 7 in 2012
Lockheed Martin	HC-130J	Combat King II	SOF; AFSOC	2011; 11 under contract in 2011; Requirement of 37
Lockheed Martin	HC-130J	Hercules	USCG, to receive LRS (Long-Range Search) capability in 2005	6 ordered in 2001, First flight 2002, 4 in 2003, 6 in 2011, 22 to be procured in 2021
Lockheed Martin	KC-130J	Hercules	USMC, modified tanker aircraft USMC requirement for 107 KC-130J in 2001 Start of delivery: 2001 with Sargent Fletcher refueling pod system 2012: 79 planned for USMC	3 ordered in 1998, 2 in 1999, 7 in 2000 (+1), 14 in 2001, 35 ordered in 2003, 20 ordered in 2003, total to be 59, 2 in 2003, +12 ordered in 2005, + 1 ordered in 2006; 24 in 2009, 46 in 2012 (USN)
Lockheed Martin	MC-130J	Combat Shadow II	Special Mission Hercules to replace MC-130P and MC-130W	2011; 15 to be built Requirement for 85; 20 under contract in 2011; AFSOC: 7/57 in 2012
Lockheed Martin	MC-130J	Commando II	Multi-mission combat transport, AFSOC	2012
Lockheed Martin	C-130JXL	Fat Albert	Extra Large version	Proposal 2011
Lockheed Martin	WC-130J	Hercules Weatherbird	Weather reconnaissance aircraft for USAF and USAF Reserve, Hurricane Hunter	6 ordered in 1998, 1 ordered in 1999, 2 in 2002, 10 ordered in 2003, 10 in 2004
Lockheed	C-130K	Hercules	RAF, C-130H with UK instrumentation	66
Lockheed Martin NAVAIR	KC-130K	Harvest Hawk	HAWK - Hercules Airborne Weapons Kit AAR aircraft with gunship capability, AN/AAQ-30, Hellfire missiles	USMC, proposal 2009
Lockheed	HC-130N	Combat Shadow	USAF, SAR & Special Operations aircraft with helicopter-refuelling capability	Service entry in 1965; 18 in 1995, 15
Lockheed	HC-130P	Hercules	Air Combat Command; with Fulton STAR for Recovery of parachuted loads in	Service entry in

			midair, C2 SAR helicopter	1966; 38 in 1995 20 in 1998
Lockheed	HC-130P	Combat Shadow	Tanker aircraft for helicopters and with Fulton recovery system, 2003 4 EC-130E and 6 WC-130H to be converted into HC-130P	20, 22 in 2002 with N version
Lockheed	MC-130P	Combat Shadow	USAF-SOCOM tanker aircraft	Service entry in 1965; 28 in 1998, 19 in 2002; AFSOC: 23 in 2012; 27 in 2013
Lockheed	EC-130Q	Hercules	USN, Commando-relay station for SSBN, based on C-130E, TACAMO IV and TACAMO training aircraft	16, replaced by E-6B end of 1980s
Lockheed	KC-130R	Hercules	USMC, Improved tanker/transport based on C-130H	13 in 1975, 14 in 1997, 14 in 2000, 14 in 2001, 12 in 2009, to be replaced, 33 in 2012 (USN)
Lockheed	LC-130R	Hercules	USN, Improved polar version with skis based on C-130H	4 in 1997, 3 until 1999
Lockheed	RC-130S	Hercules	Low altitude recon aircraft based on RC-130A, BAIS – Battlefield Illumination System with 56 searchlights (!)	
Lockheed	C-130T	Hercules	Improved logistics transport C-130H version of USN/USMC, 20 USN Reserve in 2002 (AMP) 2020 - serious reliability problems	20 in 1997, 20 in 2000, 20 in 2002, 20 in 2012 (USN) 24 in 2020
Lockheed	KC-130T	Hercules	USMC, Improved avionics, tanker capability for helicopters and fighter aircraft	26 in 1983, 28 in 1997, 28 in 2000, 28 in 2002, 26 in 2009, 28 in 2012 (USN)
Lockheed	KC-130T-30	**Hercules**	USMC, stretched KC-130T with HRU wing pods	(included in the 28 above), 2 in 1991, 2 in 2009, 4 in 2012
Lockheed	AC-130U	Spectre	USAF, Gunship based on C-130H Special support aircraft, with 105 mm M102 gun	First flight 1993, 21 including AC-130H version in 1998, 13 in 1999, 8 in 2002, 8 in 2008
Lookheed	AC-130U	Spooky	Operational aircraft (active duty USAF); 17 in service. (wikipedia)	17
Lockheed Martin	AC-130U	Spooky II	USAF, Gunship with aerial refueling capability and F-15 fire control radar, upgrade in 2001, first C-130H conversion in 2003, +3 converted C-130H2 in 2004, +4 with GMS2 in 2006	Service entry in 1994; 3 in 1995, +4 in 2002, +3 in 2004, +4 to be delivered in 2006; 13 in 2008; 17 in 2011; AFSOC: 17 in 2012
Lockheed	EC-130V	Hercules	Project Delphi, AWACS, USCG Drug interdiction AEW aircraft	1 prototype 1991-1993, reconverted
Lockheed Martin	AC-130W	Scorpion II	AFSOC gunship AC-130W Stinger II (former MC-130W Dragon Spear) Conversions of MC-130Ws (active duty USAF). (wikipedia)	
Lockheed Martin	AC-130W	Dragon Spear Stinger II	AFSOC gunship	12 in 2012
Lockheed Martin	MC-130W	Combat Spear	US SOCOM **Dragon Spear** upgrade	Service entry in 2006
Lockheed Martin	C-130X	Hercules	Upgraded C-130E and -H models	360 planned in 1999

			(150 C-130E)	
Lockheed			„**Paper Coin**“ reconnaissance and surveillance program	1970s, 1993
	MC-X		USAF, MC-130 Combat Talon replacement and low-observable transport with V/STOL capabilities	concept 1999
	ATT		USAF, Advanced Theater Transport Super STOL C-130 replacement	concept 1999
	C-130	**AMP**	Avionics Modernization Program C-130E, EC-130E, MC-130E, AC-130H, C-130H, EC-130H, HC-130N, HC-130P, LC-130H, MC-130H, MC-130P, AC-130U	USAF 2001, 519 aircraft
	AC-130	Killer Herc	USN capability demonstration with Hellfire II and Sentry UAV	2003
Lockheed Martin	C-130	Shadow Harvest	Radar test platform	identified 2012
	M-X		USAF SOCOM, Advanced Special Operations Forces Air Mobility Platform	Request 2003
Convair	C-131A	**Samaritan**	Evacuation Transport based on model 240	26
Convair	HC-131A	Samaritan	USCG SAR configuration	1976-1983, 17
Convair	VC-131A		VIP transport	
Convair	C-131B		Electronic testbed based on Convair 340, NASA STOL research aircraft (1963-1976, 1)	36
Convair	C-131B		Gunship testbed aircraft	1970s, 1
Convair	C-131B		NASA water and land quality evaluation aircraft	1976, 1
Convair	(R4Y-1) C-131D	(Samaritan)	USN, Transport based on CV-340-71 design	36
Convair	YC-131		Turboprop test vehicle	
Convair	C-131E		ECM-trainer	
Convair	(R4Y-1) C-131F		USN, Transport based on Model 440 design, often used as VIP transport	33
Convair	RC-131F		Photo and cartographic aeroplane	6
Convair	(R4Y-1Z) C-131F		USN VIP transport based on Model 360-66	1 in 1954, until 1961
Convair	(R4Y-2) C-131G		USN, USCG, Transport based on commercial Model 440 design	2 in 1957
Convair	RC-131G		Navigation aid test vehicle	1
Convair	YC-131H		USN turbo liner, convertede in 1965-1966	3
Convair	NC-131H	TIFS	Total In-flight Simulator based on Convair 580, NASA, USN, USAF	First flight 1970
Convair	VC-131H		VIP transport	4
Douglas	C-132		The Douglas C-132 was a proposed transport aircraft, based on the company's C-124 Globemaster II. Design studies began in 1951 but the project was cancelled in 1957 by the USAF. No prototype was built and the project did not get past the mock-up stage. The C-132 was to be powered by four 15,000 shp (11,000 kW) Pratt & Whitney XT57 (PT5) turboprops, mounted on a swept wing. An air refueling version, the XKC-132 was also proposed, but it would only have utilized the probe and drogue (P&D) air refueling system and that system, used primarily by the US Navy, did not find favor with the USAF. One XT57 was installed in the nose of a C-124 (AF serial number 52-1069) for testing. Projected speed was to be 418 knots (774 km/h) with a range of 2,200 nautical miles (4,100 km) and a maximum payload of 137,000 pounds.	1952
Convair	C-131		USAF, Expandable Tire Testbed	1970-1971

