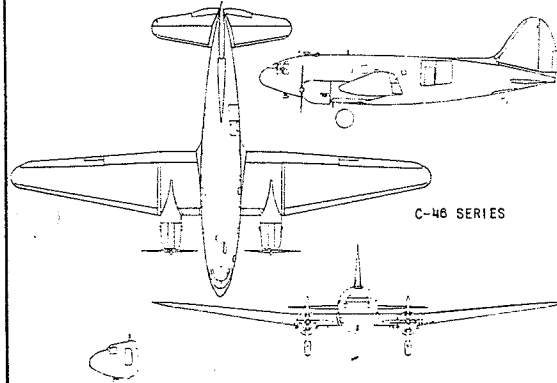
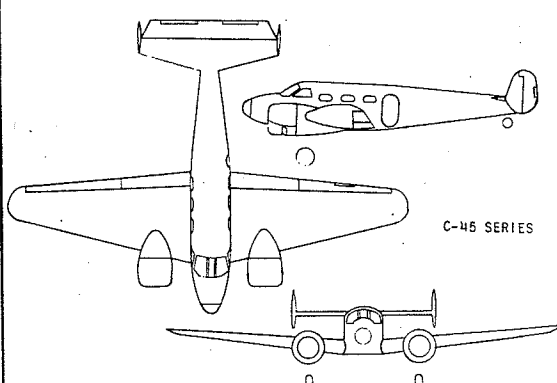


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MODEL DESIGNATION

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XC-46B, C-46E

AIRCRAFT MODEL & MFRGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
C-45, A, B, F (BH) UC-45C, D, E (BH) "EXPEDITOR"	AC-13015 AC-15580 AC-24998 AC-20828	116 111 210 3	AC-3213 {686 544 1200	C-45: All metal, 6 place transport with R-985-17 engines; prop/wing and tail de-icing. C-45A: like C-45 with R-985-M-1 engine, 23V system. C-45B: like C-45A with minor changes. UC-45C: like C-45 with 11 places. UC-45D: (2) AT-7 models with R-985-1 engines, 7 places. UC-45E: (2) AT-7B models with R-985-M-3 engines, interior changes. C-45F: model (C-183) with R-985-M-1 or -3 engines, 7 places, structure beefed-up. The AT-7 models were converted as personnel transports. T.O. 01-985C-1 1st ACCEPTANCE: MAR, 1942	1
C-46-CU	AC-15785 AC-24581 AC-15899 AC-19174	146 125 154 256	315-2/1943	Model (CM-20) used as cargo or ambulance plane, troop carrier or straight transport. Powered with R-2800-43 engines, Ham. Std. hydraulic props. 50 troops or 33 litters or 10000 lb. cargo. Has small cargo door. T.O. 01-251A-1 1st ACCEPT: 6/42	2
C-46A-(CU) -1 thru -85 C-46A-(CK) -1, -5, -85, -60 C-46A-(CS) -1, -60 C-46A-1-HI	AC-15785 AC-15899 AC-298 AC-40618 AC-19174	21 154 1 1000 256	AC-2458 {3020 630	Like C-46 except: R-2800-51 or -75 engines, Curtiss props, re-stressed for 45000 lb. in lieu of 40000 lb., larger cargo door. Used extensively in all theatres for general cargo and transport duties. T.O. 01-251A-1 1st ACCEPT: 10/42	3
XC-46B MOD. OF XC-46C SERIAL NO. 43-86953	(XC-46B) MOD. OF XC-46C SERIAL NO. 43-86953	1	-	XC-46B similar to C-46A-1 except: R-2800-34W engines, increased prop dia., 3 bladed prop in lieu of 4, engines equipped with new two-zone cowling, flat windshield installed. XC-46C Designation Cancelled. EST. FLIGHT: 18 MAY 1945	4
C-46D-CU -1 thru -20	AC-24581	1410	315-3/1945	Paratroop carrier, similar to C-46A with minor changes and addition of paratroop door on early C-46D. Later C-46D has double paratroop door installed. T.O. 01-251A-1 1st ACCEPT: 8/42	5
C-46E-1-CS C-46F-1-CU C-46G-1-CU (XC-113)	AC-40618 AC-24581 AC-24581	300 27 1	315-4/1945	C-46E like A with revised nose section and windshield, 3 blade Hamilton props, square wing tips. C-46E: outwardly similar to E except windshield. C-46E: like F except R-2800-34W engine. Redesignated (XC-113). C-46E & F have R-2800-75 engines. T.O. 01-251A-1 1st ACCEPT: 1945	6
C-46H C-46J CURTISS	AC-24581 AC-40618	1550 0 0	-	C-46H: similar to C-46 with R-2800-C engines, dual tail wheels and new cowl flaps. (Designation cancelled). C-46J: were to have been from C-46A contract but designation was never assigned.	7
XC-46K CURTISS	APP-406004	1 0	-	Originally planned to be standard C-46 with R-3350-BD engines, light personnel transport furnishings. Crew of 5 and 33 passengers. (Designation cancelled after project was dropped).	8
XC-46L CURTISS	AC-12511	2 0	-	Originally planned to be beefed-up standard C-46 with R-3350-D engines; Curtiss 4 bladed props; re-stressed to 51000 lb. in lieu of 45000 lb. and increased cargo load and improved performance. (Project cancelled).	9
C-47-DL C-47-DK A thru -90 "SKYTRAIN"	SEE NOTE (A) FOR TOTAL CONTRACTS	-	314-10/1943 314-21E/1944	All metal, low wing (DC-3) model used as cargo or ambulance plane, troop carrier, straight transport, glider tow plane. Used throughout all theatres and considered most versatile "work horse" during World War II. Powered with R-1820-92, single stage engines; Ham. Std. hydraulic props. 27 places or 18 to 24 litters or 10000 lb. cargo. 24 V. system in C-47A. T.O. 01-407E-1 1st ACCEPT: 11/42	10
NOTES: (A)	AC-15847 {449 503} 4 to C-48 DA-167 200 AC-20569 1190		DA-1043 150 AC-28405 {2000 1899} 1 to C-47B AC-40652 {2000 500}	AC-32735 {2000 1220 1100 0}	11

C-46
"CONQUERO"

WING:
Stressed skin construction, web type outer panel, truss type center panel ribs. Span-wise stiffeners reinforce the wing skin.

FUSELAGE:
Semi-monocoque. Cross section resembles figure 8 with large circle above. Floor is located at intersection of the two circles.

EMPERATURE:
All metal, multi-cellular, stressed skin type construction, (fixed portions). Movable surfaces are metal covered.

ALIGNING GEAR:
Conventional type gear fully retractable. Main gear embodies two also-pneumatic single shock struts braced fore and aft by tubular drag struts and side-wise by tubular brace struts. Tail gear is shimmy dampened, full-swiveling, non-steerable and self-centering.