Douglas	C-133A	**Cargomaster**	USAF, Strategic transport aircraft, NASA (1966-1969, 1), the last one left active USAF service in 1971	First flight 1956, 38 in 1970, 14 in 1971
Douglas	C-133B	Cargomaster	with clamshell rear doors for transport of ballistic missiles	First flight 1959, 15 until 1980
Raytheon	M-133		Advanced Technology Tactical Transport	Model in 2003
Stroukoff	YC-134A		NACA, heavily mod. C-123B	1959-1960, 1
Stroukoff	YC-134C		NACA boundary layer control research aircraft	1959-1961, 1
Lockheed	C-134		early designation of YC-121F	
Boeing			Prototype 387-80 for C-135	First flight 1954
Boeing	**C-135**	**Stratolifter**	Transport aircraft based on Boeing B 707	820 aircraft produced from 1957-1966 all versions, 587 in 2000
Boeing	C-135	LASERCOM	LASER Communications	1970s-1980s, 1
Boeing	C-135	Stratolifter	HAVE LACE testbed, LASER communications experiments, USAF	1986
Boeing	C-135	Stratolifter	HEI - High Energy LASER program ALL - Airborne LASER Laboratory	1973, 1
Boeing	C-135A	Stratolifter	Long-range logistic transport, based on Model 717-157, MATS	First flight 1961 15 + 3
Boeing	C-135A	Stratolifter	RDT&E & operational support aircraft	1 in 1995
Boeing	C-135B	Stratolifter	Long-range logistics transport, MATS, former WC-135B	First flight 1962 30, replaced by C-141
Boeing	C-135B	Stratolifter	Staff/VIP-transport and operational support aircraft, former WC-135B	3 in 1995
Boeing	C-135B T/RIA		Telemetry / Range Instrumented Aircraft with special bow, later converted to EC-135B	4, 1967
Boeing	C-135C	Stratolifter	VIP CINC USAF transport	3
Boeing	C-135E	Stratolifter	Transport US Space Command based on re-engined C-135A	3
Boeing	C-135E	Stratolifter	USAF Avionics Laboratory	1980s
Boeing	C-135F		Tanker aircraft for France	12
Boeing	C-135T	COBRA JAW	C-135R 55-3121 was modified in 1969 by Lockheed Air Services to the unique KC-135T configuration under the Cobra Jaw program name. Externally distinguished by the 'hog nose' radome, the aircraft also featured spinning "fang" receiver antennas below the nose radome, a large blade antenna above the forward fuselage, a single 'towel bar' antenna on the spine, teardrop antennas forward of the horizontal stabilizers on each side, and the trapeze-like structure in place of the refueling boom. The aircraft briefly carried nose art consisting of the Ford Cobra Jet cartoon cobra. It was later modified into an RC-135T Rivet Dandy. (wikipedia)	1969
	EC-135 series	Cover All	Airborne command post network	
Boeing	EC-135A		SAC, Airborne launch control system, PACCS program, converted KC-135A tankers, since 1961	1965-1992, 6
Boeing	EC-135B		Range support aircraft T/RIA, later converted to RC-135	2, 1978-1979 4
Boeing	EC-135C	Looking Glass	USAF, airborne command post SAC, trailing antenna, converted KC-135B Looking Glass: 27 aircraft USAF	14 aircraft Replaced 1998
Martin	RC-135C	BIG TEAM	RC-135B conversion into special reconnaissance asset	1964, to be in service until 2040
Boeing	EC-135E		Range support aircraft, former ARIA aircraft with new engines	4

Boeing	RC-135E	RIVET AMBER	Reconnaissance aircraft equipped with a large radar to track incoming ballistic objects (ICBM warheads)	1980s
Boeing	EC-135G		SAC-ALCC, C3 radio relay, former KC-135A	4, retired in 1997
Boeing	EC-135H		CINCLANT/USAFE, C3, AABCP, converted KC-135A, new engines	5, 1968-1988
Boeing	EC-135J		PACAF/NCA, C3, ABNCP Blue Eagle program, converted KC-135A(3) and EC-135C(1)	4, replaced by E-4A
Boeing	EC-135K	Head Dancer	TAC/ACC, C3 Oxeye Daisy program Later NASA, Zero G trainer, based on KC-135A	2, retired 1996 1
Boeing	EC-135L		SAC PACCS aircraft, relay aircraft, based on KC-135A	8, 1965
Boeing	EC-135N		CINCCENT, C3	1
Boeing	EC-135N		**ARIA**, Apollo lunar-landing program, later AFCS, with A-LOTS pod for optical tracking of ballistic missiles, later converted into EC-135B	1967, 8
Boeing	EC-135P		PACAF/CINCLANT, C3, based on KC-135A, 2 later re-converted into tankers	5
Boeing	EC-135Y		CINCCENT, C3	1, 1988
Boeing	JC-135A		KC-135A with special purpose equipment, later NC-135A	
Boeing	JKC-135A		KC-135A with special purpose equipment to collect multi-spectrum optical signatures of ballistic missiles during re-entry phase, former KC-135A , later NKC-135A	1957 1968, 5
Boeing	JKC-135A		USAF, Temporary testbed, with cameras	1960s, 2+
Boeing	KC-135A	**Stratotanker**	Tanker, SAC Boeing design Dash 80 Boeing Model 717-100A (29) Boeing Model 717-146 (68) Boeing Model 717-148, rest	First flight 1956 732 aircraft produced as KC-135A since 1956 550 in 1998, 641 in 2002, >400 in 2009/2013; 414 in 2013
Boeing	KC-135A	At least four KC-135A tankers were converted into makeshift reconnaissance platforms with no change of Mission Design Series (MDS) designation. KC-135As 55-3121, 55-3127, 59-1465, and 59-1514 were modified beginning in 1961. That year the Soviet Union announced its intention to detonate a 100 megaton thermonuclear device on Novaya Zemlya, the so-called Tsar Bomba. A testbed KC-135A (55-3127) was modified under the Big Safari program to the SPEED LIGHT BRAVO configuration in order to obtain intelligence information on the test. The success of the mission prompted conversion of additional aircraft for intelligence gathering duties. (wikipedia)		4
Boeing	KC-135A	Combat Lightning	Radio relay aircraft	7, 1967
Boeing	KC-135A		Command support aircraft + USAF Chief of Staff (2 aircraft) + Strike Command (1 until 1985) + USAFE (1) + SAC (3 aircraft)	
Boeing	KC-135A	Paper Clerk	Federal Aviation Administration	2
Boeing	KC-135A	Weightless Wonder	NASA astronaut training aircraft	5
Boeing	KC-135A		NASA Zero-G trainer support aircraft	1973-1993+, 1
Boeing	KC-135A		USAF Testbed aircraft: ABIT - Airborne Imaging Transmission FISTA - Flying IR Signatures Technology Aircraft Five Satellite Communications program	4

			USAF - TEAL RUBY program NASA - HI-CAMP program SAC - HAVE SHAVER program	
Boeing	KC-135A		Winglet Testbed, USAF, NASA	1979-1981, 1
Boeing	KC-135B		SAC, SLAR aircraft with tanker capability, based on Model 717-166, later converted to EC-135C and EC-135J	17
Boeing	KC-135C		SLAR aircraft	
Boeing	KC-135D	Stratotanker	Tanker with thrust reverser, converted RC-135A	4 in 1964
Boeing	KC-135E	Stratotanker	ANG, Airline re-engine program of KC-135A, in 2003 some more than 40 years in service, Re-engine program started in 1982, 441 kits until 1997, 467 until 2002	125 in 1957; 161, 126 unmodified in 2002, 100+ in 2003
Boeing	NC-135E	Big Crow	Trials aircraft	identified 2007
Boeing	KC-135F		Tanker	
Boeing	KC-135Q	Stratotanker	SR-71 tanker aircraft	56
Boeing	KC-135R	Stratotanker	Re-engined KC-135A and others, reconnaissance and tanker aircraft	363+ in 1957; 1988, 356, 415 KC-135 in 1997, 425 in 1999, 414 in 2015 (w T version)
Boeing	KC-135R	Rivet Stand Rivet Quick	Not to be confused with the CFM F108-powered KC-135R tanker, the KC-135R MDS was applied in July 1967 to the three KC-135A reconnaissance aircraft under the **Rivet Stand** program name. The three aircraft were 55-3121, 59-1465, and 59-1514; a fourth, serial no. 58-0126, was converted in 1969 to replace 1465 which had crashed in 1967. Externally the aircraft had varied configurations throughout their careers, but generally they were distinguished by five "towel bar" antennas along the spine of the upper fuselage and a radome below the forward fuselage. The first three aircraft retained the standard tanker nose radome, while 58-0126 was fitted with the 'hog nose' radome commonly associated with an RC-135. A trapeze-like structure in place of the refueling boom which was used to trail an aerodynamic shape housing a specialized receiver array (colloquially known as a "blivet") on a wire was installed. This was reported to be used for "Briar Patch" and "Combat Lion" missions. There were four small optically flat windows on each side of the forward fuselage. On some missions a small wing-like structure housing sensors was fitted to each side of the forward fuselage, with a diagonal brace below it. With the loss of 59-1465, KC-135A 58-0126 was modified to this standard under the **Rivet Quick** operational name. All four aircraft have now been lost or converted to KC-135R tanker configuration. They are among the few KC-135 tankers equipped with an aerial refueling receptacle above the cockpit, left over from their service as intelligence gathering platforms. (wikipedia)	USAF 1967 (3)
Boeing	KC-135R	Stratotanker	Prepared for EOC – Expeditionary Operations Center	2 in 2001
Boeing	KC-135R	„Porcupine“	Recon aircraft, projects „Iron Lung“ and Briar Patch“	5 until 1976

Boeing	KC-135R	Stratotanker	Reconnaissance aircraft, former KC-135E	1982, 16 (?4)
Boeing	KC-135R	Stratotanker	Tanker upgrade with underwing Mk 32B hose-and-drogue refuelling pod, MPRS – Multipoint Refueling System	45 conversions in 1999, 410 in 2002; 417 all versions in 2005
Boeing	KC-135RE		Upgraded tanker aircraft with turbofan engines	Until 1987
Boeing	KC-135 Block 30	Pacer CRAG	Compass Radar And GPS upgrade	50 in 1999 550 planned
Boeing	KC-135	Block 45	Upgrade of KC-135R/T, engine upgrade	22 to be upgraded in 2015
Boeing	KC-135T	Stratotanker	Tanker KC-135Q re-engine programme	54 in 1959
Boeing	KC-135TT		Tanker with CFM56-1B1 engine	
Boeing	KC-135		High-speed icing test aircraft	1960s, 1
Boeing	KC-135	Spreckled Trout	USAF avionics test and evaluation aircraft	1980s, 2
Boeing	NC-135		Flight test aircraft	
Boeing	NC-135A		Flight test aircraft	1(6)
Boeing	NC-135A	Stratolifter	ODA - Optical Diagnostic Aircraft ARGUS (with telescope)	1986, 1
Boeing	NKC-135		Tanker-Transport	
Boeing	NKC-135A	FEWSG	USN, Fleet EW Support Group	USAF, 2 in 1977
Boeing	NKC-135A		NASA, Test and research aircraft A-LOTS – Airborne Leightweight Optical Tracking System HEL – High Energy LASER Astronavigation Winglets, NASA SLAR Big Crow program ECM test aircraft, USN Nuclear explosions research aircraft Ionospheric research aircraft Satellite communication test aircraft	21+
Boeing	NKC-135A		NASA, USAF tanker transport research support aircraft	1
Boeing	NKC-135A	Stratotanker	USN, Fleet ESM aircraft, RDT&E permanent KC-135A conversion	2 (14)
Boeing	NKC-135A		USAF aerial icing and rain testing aircraft,	1
Boeing	NIKC-135A	Stratotanker	NASA winglet tests	1979-1980, 1
Boeing	NC-135B		Flight test aircraft	1
Boeing	NKC-135B		Flight test aircraft	1
Boeing	NC-135E		Flight test aircraft	2
Boeing/Raytheon	NKC-135E	Big Crow	Flight test aircraft based on KC-135A, HPCM - High-Power CounterMeasures (jammer)	1990, 2
Boeing	NKC-135E	FISTA II	Flying IR Signatures Technology Aircraft	First flight 1995
Boeing	OC-135B	The **OC-135B Open Skies** United States Air Force observation aircraft supports the Treaty on Open Skies. The aircraft, a modified WC-135B, flies unarmed observation flights over participating parties of the treaty. Three OC-135B aircraft were modified by the Aeronautical Systems Center's 4950th Test Wing at Wright-Patterson Air Force Base in Ohio. The first operationally-capable OC-135B was assigned to the 24th Reconnaissance Squadron at Offutt AFB in October 1993. It is now fitted with a basic set of navigational and sensor equipment, and was placed in inviolate storage at the Aerospace Maintenance and Regeneration Center at Davis-Monthan Air Force Base near Tucson, Arizona in 1997. Two fully operational OC-135B aircraft were delivered in 1996 with the full complement of treaty-allowed sensors, which includes an infrared line scanner, synthetic aperture radar and video scanning sensors. (wikipedia) former WC-135B, Disarmament control aircraft		First flight 1993, 3
Boeing	OC-135W	Open Skies	other designation for OC-135B	3