DEVELOPMENT
CONTRACT INITIATED: JULY 11 1940
1st ACCEPTANCE: JUNE 1942

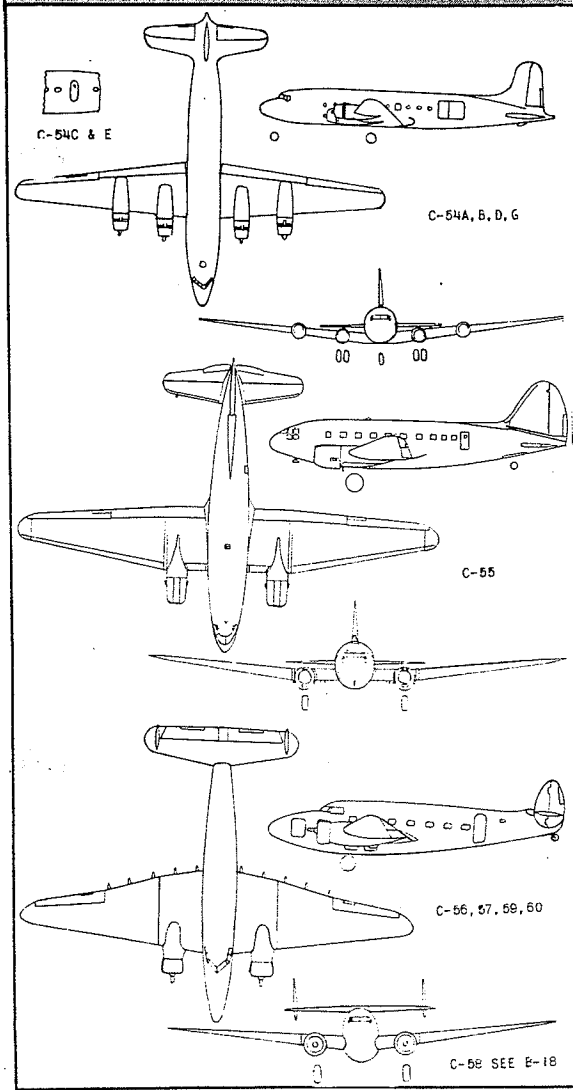
THREE VIEWS		MODEL DESIGNATION				PAGE 27		
		AIRCRAFT	CONTRACT	QUANTITY	SPEC.	DESCRIPTION	LINE	
		MODEL & MFR.	NUMBER		NUMBER			
		C-47B-1-DL C-47B-DK -1 thru -50 TC-47B-DK -5 thru -35 "SKYTRAIN"	AC-28405 AC-40652 AC-32735 AC-2032	1 1700 300 LIBD		Similar to C-47A except R-1830-30C engines with two speed blowers; nacelle cowling modified to provide air induction system incorporating ram, non-ram and carburetor heat positions. All being redesignated C-47D; TC-47B is navigational trainer, T.O. 01-4040-1. 1ST ACCEPTANCE: JAN. 1942	C-47 "SKYTRAIN"	1
		C-47C (XC-47C) C-47D-1-DL C-47D-DK -1 thru -30 TC-47D-DK -5 thru -25 "SKYTRAIN"	AC-20669 (C-47C)	1	314-22A/1945	XC-47C redesignated C-47C is a C-47A modified to accommodate EDO floats. C-47D will be all C-47B models changed to incorporate single speed, R-1830-30D engines in lieu of two speed blower. TC-47D: Trainer version.	STRUCTURE: Wing is of full cantilever 3 spar all metal design. Fuselage is of semi-monocoque all metal type. Enclosure is of multi-cellular, full cantilever, all metal design. Retractable slinging gear (main only) is conventional.	2
		C-48 C-48A, B, C DOUGLAS	AC-18964 AC-30829 AC-1826 AC-415	1 27 2 2	314-3	C-48 similar to C-47 except R-1830-82 engines; 21 places in lieu of 27 and minor changes. C-48A: converted C-47 equipped with 10 swivel chairs, typewriter desk, clothes closet, etc. C-48B: sleeper transport similar to C-48 (DST model). C-48C: identical to C-47 except for R-1830-82 engines and interior arrangement.	DEVELOPMENT CONTRACT INITIATED: AUG. 9 1940 1ST ACCEPTANCE: JAN. 1942	3
		C-49 C-49A, B, C, D, E, F, G, H, J, K DOUGLAS	AC-17846 AC-30489 AC-30829 AC-35715	19 17 56 1	314-4, -5, -6, -7, -8 DS-454 DS-455	C-49: basically similar to (DC-3) with 28 passengers, R-1820-71 engines. C-49A: like C-48 except 21 passengers in lieu of 24. C-49B: Navy R4B-2 model like C-48A with interior changes. C-49C: similar to C-48 except heavy deck, small door, troop-cargo version. C-49D: like C-49C with minor changes. C-49E: taken from the airlines, 21 passengers. C-49F: same as C-49E with sleepers for 14. C-49G: similar to E except engine change. C-49H: similar to E except interior. C-49J & K: troop carrier version of C-49. T.O. 01-4040-1 AND 4041-1. 1ST ACCEPTANCE: FEB. 1941	4	
		C-50 C-50A, B, C, D DOUGLAS	AC-17846	14	314-9/1941	C-50: similar to C-48A and B except R-1820-85 engines, 21 passengers, left hand door. C-50A: like C-50 with cargo interior and troop benches. C-50B: like C-50A except R-1820-81 engines and minor changes. C-50C: like C-50 except R-1820-79 engines. C-50D: troop and cargo version of C-50. 1ST ACCEPTANCE: JUNE 1941	5	
		C-51 DOUGLAS	AC-17846	1	314-9/1941	Similar to C-48A except R-1830-83 engines, troop benches for 28, cabin door on right side, reinforced floor. ACCEPTED: JUNE 1941	6	
		C-52 C-52A, B, C, D DOUGLAS	AC-17846	5	314-15, -16, -17, -18, (1941)	C-52: similar to C-50 except R-1830-92 engines, troop benches for 28, right hand door. C-52A: similar to C-52 with equipment changes. C-52B: same as C-52A with minor changes. C-52C: same as C-52B with minor changes. C-52D: (DESIGNATION CANCELLED). 1ST ACCEPTANCE: JULY 1941	7	
		XC-53A C-53B, C, D "SKYTROOPER" DOUGLAS	AC-28937 AC-30849 AC-18393 AC-20667 DA-1040 DA-1047	138 22 102 106 150 149 25	317-1/1942 SM-3364 DS-353 DS-457	C-53: similar to C-47 except small cargo door in lieu of large one and interior modified to accommodate paratroopers or light cargo. Powered with R-1830-92 engines. XC-53A: similar to C-53, full span single slotted flap and heated surface anti-icing. C-53B: same as C-53 except fuselage tanks added, winterization, radio changes. C-53C: like C-53 with interior changes. C-53D: like C-53C, 1st. C-53 with 24 V. electrical system. T.O. 01-4040-1 & 4041-1. 1ST ACCEPTANCE: OCT. 1941	8	
		C-54-DO C-54A-1, -5 (DO) C-54A-(DC) -1 thru -15 "SKYMASTER" DOUGLAS	AC-18411 DA-877 AC-20284 AC-27311 AC-361	5 15 172 127 1675 1155 1150	318-18/1942 318-28/1943	All metal, long range transport used to convey troops, passengers, casualties or heavy cargo. C-54: has R-2000-3 engines, deluxe liner of 16 places stressed for 52000 lb. C-54A: like C-54 except R-2000-7 engines, large cargo door added, radio changes, reinforced cabin floor, restressed for 62000 lb., troop or cargo version. T.O. 01-4040-1. 1ST ACCEPTANCE: MAR. 1942	9	
		C-54B-(DO) -1 thru -20 C-54B-1-DC "SKYMASTER"	AC-20284 AC-27311 AC-361	75 120 25		Like C-54A except two fuel tanks are eliminated in cabin and outer wing panel integral tanks are installed, 48 places in lieu of 56. R-2000-3 on early models and R-2000-7 engines on later models. C-54B-10-DO eliminated swinging boom hoist, other minor interior changes. T.O. 01-4040-1. 1ST ACCEPTANCE: SEPT. 1942	10	
		NOTES:						

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MODEL DESIGNATION

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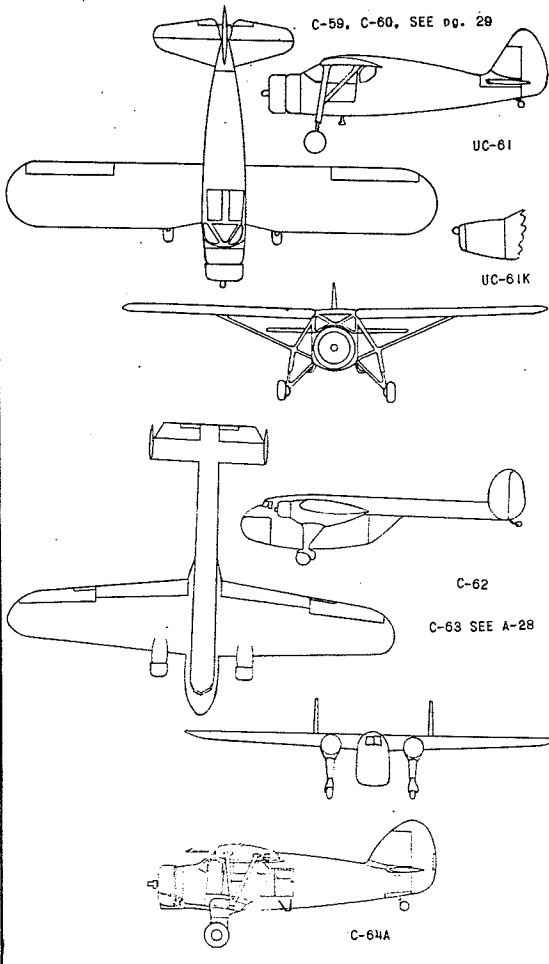


AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
C-54C "SACRED COW" DOUGLAS	-	1	-	Same as C-54A except for special elevator type hoist, a C-54 main cabin door, new emergency exits, auxiliary power plants for special equipment and deluxe interior arrangement and accommodations. Built for President Roosevelt.	1
C-54D-DC -1 thru -15	AC-27311	380	318-7/1941	Similar to C-54B except change to R-2000-11 engines. T.O. 01-2000-1 1ST ACCEPT: 1/25	2
C-54E-DO -1 thru -20	AC-361	1400 125	318-8/1941	Personnel and cargo version of C-54B with addition of collapsible inboard wing tanks and other minor changes. Accommodates 44 passengers. T.O. 01-2000-1 1ST ACCEPT: 1/25	3
XC-54F C-54F-DO	MOD. C-54-1	1	-	XC-54F: mock-up of C-54B-1 (no. 42-72321) with troop carrier modifications. Has two paratroop jump doors but does not have stub wing tanks. C-54F: similar to C-54D with troop carrier modifications. T.O. 01-2000-1 1ST ACCEPT: 1/25	4
C-54G-DO & DC -1 thru -15	AC-361	1275 162	-	Like C-54E except R-2000-9 engines and change to troop version. Has stub wing tanks, 48 places or 36 litters or carries 32500 lb. cargo. T.O. 01-2000-1 1ST ACCEPT: 1/25	5
C-54H C-54J XC-54K DOUGLAS	NO RECORD	-	-	C-54H: like C-54F except R-2000-9 engines. Does not have stub wing tanks. C-54J: like C-54E except modifications to accommodate 35 passengers. Has stub wing tanks. C-54K: like C-54E except R-1820-10 engines. Has stub wing tanks. T.O. 01-2000-1 1ST ACCEPT: 1/25	6
C-55 CURTISS	AC-19164	1	20-251/1941	Prototype Curtiss-Wright 20 purchased by AAF for use as personnel transport. C-55 cargo version powered with R-2600-17A engines, authorized prior to purchase of C-55. Transferred to England for Airline use. ACCEPTANCE: JUNE 1941	7
C-56 C-56A, B, C, D, E LOCKHEED	AC-30829 TREAS. DEPT. PO-432916 AC-32740 AC-19252	5 15 11 2 1	- FROM M. C. 1 316-6/1941 316-11/1942	C-56: commercial model (Lodestar 18) with R-1820-89 engines and six airline chairs and large divan, no radio. C-56A: model (18-11) similar to C-56 except R-1820-S1E20 engines and change to 17 places. C-56B: model (18-40) with R-1820-S1058 engines and 22 places. C-56C: model (18-07) similar to C-56B except R-1820-S1E20 engines. C-56D: model (18-08) similar to C-56C except R-1820-S1C30 engines. C-56E: similar to C-56A except R-1820-71 engines and interior arrangement, 18 places. T.O. 01-75CC-1 1ST ACCEPTANCE: AUG. 1941	8
C-57 C-57A, B, C, D	AC-19352 AC-39302 AC-32740	10 3 2	316-2/1941 316-7/1942	C-57: personnel transport similar to C-56 except R-1820-53 engines. Interior arrangement accommodating 18 places. C-57A: identical to C-57 except slight variations in equipment. C-57B: similar to C-57 except 18 troops accommodated. C-57C: converted C-50A with R-1820-43 engines. C-57D: same as C-57C except R-1820-52 engines. Three of four C-57 formerly for Chile, purchased by AAF and allocated to Canada. Fourth plane purchased by Pratt-Witney. 1ST ACCEPTANCE: JUNE 1941	9
C-58 DOUGLAS	B-18A CONVERTED	2	-	Conversion of B-18A bomber to transport type by removal of armament equipment and installation of passenger seats.	10
NOTES:					11

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C-65 SEE NEXT PAGE
C-66 SEE C-68
C-67 SEE B-23
C-68 SEE C-47

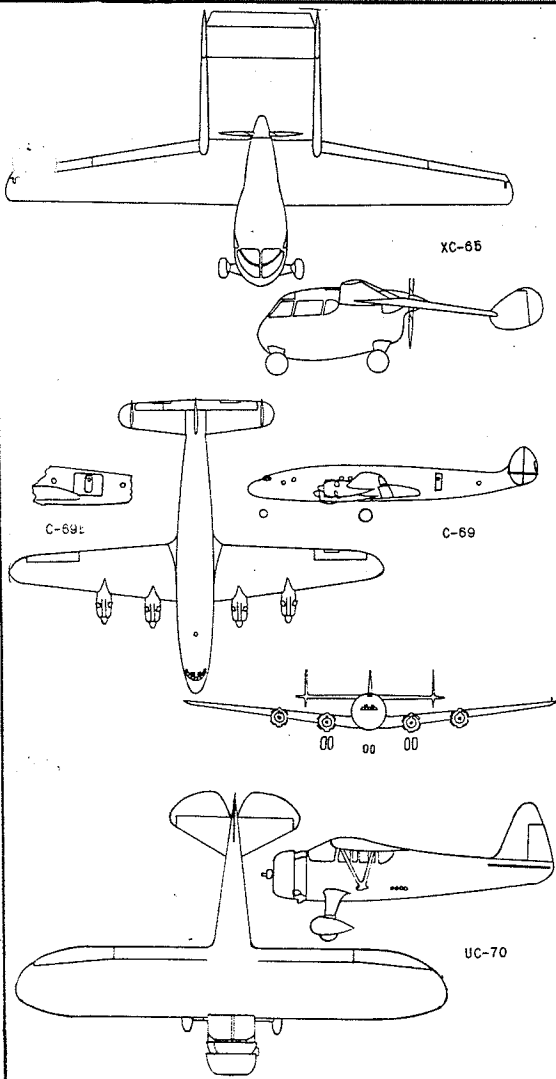
AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
C-59 LOCKHEED	DA-53	10	DA-316-3C (1942)	Troop transport adaptation of Lodestar model (18-07). Similar to C-56 series except R-1690-24 engines. Carries 18 troops. T.O. 01-75CF-1 1st ACCEPTANCE: DEC. 1943	1
C-60-L0 C-60, A, A-1, A-5 XC-60B C-60C *LODESTAR*	DA-53 DA-1029 AC-26618 AC-33349	15 67 200 691 33	- - - 2800	C-60: Troop transport adaptation of Lodestar model (18-59). Similar to C-59 except R-1820-87 engines. Carries 18 troops. C-60A: model (18-59-23) similar to C-60 except minor changes and addition to anti-icing system for windshield. XC-60B: similar to C-60A with added heated surface anti-icing equipment. C-60C similar to C-60A except larger cargo door, fuel tank in nose, change to G.F.E. auto-pilot, external parachute racks. T.O. 01-75CE-1 1st ACCEPTANCE: MAR. 1942	2
UC-61-FA UC-61, A, B, C, D, E, F, G, H, J, K *FORWARDER*	DA-173 DA-915 AC-28355 AC-1679 AC-30829 PD- —	112 99 525 130 8 11	DA-319-1/1941 DA-319-3/1942 603 2583	UC-61: wood-metal-fabric construction, model (24W-41) with R-501 engine, 4 places. Procured for British. UC-61A: model (24W-41A), Sup.-Scarab 185-D engine, 4 places. UC-61B: model (24-4), Sup.-Scarab 603-E, 4 places. UC-61C: model (24A-9), Ranger S-410-81 engine, 4 places. UC-61D: model (51-A), F.W. "WASP" JRF, 5 places. UC-61E: model (24W), Ranger S-410-81, 4 places. UC-61F: model (24R-9), like UC-61E. UC-61G: model (24W-40), Sup.-Scarab 60-A, 4 places. UC-61H: model (24G) like UC-61F. 2 or 4 places. UC-61I: model (24CB-F), Ranger S-250-82, 3 places. UC-61K: like UC-61A except L-140-7, 1st ACCEPTANCE: AUG. 1941	3
YC-62 C-62 MACO	AC-22368	253 0	1131 R-320-1	High wing personnel transport of wood-metal-fabric construction. Powered with R-1830-92 engines and accommodates cargo loads or 19 passengers. (C-62 was cancelled and YC-62 never completed).	4
C-63 *HUDSON* LOCKHEED	DA-471	100 0	2398	Mid-wing, all metal transport same as model A-29 except for benches being added. Armament and radio same as for A-29. (Redesignated A-29A due to the fact that changes were not sufficient from basic A-29 series to warrant a transport designation).	5
YC-64-ND C-64A-ND UC-64R-ND *NORSEMAN*	AC-21632 AC-28393 AC-1072 AC-37822	7 420 650 329 8	509 319-1/1944 319-1/1944 319-25/1944	High wing, externally braced, wood-metal-fabric construction; powered with R-1340-44 engine, accommodates 6 passengers or 4 liters of 1200 lb. cargo. YC-64: service test model. C-64A: production model of YC-64 with radio change. UC-64R: similar to C-64A except interior changes and addition of floats. Procured from Royal Canadian Air Force for U.S. Corps of Engineers in Northwest. T.O. 01-55CB-1 1st ACCEPTANCE: OCT. 1941	6
XC-65 STOUT	PO-5530	1	15	High wing, pusher-type plane powered with Franklin engine and seats 2 persons side by side. Manufacturer claims spin-proof characteristics and practically automatic control. Has four wheels of which front pair are steerable. Twin-boom type of all metal construction. Crashed and burned (Project dropped).	7
C-66 LOCKHEED	PO-786	1	2341	Basically a Lockheed model (18-16) designed for private operation accommodating 11 passengers in lieu of 14. Similar to C-56D and powered with R-1820-53 engines. ACCEPTED: DEC. 1941	8
C-67 (MOD. B-23) DOUGLAS	AC-9977	11	-	Model B-23 reworked to meet transport requirements. Powered by R-2600-3 engines. T.O. 01-40EC-1	9
C-68 DOUGLAS	PD-11247	2	31W-19	Similar to C-47 (DC-3) model except for cabin arrangement accommodating 21 passengers in lieu of 27. Powered with R-1830-92 engines. 1st ACCEPTANCE: DEC. 1943	10

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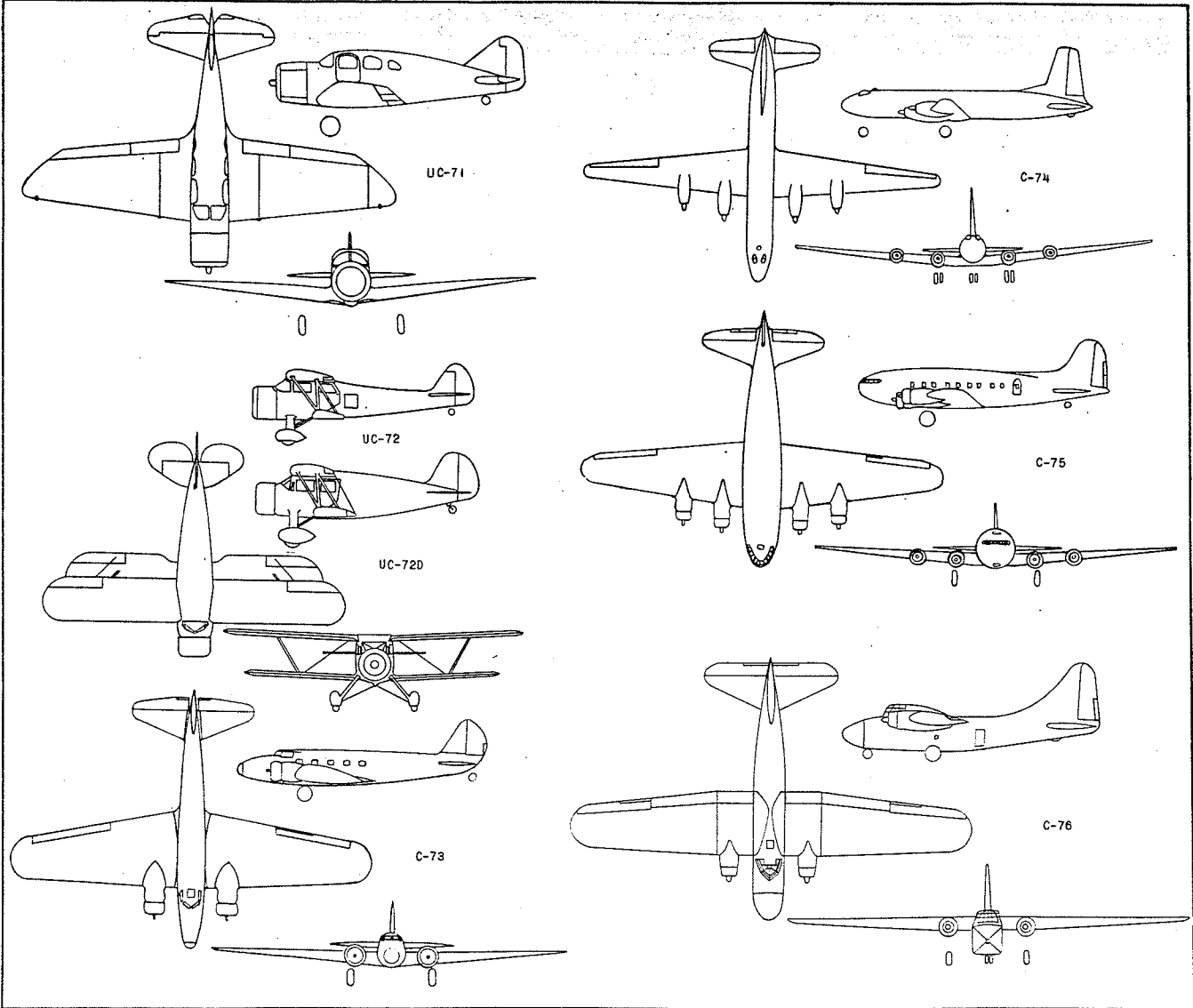
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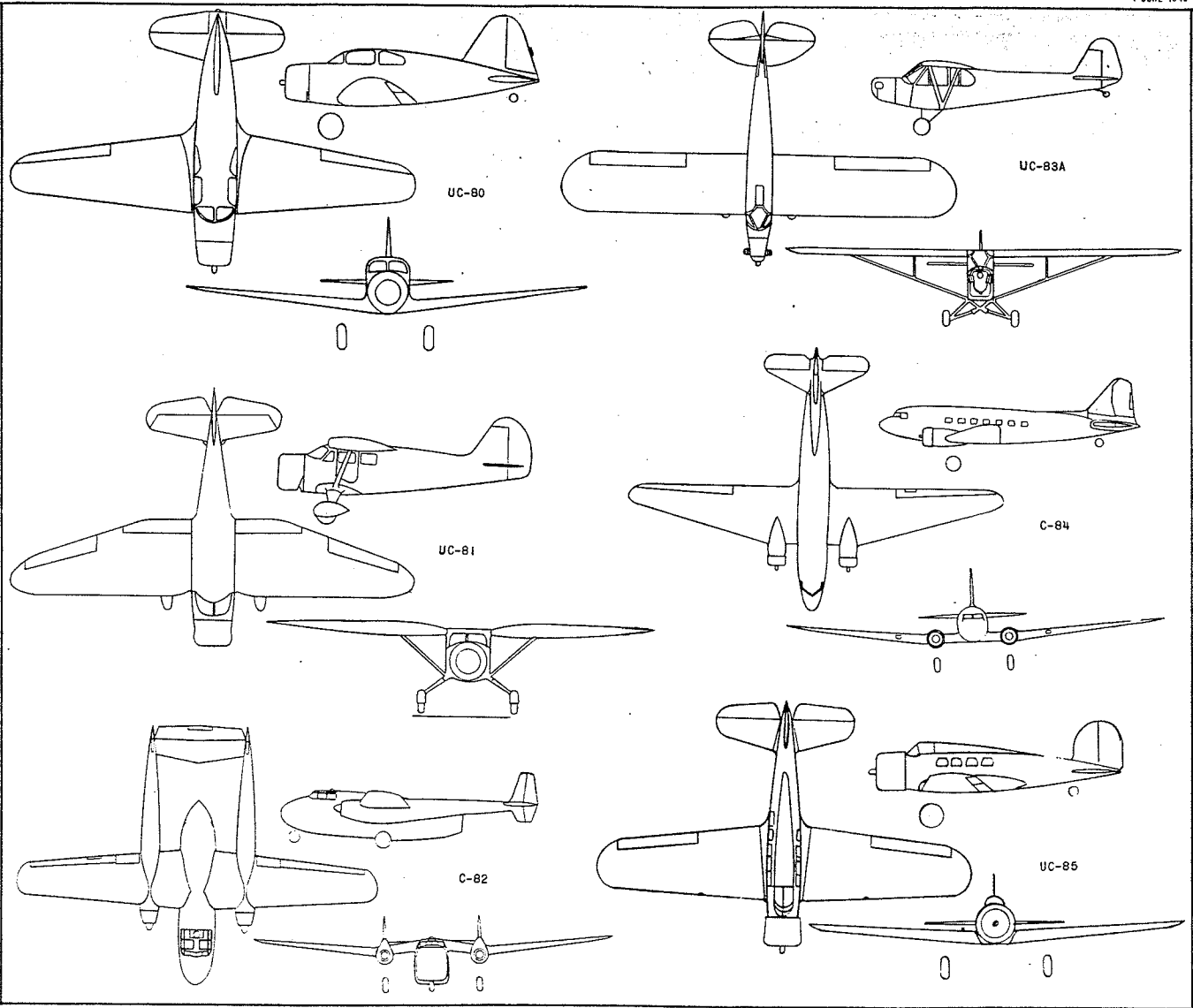
THREE VIEWS