Boeing	RC-135	The Boeing RC-135 is a family of large reconnaissance aircraft built by Boeing and modified by a number of companies, including General Dynamics, Lockheed, LTV, E-Systems, and L3 Technologies, and used by the United States Air Force and Royal Air Force to support theater and national level intelligence consumers with near real-time on-scene collection, analysis and dissemination capabilities. Based on the C-135 Stratolifter airframe, various types of RC-135s have been in service since 1961. Unlike the C-135 and KC-135 which are recognized by Boeing as the Model 717, the RC-135 is internally designated as the Model 739 by the company. Many variants have been modified numerous times, resulting in a large variety of designations, configurations, and program names. (wikipedia)		Total of 32
Boeing	RC-135A		Four RC-135As (63-8058 through 8061) were photo mapping platforms utilized briefly by the Air Photographic & Charting Service, based at Turner Air Force Base, Georgia and later at Forbes Air Force Base, Kansas as part of the 1370th Photographic Mapping Wing. The mission was soon taken over by satellites, and the RC-135As were de-modified and used as staff transports. In the early 1980s they were further converted to tankers with the designation KC-135D (of the same basic configuration as the KC-135E, plus some leftover special mission equipment). Due to delays in reinstalling their original equipment, the RC-135As were the last of the entire C-135 series delivered to the USAF. The Boeing model number for the RC-135A is 739-700. (wikipedia)	4, until 1978
Boeing	RC-135A	Pacer Swan	MATS photographic and geodetic survey aircraft, based on Model 739-700	4
Boeing	RC-135	**Rivet Joint**	SIGINT and Reconnaissance aircraft, new engines 1998 Baseline 7 and 8 in 2008	14
Boeing	RC-135B		SAC ELINT aircraft, based on Model 739-445B The as-delivered version of the RC-135. The RC-135B was never used operationally, as it had no mission equipment installed by Boeing. The entire RC-135B production run of ten aircraft was delivered directly to Martin Aircraft in Baltimore, Maryland for modification and installation of mission equipment under the Big Safari program. Upon completion, the RC-135Bs were re-designated RC-135C. The Boeing model number for the RC-135B is 739-445B. (wikipedia)	10, 1964/5 until 1967
Boeing	RC-135C Block I	Big Team	BIG TEAM conversation with SLAR, later converted for „Blue Bird“ program in Vietnam (until 1974) Modified and re-designated RC-135B aircraft used for strategic reconnaissance duties, equipped with the AN/ASD-1 electronic intelligence (ELINT) system. This system was characterized by the large 'cheek' pods on the forward fuselage containing the Automated ELINT Emitter Locating System (AEELS – not Side Looking Airborne Radar – SLAR, as often quoted), as well as numerous other antennae and a camera position in the refuelling pod area of the aft fuselage. The aircraft was crewed by two pilots, two navigators, numerous intelligence gathering specialists, inflight maintenance technicians and airborne linguists. When the RC-135C was fully	10, 1967

			deployed, SAC was able to retire its fleet of RB-47H Stratojets from active reconnaissance duties. All ten continue in active service as either RC-135V Rivet Joint or RC-135U Combat Sent platforms. (wikipedia)	
Boeing	RC-135D	Office Boy Rivet Brass	MBAS, Combat Apple ELINT missions, SLAR, based on KC-135A The RC-135Ds, originally designated KC-135A-II, were the first reconnaissance configured C-135's given the 'R' MDS designation, although they were not the first reconnaissance-tasked members of the C-135 family. They were delivered to Eielson Air Force Base, Alaska in 1962 as part of the Office Boy Project. Serial numbers were 60-0356, 60-0357, and 60-0362. The aircraft began operational missions in 1963. These three aircraft were ordered as KC-135A tankers, but delivered without refueling booms, and known as "falsie C-135As" pending the delivery of the first actual C-135A cargo aircraft in 1961. The primary Rivet Brass mission flew along the northern border of the Soviet Union, often as a shuttle mission between Eielson and RAF Upper Heyford, Oxfordshire, and later RAF Mildenhall, Suffolk, UK. The RC-135D was also used in Southeast Asia during periods when the RC-135M (see below) was unavailable. In the late 1970s, with the expansion of the RC-135 fleet powered by TF33 turbofan engines, the RC-135Ds were converted into tankers, and remain in service as receiver-capable KC-135Rs. (wikipedia)	4, 1966
Boeing	RC-135E	Lisa Ann Rivet Amber	Originally designated C-135B-II, project name Lisa Ann, the RC-135E Rivet Amber was a one-of-a-kind aircraft equipped with a large 7 MW Hughes Aircraft phased-array radar system. Originally delivered as a C-135B, 62-4137 operated from Shemya Air Force Station, Alaska from 1966 to 1969. Its operations were performed in concert with the RC-135S Rivet Ball aircraft (see below). The radar system alone weighed over 35,000 pounds and cost over US$35 million (1960 dollars), making Rivet Amber both the heaviest C-135-derivative aircraft flying and the most expensive Air Force aircraft for its time. The radiation generated by the radar was sufficient to be a health hazard to the crew, and both ends of the radar compartment were shielded by thick lead bulkheads. This prevented the forward and aft crew areas from having direct contact after boarding the aircraft. The system could track an object the size of a soccer ball from a distance of 300 miles (480 km), and its mission was to monitor Soviet ballistic missile testing in the reentry phase. The power requirement for the phased array radar was enormous, necessitating an additional power supply. This took the form of a podded Lycoming T55-L5 turboshaft engine in a pod under the left inboard wing section, driving a 350kVA generator dedicated to powering mission equipment. On the opposite wing in the same location was a podded heat exchanger to permit cooling of the	1

			massive electronic components on board the aircraft. This configuration has led to the mistaken impression that the aircraft had six engines. On June 5, 1969, Rivet Amber was lost at sea on a ferry flight from Shemya to Eielson AFB for maintenance, and no trace of the aircraft or its crew was ever found. (wikipedia) former C-135B, SLAR	
Boeing	RC-135E	Lisa Ann	identical RC-135E	1
Boeing	RC-135M	Rivet Card Rivet Quick	SIGINT/ELINT aircraft, converted C-135B, Combat Apple operations in Vietnam The RC-135M was an interim type with more limited ELINT capability than the RC-135C but with extensive additional COMINT capability. They were converted from Military Airlift Command C-135B transports, and operated by the 82d Reconnaissance Squadron during the Vietnam War from Kadena AB, gathering signals intelligence over the Gulf of Tonkin and Laos with the program name Combat Apple (originally Burning Candy). There were six RC-135M aircraft, 62-4131, 62-4132, 62-4134, 62-4135, 62-4138 and 62-4139, all of which were later modified to and continue in active service as RC-135W Rivet Joints by the early 1980s. (wikipedia)	6, 1967
Boeing	RC-135R	unofficial	Reconnaissance aircraft	4
Boeing	RC-135S	Nancy Rae Wanda Belle Rivet Ball	Rivet Ball was the predecessor program to Cobra Ball and was initiated with a single RC-135S (serial 59-1491, formerly a JKC-135A) on December 31, 1961. The aircraft first operated under the Nancy Rae project name as an asset of Air Force Systems Command and later as an RC-135S reconnaissance platform with Strategic Air Command under the project name Wanda Belle. The name Rivet Ball was assigned in January 1967. The aircraft operated from Shemya AFB, Alaska. Along with most other RC-135 variants, the RC-135S had an elongated nose radome housing an S band receiving antenna. The aircraft was characterized by ten large optically flat quartz windows on the right side of the fuselage used for tracking cameras. Unlike any other RC-135S, Rivet Ball also had a pleixiglass dome mounted top center on its fuselage for the Manual Tracker position. It holds the distinction of obtaining the very first photographic documentation of Soviet Multiple Reentry vehicle (MRV) testing on October 4, 1968. On January 13, 1969 Rivet Ball was destroyed in a landing accident at Shemya when it hydroplaned off the end of the runway with no fatalities. (wikipedia)	
Boeing	RC-135S	Rivet Ball	TELINT aircraft 2 C-135B modified under BIG SAFARI program	5
Boeing	RC-135S	Cobra Ball	The RC-135S Cobra Ball is a measurement and signature intelligence MASINT collector equipped with special electro-optical instruments designed to observe ballistic missile flights at long range. The Cobra Ball monitors missile-associated signals and tracks missiles during boost and re-entry phases to provide reconnaissance for treaty	5

			verification and theater ballistic missile proliferation. The aircraft are extensively modified C-135Bs. The right wing and engines are traditionally painted black to reduce sun glare for tracking cameras. (wikipedia)	
Boeing	RC-135S	Cobra Ball II	TELINT aircraft for „Burning Star“ missions, based on C-135B, ballistic missile signature and telemetry collection platform	2
Boeing	RC-135S	Cobra Ball III	Strategic reconnaissance aircraft	1, employed for the first time in 1991
Boeing	RC-135T	Rivet Dandy	SIGINT Crew training aircraft, SAC support aircraft, former tanker KC-135T 55-3121 was modified to RC-135T Rivet Dandy configuration in 1971. It was used to supplement the RC-135C/D/M fleet, then in short supply due to ongoing upgrades requiring airframes to be out of service. It operated under the Burning Candy operational order. In 1973 the aircraft's SIGINT gear was removed and transferred to KC-135E 58-0126, resulting in 55-3121 assuming the role of trainer, a role which it fulfilled for the remainder of its operational existence. Externally the aircraft retained the 'hog nose' radome and some other external modifications, but the aerial refueling boom and trapeze below the tail were removed, and it had no operational reconnaissance role. In this configuration it operated variously with the 376th Strategic Wing at Kadena AB, Okinawa, the 305th AREFW at Grissom AFB, Indiana, and the 6th Strategic Wing at Eielson AFB, Alaska. In 1982 the aircraft was modified with Pratt & Whitney TF33-PW102 engines and other modifications common to the KC-135E tanker program, and returned to Eielson AFB. It crashed while on approach to Valdez Airport, Alaska on 25 February 1985 with the loss of three crew members. The wreckage was not found until August 1985, six months after the accident. (wikipedia)	1, retired
Boeing	RC-135U	Combat Sent Combat Pink	SRW – Strategic Reconnaissance Wing, SLAR, former RC-135B/C ELINT/SIGINT aircraft, MASINT/TECHINT Baseline 3 and 4 aircraft operations in Vietnam *Compass Era* thermal imager / radiometer / spectographic system The RC-135U Combat Sent is designed to collect technical intelligence on adversary radar emitter systems. Combat Sent data is collected to develop new or upgraded radar warning receivers, radar jammers, decoys, anti-radiation missiles, and training simulators. (wikipedia)	1971, 2+1, 1973 2 in 2013
Boeing	RC-135	**Rivet Joint**	The RC-135V/W is the USAF's standard airborne SIGINT platform. Missions flown by the RC-135s are designated either Burning Wind or Misty Wind. Its sensor suite allows the mission crew to detect, identify and geolocate signals throughout the electromagnetic spectrum. The mission crew can then forward gathered information in a variety of formats to a wide range of consumers via Rivet Joint's extensive communications suite. The crew consists	

			of the cockpit crew, electronic warfare officers, intelligence operators, and airborne systems maintenance personnel. All Rivet Joint airframe and mission systems modifications are performed by L-3 Communications in Greenville, Texas, under the oversight of the Air Force Materiel Command. (wikipedia)	
Boeing	RC-135V	Rivet Joint	SIGINT aircraft, SLAR former RC-135C/U (7/8), new engines in 2002	8, 1976
Boeing	RC-135W	Rivet Joint	6 RC-135M modified to Rivet Joint Block III standard, SLAR, 2002: Block 7 configuration 2003: +1 converted KC-135E tanker 2011: 3 to UK Airseeker programme The United Kingdom bought three KC-135R aircraft for conversion to RC-135W Rivet Joint standard under the Airseeker project. Acquisition of the three aircraft was budgeted at £634m, with entry into service in October 2014. The aircraft formed No. 51 Squadron RAF, based at RAF Waddington along with the RAF's other ISTAR assets. They are expected to remain in service until 2045. (wikipedia)	9, upgrade 1980s, 16 in 2003 (+1)
Boeing	RC-135	Rivet Joint	SIGINT aircraft with Baseline 6C (Complete) upgrade	1995
Boeing	RC-135X	Cobra Eye	USA, former EC-135B Optical airborne measurement program, IMINT, TELINT The sole RC-135X Cobra Eye was converted during the mid-to-late-1980s from a C-135B Telemetry/Range Instrumented Aircraft, serial number 62-4128, with the mission of tracking ICBM reentry vehicles. In 1993, it was converted into an additional RC-135S Cobra Ball. (wikipedia)	1, 1983-1993
Boeing	TC-135	Three aircraft are in service for crew training, and lack fully functional mission equipment. One TC-135S (62-4133) provides training capability for the Cobra Ball mission, and is distinguishable from combat-ready aircraft by the lack of cheeks on the forward fuselage. It was converted from an EC-135B in 1985 following the crash of the former RC-135T 55-3121, which had been used as a trainer up to that point. In addition, two TC-135Ws (62-4127 and 4129) serve as training aircraft primarily for the Rivet Joint mission, but can also provide some training capability for RC-135U Combat Sent crews. They carry considerably fewer antennas than the fully equipped aircraft, but are otherwise similar in appearance to other Rivet Joint aircraft. (wikipedia)		3
Boeing	TC-135B		Wing training aircraft based on WC-135B	1
Boeing	TC-135S		Aircrew training aircraft based on EC-135B	1
Boeing	TC-135W		Aircrew training aircraft based on C-135B	1
Boeing	VC-135A		Personnel transport (VIP), based on KC- and C-models	5
Boeing	VKC-135A		Personnel transport (VIP) with tanker capability	2
Boeing	VC-135B		VIP / Staff transport	5
Boeing	WC-135B	Constant Phoenix	The WC-135 Constant Phoenix is a special-purpose aircraft derived from the Boeing C-135B and used by the United States Air Force. Its mission is to collect samples from the atmosphere for the purpose of detecting and identifying nuclear explosions. It is also informally referred to as the "weather bird" or "the	10 original WC-135B, plus 1 converted former EC-135C 10, 1965 2 in 1998