MODEL DESIGNATION



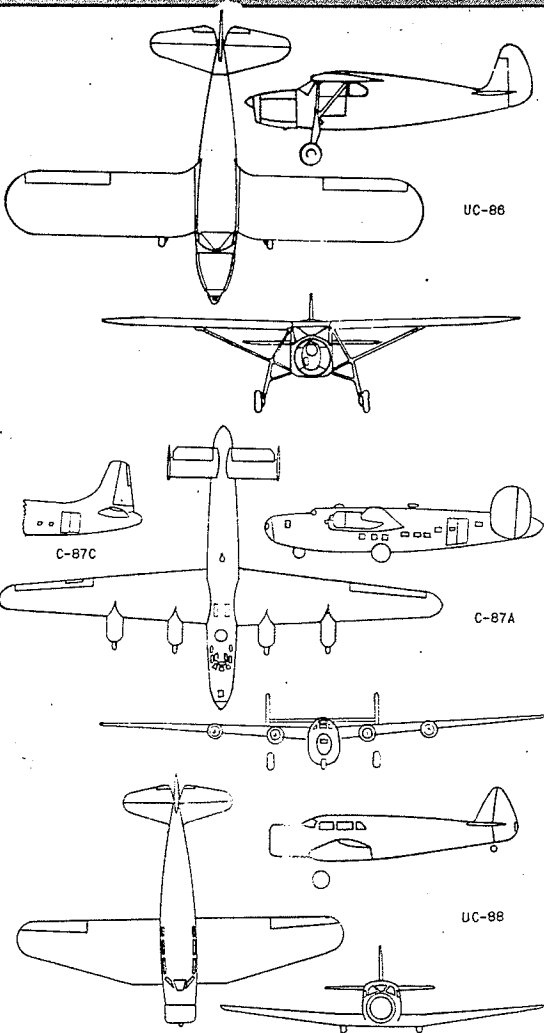
AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
C-69, -1, -5 (LO) C-69 A & B (LO) C-69 C-1-LO	AC-26610	251 50 100	2513	Low wing, all metal transport model (49-10) with dual tricycle retracting landing gear and triple fins. C-69: powered with R-3350-25 engines with two-speed engine, accommodations for 60 places. C-69A: like C-69 with accommodations for 100 troops. (Contract cancelled). C-69B: like C-69A with 94 troops in lieu of 100. (Contract cancelled). C-69C: powered with R-3350-35A, two-speed engines, has 43 places. 9 purchased from T.W.A. Single speed blower only, being used on all C-69 models at present.	1
CONSTELLATION	AC-11111 AC-32089	3 10	-	Similar to C-69C-1 except change to Wright "C118 RDI" engines, restressed to accommodate 100000 lb. take-off weight, thermal anti-icing in lieu of de-icer boots and fuel and oil capacities increased. (Project cancelled).	2
C-69D *CONSTELLATION* LOCKHEED	AC-11111	3	-		2
XC-69E *CONSTELLATION* LOCKHEED	-	1	-	First C-69 airplane redesignated XC-69E by changing from R-3350-35 engines to R-2800-C engines. Thermal anti-icing wings and tail surfaces.	3
UC-70 UC-70, A, B, C, D	AC-30829 PO-29573 LEASED TO AIRLINES	18 1 1	640	UC-70: model (DGA-15F), 5 place, high wing, closed cabin monoplane, P&W "WASP JR. S8" engine. UC-70A: model (DGA-12), 5 place, Jacobs L-6 engine. UC-70B: model (DGA-15J), 5 place, Ham. Std. prop, Jacobs L-6M8 engine. UC-70C: model (DGA-8), 5 place land or seaplane, Wright R-670E-2 engine. UC-70D: model (DGA-9), 5 place land, Jacobs L-5 engine.	4
UC-71	AC-30829	15	628	Low wing, all metal, model (EXECUTIVE 7M) powered with P&W "Wasp Jr. S8", Hamilton Std. prop. Accommodates 4 passengers. Landing gear fully retractable, electrically operated.	5
UC-72-WO UC-72, A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q	AC-30829 MISC. PO AC-40812	21 18 5	714	UC-72: model SRE, 5 place, P&W "WASP JR. S8". UC-72A: model ARE, 5 place, Jacobs L-6M8. UC-72B: model EGC-8, 5 place, Wright R-760-E2. UC-72C: model HRE, 5 place, Lycom. R-680-E5. UC-72D: model YKS-7, 5 place, land or seaplane. Cont. No. 5704. UC-72E: model ZGC-7, 5 place, Jacobs L-5. UC-72F: model CUC-1, 5 place, R-760-E. UC-72G: model AGC-6, 4 place, land or seaplane, Jacobs L-6. UC-72H: model ZGC-6, 5 place, land or seaplane, Jacobs L-5. UC-72I: model AWM-8, 5 place, land or seaplane, Jacobs L-6. UC-72J: model YKS-7, 5 place, Jacobs L-4. UC-72K: model ZKW-8, Jacobs L-5. UC-72L: model ZKS-7, 5 place, Jacobs L-5. UC-72M: model YOC-1, 5 place, Jacobs L-5 or 5A. UC-72N: model AGC, Jacobs L-5. UC-72O: model ZGC, similar to UC-72B.	6
C-73	AC-30829	27	558	Low wing, all metal, personnel transport model (247-D) powered with R-1340-53 engines and accommodating 10 passengers. Purchased by Defense Supply Corp.	7
C-74-00 *GLOBE MASTER*	AC-27042	50 13	322-1	Low wing, all metal combat transport powered with R-4360-27 engines and Curtiss, 4 bladed, electric props. Accommodates 125 troops or 108 litters or 9900 lb. of air-borne task force material. Has "bug eye" type canopy top-fore of fuselage and twin-wheel tricycle retracting landing gear.	8
C-75 *STRATOLINER* BOEING	DA-1062	5	-	Low wing, all metal personnel transport model (307) powered with R-1820-G 105A engines and accommodating 33 passengers. Conventional type plane with supercharged cabin. Purchased from T.W.A.	9
YC-76 & A-1-CX C-76A-1-HI C-76-CS *CARAVAN*	AC-27018	1400 25	-	High wing, all plywood troop or cargo carrier model (P-269) powered with R-1830-92 engines and Hamilton Std., hydromatic props. Accommodates 48 troops or 18 litters or 11000 lb. of air-borne task force material. Plane especially suited to small fields conducive to crash landings. Fuselage redesigned on models after YC-76.	10
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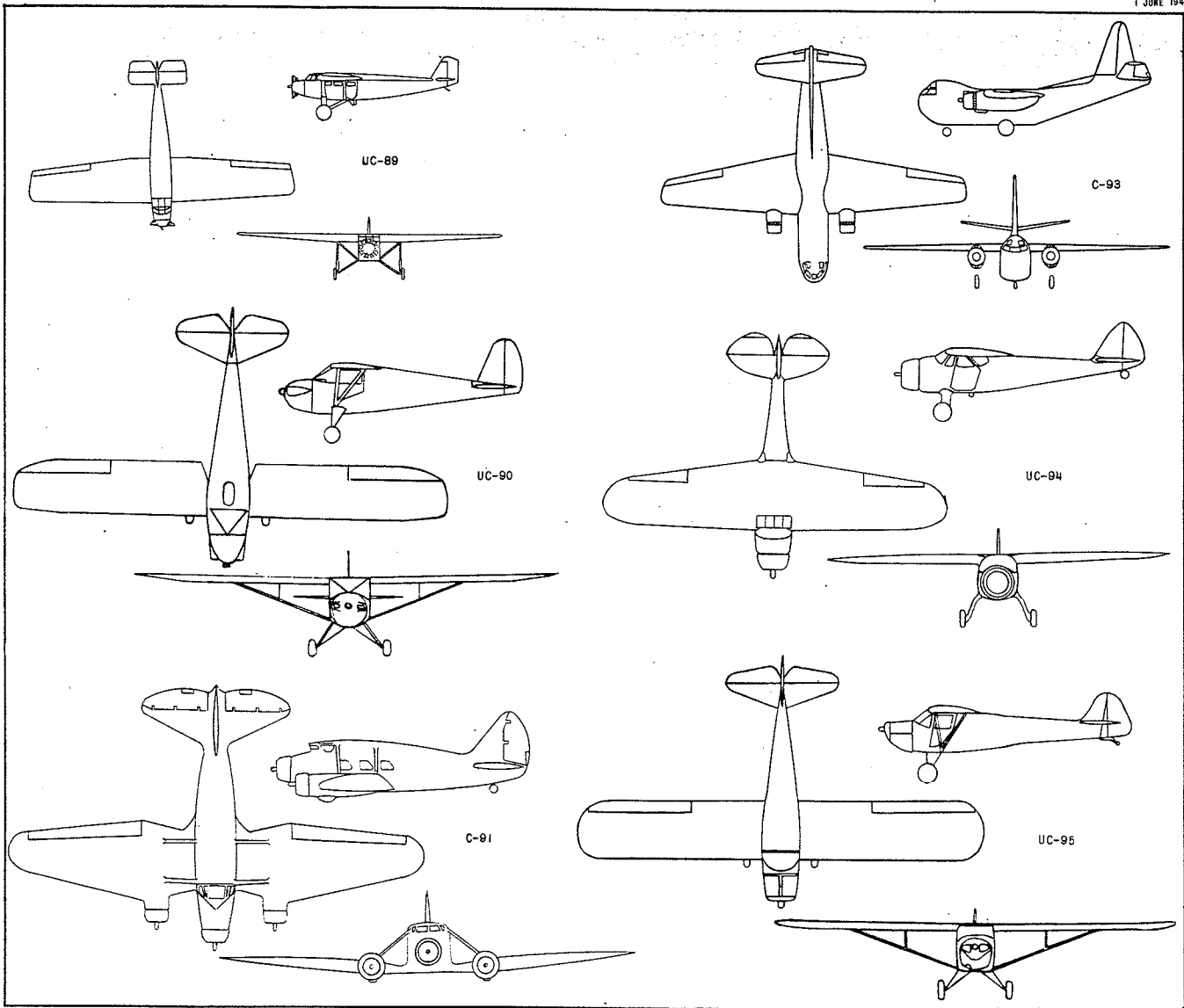