			sniffer" by workers on the program and international media respectively. (wikipedia); MAC	2 in 2017
Boeing	WC-135B		AWACS support aircraft	1
	WC-135C	Constant Phoenix	The WC-135C and WC-135W Constant Phoenix atmospheric-collection aircraft support national-level intelligence consumers by collecting particulate debris and gaseous effluents from accessible regions of the atmosphere in support of the Limited Nuclear Test Ban Treaty of 1963. (wikipedia)	
Boeing	WC-135W		AFMC, detection of nuclear explosions	2, 1995-1997
Boeing	WC-135W	Open Skies	Training aircraft for OC-135W crews	1
Boeing	C-137		being replaced in 1998 ?	
Boeing	C-137A		Military version of Model 707-100	
Boeing	VC-137A		Presidental VIP-transport, USAF Modell 707-120	3
Boeing	C-137B		VIP-transport, Military version of Model 707-100B	6 in 1998
Boeing	C-137B		Staff/VIP transport based on 707-320B	
Boeing	VC-137B	LIDA ROSE	Presidental VIP-transport, modified A	3
Boeing	C-137C		Staff/VIP transport based on 707-320B	
Boeing	EC-137D		Predecessor of AWACS Two prototype AWACS aircraft with JT3D engines, one fitted with a Westinghouse Electric radar and the other with a Hughes Aircraft Company radar. Both converted to E-3A standard with TF33 engines. 707-320B used as crew-conversion trainer	First flight 1972, 2
Boeing	C-137C		Model 707-100B fanjet	4
Boeing	VC-137C	Air Force One SAM 26000	SAM 26000 was the first of two Boeing VC-137C United States Air Force aircraft specifically configured and maintained for use by the President of the United States. It used the callsign Air Force One when the President was on board, *SAM 26000* otherwise. A VC-137C with Air Force serial number *62-6000*, *SAM 26000* was a customized Boeing 707. It entered service in 1962 during the administration of John F. Kennedy and was replaced in Presidential service in 1972 but kept as a backup. The aircraft was finally retired in 1998 and is now on display at the National Museum of the United States Air Force. The aircraft was built at Boeing's Renton plant at a cost of $8 million. Raymond Loewy, working with President Kennedy, designed the blue and white color scheme featuring the presidential seal that is still used today. The plane served as the primary means of transportation for three presidents: Kennedy, Lyndon B. Johnson, and Richard Nixon during his first term. In 1972, during the Nixon administration, the plane was replaced by another 707, SAM 27000, although SAM 26000 was kept as a back-up plane until 1998. (wikipedia)	1962-1998 (1)
Boeing	VC-137C SAM 27000	Air Force One SAM 27000	*SAM 27000* was the second of two Boeing VC-137C United States Air Force aircraft that were specifically configured and maintained for the use of the President of the United States. It used the call sign Air Force One when	1972-2001 (1)

			the President was on board, and at other times it used the call sign *SAM 27000*. The VC-137C serial number *72-7000* was a customized version of the Boeing 707 which entered service during the Nixon administration in 1972. It served all US presidents until George W. Bush and was retired in 2001; it is now on display at the Ronald Reagan Presidential Library. (wikipedia)	
Boeing	EC-137D		Crew conversion training aircraft	1 in 1995
PZL-Mielec	M28/M C-145A	**Skytruck**	AFSOC STOL/Transport aircraft	2008-2013 (16), 9 in 2012
PZL-Mielec	M28-05	**Skytruck**	AFSOC STOL/Transport aircraft	1 in 2009
Lockheed Martin / Embraer	RJ145	**ACS**	Aerial Common Sensor	proposal, rejected in 2006
Dornier	Do 328 C-146A		AFSOC Transport aircraft	9/17 in 2012 20 in 2017
Boeing	EC-173D		AWACS prototype aircraft, based on Model 707-320	2
Boeing	E-3	**Sentry**	**AWACS** aircraft, radar operating in S-band	24, since 1977 33 in 1995, 33 in 2002, 32 in 2013 31 in 2016
Boeing	E-3A	Sentry	AWACS aircraft based on Model 707-320B Production aircraft with TF33 engines and AN/APY-1 radar, 24 built for USAF later converted to E-3B standard, total of 34 ordered but the last 9 completed as E-3C. One additional aircraft retained by Boeing for testing, 18 built for NATO with TF33 engines and five for Saudi Arabia with CFM56 engines. not in service anymore	First flight 1975, aircraft No.25-34 + 18 for NATO 32 in 1998 (A,B,C)
Boeing	E-3A Block 15	Sentry	NAEWF **NTN** - Near-Term Modernization from 1992-1996 Block-I upgrade Have-Quick-II, Link 16 Block-II upgrade 1997 **RSIP** - Radar System Improvement Program (18 kits for NATO, 4 for USAF, 8 for UK in 1997) **MTM** - Mid-Term Modernization Further Upgrade in 2001	17 in 1999, one crashed in 1996, 15 RSIP ordered, 17 RSIP more requested in 2000, 7 RSIP in 2001, RSIP completed in 2005
Boeing	KE-3A	Sentry	These are not AWACS aircraft but CFM56 powered tankers based on the E-3 design. Eight were sold to Saudi Arabia.	
Boeing	NE-3A	Sentry	AWACS for NATO	1979, 17
Boeing	E-3B	Sentry	upgraded AWACS aircraft EMP-hardened	24 in 1995
Boeing	E-3C	Sentry	upgraded E-3B AWACS aircraft	10 in 1995
Boeing	E-3C Block 20	Sentry	Computer replacement program (USAF Extend Sentry AWACS upgrade program 1999)	USAF 2000
Boeing	E-3C Block 40/45	Sentry	USAF AWACS	2006
Boeing	JE-3C	Sentry	One E-3A aircraft used by Boeing for trials later redesignated E-3C.	1
Boeing	E-3D	Sentry	Production aircraft for the Royal Air Force to E-3C standard with CFM56 engines and British modifications designated *Sentry AEW.1*, seven built.	RAF
Boeing	E-3F	Sentry	Production aircraft for the French Air	France

			Force to E-3C standard with CFM56 engines and French modifications, four built.	
Boeing	E-3G	Sentry	USAF Block 40/45 modification. Includes hardware and software upgrades to improve communications, computer processing power, threat tracking, and others, and automates some previously manual functions. Initial operating capability (IOC) reached in July 2015.	USAF IOC 2015
Boeing	707		Military version	First flight 1954
Boeing	707-300		Cargo/trainer aircraft assigned to NATO AWACS force	3+ in 2001
Boeing	707-307C	TCA	Trainer and Cargo Aircraft, upgrade of 707-300 of NATO AWAXS force	1st in 2002
Boeing	EP-3E	Aeries II	SIGINT Reconnaissance aircraft, COMINT; 8 with AN/AAS-52 MINT	16 since 1991
The E-6 program consisted of one prototype aircraft, which has been upgraded to full operational capability, and 15 production aircraft.				
Boeing	E-6A	Mercury	TACAMO, formerly „Hermes“ Boeing 707-320B airframe	First flight 1986, 12 in 1997 10 in 1998 7 in 2000
Boeing	EC-6A	**TACAMO**	Boeing 707 airframe, SSBN communication aircraft	15 planned
Boeing	E-6B	TACAMO II Hermes	USN airborne nuclear command post, communications to submarines, replacement for Looking Glass EC-135Boeing 707-320B airframe with CFM-56 engines, 2002: with 737 glass cockpit	Since 1994 (1988) 1989-1992 16, 4 in 1997 6 since 1998, 9 in 2000, 16 in 2012 (USN)
Boeing	E-6B Block I	Mercury	Long-endurance C3 aircraft	16 in 2010
Boeing	E-6B Block II	Mercury	upgrade for Block I aircraft	2012
Boeing	E-8		USAF, Model 707-300	1996
Boeing	E-8A	**JSTARS**	USAF, JSTARS battlefield surveillance aircraft based on 707-320C	2 in 1993, 3 in 1998; 1 damaged beyond repair (info 2013), Total: 15 in 2003
Boeing	E-8C Block 10	JSTARS Joint STARS	USAF, production JSTARS aircraft with interim engine upgrade and based on Boeing 707-303 airliner, 707-320C airframe, AN/APY-3 radar. In Kosovo 24 operators (6 more than normal)	Operational (IOC) since 1997, 19 planned in 1996, 8 in 2000, 12 in 2002, 15 in 2003, 16 in 2004,
Boeing	E-8C Block 20	JSTARS	CRP – Computer Replacement Program, upgrade	Trials 1999, deliveries since 2001, 1 in 2002, 17 and last in 2005 + 1 testbed, total of 17 in 2005, also in 2011, 16 in 2013
Boeing	E-8C Block 30	JSTARS	TADIL-J (Link 16)	Planned for 2005
Boeing	E-8C Block 40	JSTARS	RTIP - Radar Technology Insertion Program	5 planned for 2010
Boeing	E-8D	JSTARS	Boeing 737-800 or 767 based RTIP platform	Proposal 2001
Boeing	P-8A	**Poseidon**	MMA - Multi-Mission Maritime Aircraft, based on 737-800ERX 2005: planned are 5 test aircraft and up to 108 series aircraft 2012: planned procurement 117 aircraft	2005; First flight: 2009; Service entry planned for 2012, 8 in 2012 (USN)

			2017: Planned procurement 109 aircraft	
Boeing	E-9A		Weather reconnaissance aircraft	2 in 1998; 2 in 2013
Boeing	E-10A	Paul Revere	Multi-sensor Command and Control Aircraft testbed based on 767-400 ER, MP-RTIP	2003, dormant? in 2007
Boeing	E-10B		optimised for airborne MTI, AWACS replacement	planned in 2004
Boeing	E-10C		RC-135 Rivet Joint replacement	planned in 2004
Boeing	Model 707-320C		Transport airliner	12 (all 707 versions)
Boeing	C-18		Model 707-320, USAF	1982, 6
Boeing	C-18A		USAF Model 707-323	8
Boeing	C-18B		USAF, 707-320B for RDT&E	1 in 1995
Boeing	EC-18B		Model 707-323, USAF, ARIA – Advanced Range Instrumentation Aircraft, based on C-18A	First flight 1985, 4 in 1995
Boeing	TC-18		Model 707, USAF	
Boeing	EC-18D		Model 707-323, Cruise missile mission control ARIA 707 conversion	2 in 1995
Boeing	TC-18E		Training aircraft	2 in 1998
Boeing	TC-18F		USN, Training aircraft for E-6A/B pilots based on Boeing 707-320B; In 2000 structural problems were found. Replaced by civil Boeing 737.	2 in 1997, 2 in 2000, discarded in 2000
Boeing	707		NASA research aircraft	1, 1964-1967+
Boeing Northrop Grumman		NATO AGS	Proposal for joint AGS - Air Ground Surveillance system	2002
Lockheed	(T-40A)	Jetstar	USAF, Small transport based on L-139, CL-329 UTX - Utility Trainer Experimental UCX - Utility Cargo Experimental	1
Lockheed	C-140 (CL-329)	**JetStar**	USAF UCX requirement	1956; First flight 1957; 16
Lockheed	UV-1	Jetstar	USN order of 2	cancelled
Lockheed	C-140A	JetStar	Measurement and training aircraft, EW	5 in 1961
Lockheed	C-140B	JetStar	USAF transport	
Lockheed	VC-140B	JetStar	USAF communication service	11
	C-143A	Challenger	USCG VIP transport	1
Lockheed Martin Embraer	ERJ-145	ACS	RC-20 Aerial Common Sensor aircraft USA plans to acquire: 38 ACS USN plans to acquire: 12-19 ACS	US Army and USN 2004, 5 preseries aircraft to be build until 2009; cancelled 2006
Lockheed	L.1329	Jetstar-6	NASA General Purpose Airborne Simulator - GPAS	1963-1981+, 1
Lockheed	C-141A	**StarLifter**	Strategic Transport, no prototype Total of 285 StarLifter build from 1963-1968; retirement in September 2005, last aircraft to fly until 2006	First flight 1963, 242 1970-1977, 284, 289, 266 in 1998, 170 in 2002, 20 in 2005
Lockheed	NC-141A	StarLifter	USAF, RDT&E aircraft ARTB - Advanced Radar Test Bed	4 in 1995
Lockheed	C-141		Strategic bomber with ATMS MGM-5200	Proposal 1964
Lockheed	C-141A	Kuiper	Airborne Observatory /NASA flying telescope, based on Model L300-50A	1970-1993+, 1
Lockheed	C-141B	Starlifter SOLL II	Strategic transport stretched version SOLL - Special Operations Low Level	1977, 244 in 1995 188 in 1998, 270
Lockheed	C-141C	Starlifter	Strategic transport upgrade 1998 with 96 TCAS and 63 TAWS sets (also some B-bodels)	
Lockheed	C-141		Fly-by-wire testbed, USAF	1
EADS	HC-144A	Ocean Sentry	USCG MPA, derived from CN-235-300	2009; 3+ ; 36

			to replace HU-25	planned in 2011; 11 in 2012, 18 in 2017
EADS	HC-144B		USCG remanufactured HC-144A with glass cockpit	2020
Embraer	ERJ-145		Lockheed Martin bid for ACS program	2003
Lockheed	L-146		Intermediate-sized commuter aircraft project	1944
CASA	212		Presidental Airways (Blackwater)	2001
EADS/CASA	HC-235		USCG CN-235-300MP Integrated Deeptwater system aircraft with SeaVue radar, original requirement 35 aircraft, to be delivered in 2007	2004: 2 ordered (option +6); 2005: 3 ordered (option +5)
Convair	CV-240A		NASA	1964-1970
North American Rockwell	NA-246		Prototype for Sabreliner, UTX	First flight 1958
Boeing	B-272		Short-range passenger aircraft	
Airbus	A-300		Short-range passenger aircraft	
Airbus	A-310		Passenger aircraft	
Northrop Grumman	A321	NATAR	NATO Transatlantic Advanced Radar system	Proposal 2000, 6 in 2010
Convair	340		NASA flying laboratory	1963, 1
Boeing	B-367-80	Dash 80	NASA prototype for B 707, converted into research aircraft with blown flaps, SST, Variable stability tests	1964-1990+, 1
Rockwell	AC-695A	Turbo Commander	NOAA	1 in 2012
Boeing	377PG	Pregnant Guppy	NASA	1
Boeing	377SG	Super Guppy	NASA	First flight 1965, 1
Boeing	B-707	Paul Revere	MC2A-X technology demonstrator	MIT 2002
Boeing	B-720-023B		NACA hydroplaning test aircraft	1965, 1
Boeing	B-720-027		NASA	1983, 1
Boeing	B-727		Freight transport aircraft, also NASA	2
Boeing	B-727-25		NASA steep approach, landing and take-off tests	1967, 1
Boeing	B-727-027C		Air America	1
Boeing	B-727-092C		Air America	1
Boeing	B-737-130		NASA flying laboratory	1974, 1
Boeing	B-737-200	AFL	Boeing Avionics Flying Laboratory	1
Boeing	B-737		Short-range passenger aircraft	
Boeing	B-737-700		Large land-based aircraft, USN	planned 1996
Boeing	B-737-700	AEW&C	Airliner with Northrop Grumman' s L-band Multi-role Electronically Scanned Array (MESA)	1999 planned
Boeing	B-737-700	MMA	MMA aircraft offered as P-3C follow-on	2002
Boeing	B-737-7ET		CIA, Transport for Special PoW, Premier Executive Transport Services	identified 2005, 1
Boeing	B-737-800ERX	MMA	MMA aircraft chosen in 2004, USN requirement of 108 until 2019; 5 test aircraft to be build in 2004	2004
Boeing	B-737-800		SIGINT aircraft, based on E-8A	2006, concept
Boeing	B-747		Passenger aircraft	
Boeing	B-747		Transport aircraft	
Boeing	MC-747		Transport- and launch aircraft for four air-launched ICBMs or eight smaller missiles	proposal 1975
Boeing	B-747-100		NASA orbiter carrier aircraft	Since 1974, 1 2 in 2001
Boeing	B-747-123		NASA orbiter tests	Since 1974, 1
Boeing	B-747-200B	Air Force One	Presidental aircraft acting as In-air Operations Center NAOC – National Airborne Operations Center, Doomsday Plane	2 in 2003
Boeing Lockheed Martin	747-400F	YAL-1A	**ABL** - Airborne Laser Platform YAL-A1 Attack LASER prototype	1996 up to 7 aircraft,

TRW				First Flight 2002, may be only 2 planned
Boeing	B-747	AL-1A	Attack LASER Platform	2002
Boeing	747-400F		Mother plane for ALS – Air Launch System	Proposal 2001
Boeing	E-4A	**NECAP**	Boeing 747B, National emergency command and control aircraft AABNCP - Advanced Airborne National Command Post	First flight 1973 3 aircraft
Boeing	E-4B	NAOC Night Watch	Boeing 747B version (747-200), Advanced Airborne Command Post, National Airborne Command Center, upgraded E-4A, Milstar	First flight 1978 since 1983 6 in 1995, 4 in 2002, 4 in 2005, 4 in 2013
Boeing	B-747SP	SOFIA	Stratospheric Observatory For IR Astronomy, NASA, DLR	identified 2007
Boeing	B-747-8I/F		Presidental flight	First flight 2010; USAF plan in 2017 (2)
Boeing	B-757		Passenger aircraft	
Boeing	B-757	Air Force Two	VIP aircaft for Vize President and Secretary of State	
Boeing	B-757-200	MMA	too large and expensive	Proposal 2002
Boeing	B-757	LRAACA	USN, Long-Range Air-ASW Capable Aircraft, P-3 Orion follow-on design	Proposal 1988
Boeing	B-767		Passenger aircraft	
Boeing	B-767	AST	USA Airborne Surveillance Testbed for ballistic missile detection, former AOA aircraft (Airborne Optical Adjunct)	1987, 1995
Boeing	B-767		USAF medical research aircraft	1 in 1998
Boeing	B-767		AWACS for Japan with 30-foot rotodome	First flight 1996
Boeing	E-767		AWACS	proposal 1999,
Boeing	KC-767		Tanker transport aircraft, requirement of initial 100 aircraft, to be leased starting in 2004	Proposal 1999
Boeing	B-767-200ER	MMA	too large and expensive, with AN/APY-2 rotodome	Proposal 2002
Boeing	B-767-400ER	MC2A	Multi-sensor Command and Control Aircraft BMC4I	USAF Planned 2002
Boeing	KC-46A	Pegasus	Tanker aircraft	Production start in 2013, up to 179 planned First flight fully equipped aircraft in 2015
Convair	880		Transport, Air America	
Convair	880M		Transport, Air America	
Convair	Cv.990 CV990	Coronado	NASA flying laboratory for astronomical research	1965-1973+, 2 1975-1983, 1 1989-1993+, 1
	TF-1046			
Lockheed Martin	L-1101	Tristar	Passenger aircraft	
Lockheed Martin	L-1011		Transport aircraft	
McDonnell Douglas	DC-8		Transport aircraft	
McDonnell Douglas	DC-8		NASA Earth survey aircraft based on DC-8-62	1986, 1
McDonnell Douglas	DC-9		Freight transport aircraft based on DC-9-32, USN	12 in 1997 9 in 2000
McDonnell Douglas	DC-10		Passenger aircraft	
McDonnell Douglas	DC-10		Transport aircraft	
McDonnell Douglas	KC-10	Extender	Tanker aircraft (DC-10-30F airframe) with three retractable hose-and-drogue refueling systems + flying boom	First flight 1970, 1981, 59 in 1998 / 2013 / 2015

McDonnell Douglas	KC-10A	Extender	USN, Tanker aircraft	59 in 1981, 59 in 1998, 59 in 2002, 59 in 2013, 59 in 2015
	DC-10/ MD-10		Passenger to frighter conversion aircraft	1998
	MD-11		Passenger aircraft	
	MD-11		Transport aircraft	
	MD-80/83		Short-range passenger aircraft	
Lockheed	CL-1201		The Lockheed CL-1201 was a design study by Lockheed for a giant nuclear-powered transport aircraft in the late 1950s. One role envisaged was that of airborne aircraft carrier. (wikipedia)	1950s; none
Boeing		Stearman	Aircraft for Parasev 1A Rogalla kite-parachute vehicle	2
Grob Egrett II		T-RECS	High altitude platform with Tactical Radar Electronic Combat System	1, Tests in 2000
BAC	One-Eleven	CATB	Co-operative avionics test bed	Northrop Grumman 2000
Boeing		Super Frog	STOVL-NTATT – NoTail Advanced Theatre Transport	Studies 1998- 2000
Boeing		Pelican	WIG Super Airlifter study	2002
		ATT	Tilt-wing Advanced Theatre Transport	Proposal 2001
Scaled Composites		Proteus	NASA, High altitude research and reconnaissance aircraft	2000
	HULA		Hybrid Ultra Large Aircraft effort , USN	2003
Lockheed Martin		AMC-X	STOL transport according AMC-X requirement	Proposal 2006
Scaled Composites		White Knight	Carrier aircraft to launch e.g. X-37A	identified 2006
Antonov			Transport aircraft; AFSOC	2012
BAe	Jetstream 31		Light aircraft and transport	USN (unconfirmed), 1990s
Boeing		Big Bird	Long-endurance carrier- and launch platform for airborne ICBMs, of which 140 were planned.	1970s

There was a tri-service re-designation scheme in 1962. Thus second designations are later names for the same aircraft.

Further Literature:

Defence Update	81/1987	page 4	USN looks for E-2C and S-3A replacement
IDR	4/2006	page 50	YC-15 taken from museum
IDR	2/2007	page 29	C-40B LAIRCM
IDR	5/2008	page 28	DASH 7 ARL
IDR	8/2008	page 36f	ACS program
IDR	1/2016	page 32f	EMARSS platforms
MT	6/2006	page 24ff	US Army Joint Light Cargo
Proceedings	7/2008	page 80	USN Air Mobility - Logistics

WT	10/1981	page 39	C-X-Wettbewerb
WT	3/1982	page 17	Mohawk-Nachfolger; SEMA X
WT	5/1983	page 112	DHC UV-18A
WT	7/1983	page 106	EC-130Q und E-6A
WT	12/1983	page 40	Learjet und Kingair ersetzen CT-39 Sabreliner
WT	4/1984	page 79	Geleaste Flugzeuge werden ersetzt: CT-39 Sabreliner, 8 Stück durch: C-12F Beechcraft Super Kingair 200, 6 Stück und C-21A Gates Learjet 35A, drei Stück
WT	5/1984	page 130	C-21A roll-out, Learjet 35A
WT	5/1984	page 132	Sherpa bestellt

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