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MODEL DESIGNATION

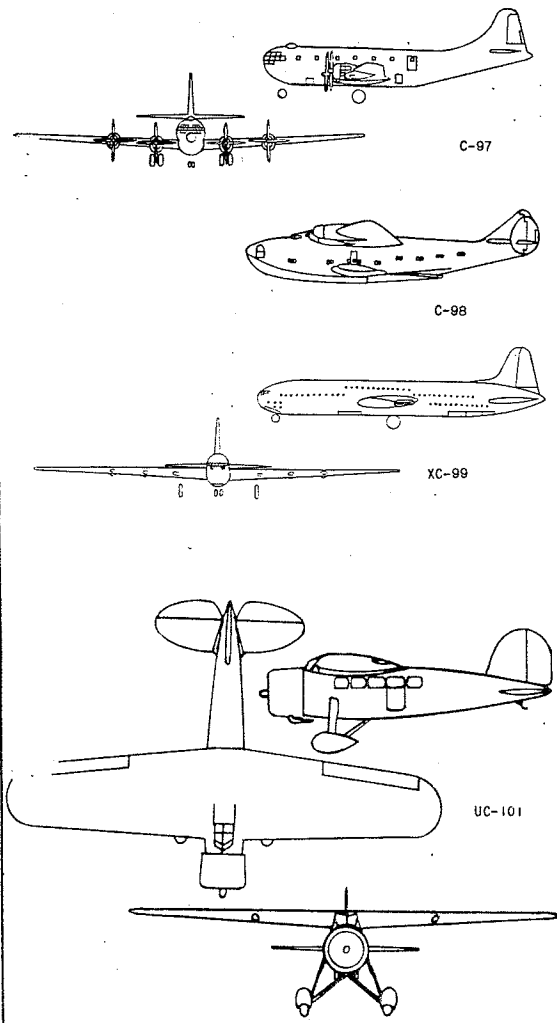


AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
UC-86 XUC-86 A & B FAIRCHILD	AC-30829	10	706	UC-86: model (24840) similar to UC-61 in basic construction. Powered with Ranger 6-410B3 engine, 4 places. XUC-86A: similar to UC-86 except Ranger L-400-7 engine. XUC-86B: similar to UC-86 and used to obtain flight test data on Franklin XD-405-7 engine. Procured by Defense Supply Corps.	1
C-87-CF C-87, A, B, C "LIBERATOR EXPRESS"	AC-18723 AC-811	180 175 111	C-321/2A/1942 2D-32-013	B-24 model converted to cargo-transport type by having armament equipment removed and other changes. C-87: R-1830-13 or -65 engines installed, 20 places or 12000 lb. cargo, 1-.50 cal. tail gun. C-87A: de-luxe passenger version of 16 places. C-87B: like C-87 except 6-.50 cal. guns in lieu of 1 .50. C-87C: Navy model RV-3, single tail. (No Army model procured). T.O. D-3-56-1 1st ACCEPTANCE: SEPT. 1942	2
UC-88 FAIRCHILD	AC-30829	2	-	Fairchild model 245, 5 place cabin land monoplane powered with Wright R-760-E2 engine. Similar to Navy JX-1. Purchased by Defense Supply Corps.	3
UC-89 HAMILTON	AC-30829	1	-	Hamilton model H-47, 6 place cabin land monoplane powered with Pratt-Whitney R-1690-5 "Hornet" engine. Purchased by Defense Supply Corps.	4
UC-90 UC-90 & A LUSCOMBE	PD-1225	2	-	Luscombe "Silvaire" model 8A, 2 place cabin land or sea monoplane powered with Continental A-65 engine. UC-90A: model 8B, similar to UC-90 except Lycoming O-145-B2 engine. Purchased by Pan-American Depot.	5
C-91 VULTEE (STINSON)	PD-1253	1	-	Low wing, steel-fabric, model "A", trimotor plane powered with Lycoming R-680-85 engines and accommodating 10 places including crew. Purchased by Pan-American Depot.	6
UC-92 FUNK	PD-1225	1	-	High wing, strut-braced, 2 place light plane, model 5-75L powered with Lycoming O-145-C2 engine. Purchased by Pan-American Depot.	7
C-93A-BU	APP-309827	600	315-1/1942	Stainless steel, high wing cargo monoplane with loading ramp. No Army models procured. Navy RB-1's disposed of as surplus and purchased by National Skyway Freight, the "Flying Tiger" line. Powered with (2) R-1830-92 engines.	8
UC-94 "AIR MASTER" CESSNA	AC-30829 PD-25104	2 1	701	High wing, wood-metal-fabric construction, model C-165, 2 place cabin land or sea monoplane powered with Warner "Super Scarab-155" engine.	9
UC-95 TAYLORCRAFT	-	-	-	Taylorcraft model 5L-55, 2 place, cabin land monoplane powered with Lycoming O-145-B1 engine. Redesignated L-2F-TA.	10
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THREE VIEWS

MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
UC-96 FAIRCHILD	AC-30829	3	-	Fairchild 1929 model "71", 7 place cabin land or seaplane powered with Pratt-Whitney "Mass" C1 or SC1 engine. Purchased by Defense Supply Corps.	1
XC-97 BOEING	AC-34438	3	X-324-1A/1945	Model 357, cargo-transport version of B-29. Powered with R-3350-23 turbo engines and Ham. Std. hydromatic props. Provisions for 142 troops or 85 litters or 36000 lb. cargo. Crew of 5. EST. FLIGHT: 9 NOV. 1944. INITIATED: 1/23. EST. ACCEPT: 6/25.	2
YC-97 BOEING	AC-12450	10	-	Like XC-97 except R-3350-57 engines, fuel increase, 134 troops or 83 litters in lieu of 142 troops or 85 litters. EST. FLIGHT: JUNE 1946. EST. FLIGHT DATE: 6/26/46.	3
YC-97A BOEING	AC-12450	10	-	Like YC-97 except R-4350-35 engines, Curtiss electric props, restressed for 130000 lb., 132 troops or 83 litters or 46000 lb. cargo. Crew of 4. EST. FLIGHT DATE: 9/24/46.	4
YC-97B BOEING	AC-12450	1	-	Passenger version of YC-97A with Ham. Std. hydromatic props, provisions for 81 passengers. Crew of 5 to 7. EST. FLIGHT DATE: 10/4/46.	5
C-98 BOEING	AC-21207 DA-914	1 2	-	Boeing model B-314A, cabin flying boat with spousons. Powered with GR-2500-A2A engines and Ham. Std. hydromatic props. Crew of 15, day places for 74 or 40 for night flights or in lieu 10500 lb. cargo. One purchased for AAF and operated by Pan-American.	6
XC-99 CONSOLIDATED	AC-34454	1	X-325-1/1945	All metal, cargo-transport-ambulance version of XB-35. Two decker cargo compartment with middle and rear loading doors in bottom of fuselage. Powered with (6) R-4350-25 pusher engines, B1 type turbo, Curtiss electric props, crew of 10. ESTIMATED FLIGHT DATE: OCT. 1946.	7
UC-100 NORTHROP	PD-12293	1	-	All metal, low wing model 2-52 "GAMBIA", 2 place, forerunner of A-17. Fixed landing gear faired with "Spats". 1933 model procured by AAF in 1941 or 1942. Powered with (1) R-1820-15 engine.	8
UC-101 LOCKHEED	W-509-3441	1	-	Five place, commercial "VEGA" 5-C, 1933 model procured in 1942. Essentially similar to Y1C-12 of 1931. Purchased by Corps of Engineers.	9
UC-102 & A REARWIN	DA-416 DA-1062	2 1	-	Two place, commercial model "900C-KR" and 3 place model "6135". Two purchased by Pan-American and one by T. W. A.	10
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C-97 "STRATOCRUISER"

WING: Full cantilever, two-beam, all metal design similar to B-29 wing. Integral fuel tanks.

FUSELAGE: All metal semi-monocoque structure of figure "8" cross-section. Lower section is basically modified B-29 fuselage. Fuselage is pressurized except nose wheel well and aft tail section. Cargo doors located in aft lower fuselage surface.

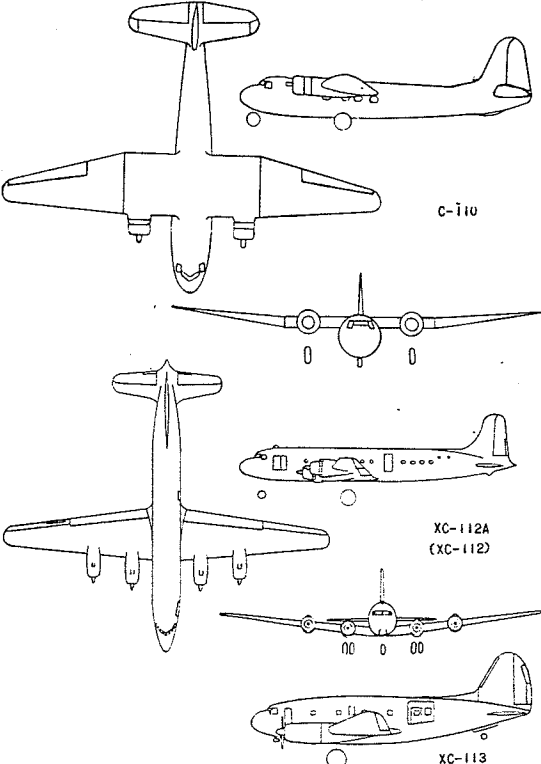
OPENINGS: Fixed surfaces are all metal cantilever structures, movable surfaces are metal covered.

ALIGHTING GEAR: Main gear: twin wheel oleo pneumatic single strut retractable type. Auxiliary gear: twin wheel oleo pneumatic single strut retractable type.

THREE VIEWS

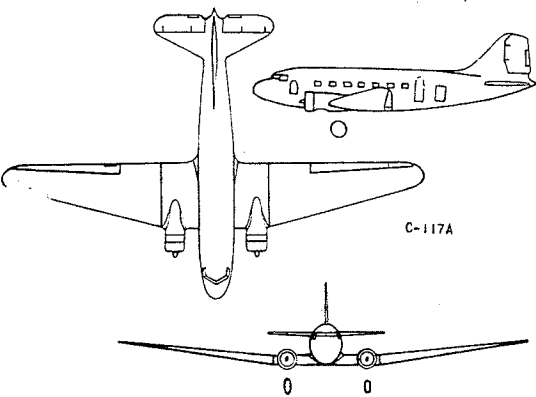
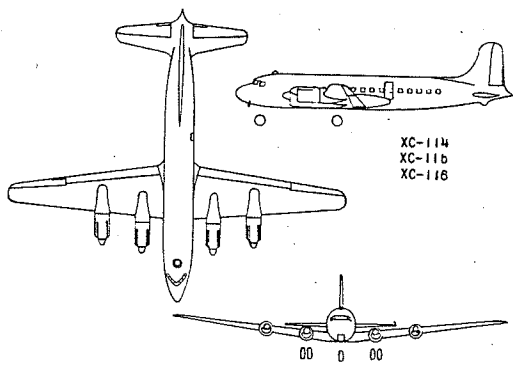
MODEL DESIGNATION

AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
UC-103 GRUMMAN C-104A-1-L0	DA-416 AC-40713	12 (100 10)	-	UC-103: Grumman commercial model G-32A, two place cabin land biplane powered with SR-1820-F52 engine. Similar to Navy SF and FF-1 models. C-104A-1: (Designation was cancelled).	1
XC-105 (XB-15) BOEING	-	1	-	XB-15 redesignated as cargo type by removal of all guns, turrets and bombing equipment. Stripped for load carrying and fitted with cargo loading door.	2
C-106 "LOADMASTER" CESSNA	AC-40091 CTI-1400	500 0 0 200 0	-	High wing Cessna "Loadmaster", crew of 2, cargo capacity of 4000 lb. and powered with (2) R-1340 engines.	3
XC-107 "SKY CAR" STOUT	-	1	103	Experimental military model of Stout "Skycar III A", two place, pusher type, twin booms, powered with Lycoming O-290 engine.	4
XC-108, A, B BOEING YC-108 VEGA	MODIFICATIONS OF B-17's	4	-	Modifications of B-17E and F airplanes as follows: XC-108: converted as personnel transport, (1) B-17E. XC-108A: converted as cargo plane, (1) B-17E. XC-108B: converted as "flying fuel tanker", (1) B-17E. XC-108: converted as personnel transport, (1) B-17E.	5
XC-109 C-109 FORD	MODIFICATIONS OF B-24's	-	-	"Flying Tanker", modification of B-24 series used for ferrying gasoline over "Hump" from India to China. (1) XC-109: converted from B-24E. C-109: approx. (204) B-24W model converted.	6
C-110 DOUGLAS	PO-6838	3	-	Commercial model DC-5, (26) place, passenger monoplane, similar to Navy XR40-1, procured from Netherlands East Indies for use in Southwest Pacific area. Powered with GR-1820-79 engines.	7
C-111 LOCKHEED	PO-6838	3	-	Commercial model (4, (14) place, transport monoplane, similar to Navy XR40-1, procured from Netherlands East Indies for AAF use. Powered with (2) R-1820-F52 engines.	8
XC-112 & A DOUGLAS	AC-361	1	DS-478	Military prototype of commercial model DC-6 transport. Essentially an elongated and higher powered version of DC-4 (Army C-54, Navy R50). XC-112: has R-2800-22W engines; (Project cancelled). XC-112A like C-54B, but R-2800-85 engines. EST. FLIGHT: FEB. 1946	9
XC-113 (C-466-1) CURTISS	AC-24581	1	-	One C-466 model procured for testing T-31-3 gas turbine engines and redesignated XC-113, serial no. 44-78945. EST. FLIGHT: MAY 1946	10
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MODEL DESIGNATION



AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XC-114 DOUGLAS	-	{ 1 0	-	Similar to C-54E except 40' longer pressurized fuselage. Was to have been XC-112A with Allison V-1710-133 engines. Project discontinued and the four nacelles are to be used for future testing on the XC-112A. EST. FLIGHT: JULY 1946	1
XC-115 DOUGLAS	-	{ 1 0	-	Similar to XC-114 except Packard V-1650-20SH engines. (None procured).	2
XC-116 DOUGLAS	-	{ 2 0	-	Similar to XC-114 and XC-115 except for thermal anti-icing system incorporated on the wing and control surfaces. Engines changes unknown. (None procured).	3
C-117A-1-DK	AC-2929	{ 17 0	-	Deluxe 21 place commercial model DC-3 procured for AAF as personnel transport. Powered with (2) R-1830-90C engines, Hamilton Std. hydromatic props. T.O. 02-10N-1	4
C-117B-DK	AC-2929	17	-	All C-117A-1 airplanes converted as C-117B by deleting high blower on R-1830-90C engines and changing to R-1830-90D engines with single speed blower.	5
XC-118 SACRED COW 11 DOUGLAS	AC-14756	1	-	Airplane number 45-505, basically a Douglas DC-6 powered with four R-2800CA-15 engines. Gross weight of approx. 93000 lb. and a 4000 mile range with 4200 gal. fuel. Deluxe interior with accommodations in private stateroom for 7 day or 4 night passengers and the forward cabin accommodates 40 day or 12 night passengers.	6
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MODEL DESIGNATION

AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XF-1 YF-1 F-1A FAIRCHILD	- AC-3167 AC-3780	1 1 1	-	Model 71, two place, high wing externally braced, photo plane with R-1340-D engine. Wing folds back. XF-1 originally designated XC-8, redesignated XF-1, reverted to XC-8. YF-1 and F-1A built as such, and redesignated C-8 and C-8A respectively. Some C-8A's fitted as twin-float seaplanes.	1
F-2,A,B (BH)	AC-12398 AC-40082 AC-3213 AC-12967	13 17 17 10	502-1	F-2: modified commercial 185, 3 place, all metal;(2)R-985-19 engines. F-2A: basically same as C-45; with 4 cameras, provisions for nose fuel tank(37 gal.); powered with R-985-AN-1 engines. F-2B: like F-2A except trimetrogon camera installed in baggage compartment.	2
YF-3-00 F-3A-00	AC-12967 AC-32732 AC-40035	3 10 35	-	YF-3: modified A-20 with provisions for tandem T-3A camera in place of bomb installation. Powered with (2) R-2600-7 engines. F-3A: modified A-20J and K airplanes to accommodate photo equipment. Lower .50 cal. gun removed.	3
F-4-LO F-4A-1-LO	AC-15646	120 119	-	F-4: converted P-38E models to accommodate four type K-17 cameras. Armament deleted, drop tank added. V-1710-27 and 29 engines. F-4A-1: same as F-4 except V-1710-48 and -53 engines.	4
F-5A-LO A-1,-2,-3,-10 XF-50	AC-21217 AC-15646 AC-21217 AC-21217	29 1 20 140	A-1 A-2 A-3 A-10	F-5A-1: same as F-4A-1 except 5 cameras in lieu of 4 and V-1710-51 & 55 engines. F-5A-2: same as F-4 except 5 cameras in lieu of 4. F-5A-3: same as F-5A-1 except demand oxygen, 8-13 turbos. (P-38G modified). F-5A-10: same as F-5A-1 except G-5 and G-6 starters in lieu of F-1 and F-2, demand oxygen added (P-38G modified). XF-50: one F-5A model with nose section modified to accommodate photographer-observer to operate K-17 camera. One camera installed in each tail boom.	5
F-5B-1-LO F-5C-1-LO	AC-24636 -	200 -	B-1 C-1	F-5B-1: same as F-5A-10 except V-1710-89 and 91 engines, (P-38H modified). F-5C-1: same as F-5B-1 except various camera rearrangements and additions.	6
F-5E-2-LO F-5E-3-LO F-5F-LO	MOD. P-38J NO RECORD	NO RECORD	-	F-5E-2: modified P-38J-15 as photo plane. (MOD. CENTER CHANGE). F-5E-3: modified P-38J-25 as photo plane. F-5F: similar to F-5C except for additional cameras. P-38J made in accordance with "mock-up" for 1944 schedule.	7
F-5E-4-LO F-5F-3-LO F-5G-6-LO	MOD. P-38L NO RECORD	NO RECORD	-	F-5E-4: modified P-38L-1 as photo plane; V-1710-111 and 113 engines. F-5F-3: modified P-38L-5 as photo plane; same engines as F-4. F-5G-6: modified P-38L-5 as photo plane; same engines as F-3. Fuel system revised and new, longer photo nose replaces fighter nose.	8
F-6A-1-LO	DA-140	57	-	P-51 model modified to accommodate two K-24 cameras for photo missions. Armament not affected. Powered with V-1710-39 engine.	9
F-6B-1-NA F-6C-1-NA F-6C-1-NT	AC-30479 AC-33923 AC-33940	35 71 20	-	F-6B-1: modified P-51A to accommodate two K-24 cameras. Armament not affected. Powered with V-1650-3 engine. F-6C-1-NA: modified P-51B-1-NA, two K-24 cameras, V-1650-3 engine. F-6C-1-NT: modified P-51C-1-NT, two 24 cameras and provisions for K-17 and K-22 cameras, V-1650-3 engine.	10
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MODEL DESIGNATION

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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
F-6C-5-HT F-6C-10-HT F-6D-5-NA F-6K-HT	MOD. (C-1) MOD. (B-1) AC-40053 AC-2400 AC-40053	1 1 1 1 163		F-6C-5: modified P-51C-5, two K-24 cameras and provisions for K-17 and K-22 cameras; Y-1650-7 engine. F-6C-10: modified P-51C-10, two K-24 cameras; Y-1650-7 engine. F-6D-5: modified P-51D-5 as photo plane; Y-1650-7 engine. F-6K: modified P-51K as photo plane; Y-1650-7 engine.	1
XF-7-CO F-7-FO F-7A-CO F-7B-CO	MOD. B-24D MOD. B-24H MOD. B-24J MOD. B-24J	1 1 1 1 88		XF-7: modified B-24D; eleven cameras; R-1830-43 engines. F-7: modified B-24H, three cameras each in nose and rear bomb bay; R-1830-43 engines. F-7A: modified B-24J; cameras as for F-7; R-1830-65 engines. F-7B: modified B-24J, no cameras in nose, six in rear bomb bay; R-1830-65 engines.	2
F-8-DH "MOSQUITO"	AC-7227	40 12		Two place, model MARK IX "MOSQUITO" built in Canada on reciprocal lend lease contract. Modified to AAF requirements. All wood structure; (2) Y-1650-1 engines, drop wing tanks; no armament. Equipped with two K-17 or two K-22 and one K-17 or K-22 cameras.	3
F-9 (80,VE,00) F-9A,B,C (80)	MOD. B-17F & B-17G	75		F-9: modified B-17F (80,VE,00); 3 cameras in nose, 2 in radio compartment and several in tail; R-1820-97 engines; all armament equipment remains. F-9A: modified B-17F; similar to F-9 except additional cameras. F-9B: modified B-17F; similar to F-9A except type A-1 control in nose; split vertical cone in radio compartment. F-9C: modified B-17G; three cameras; R-1820-97 engines; chin turrets removed.	4
F-10-NA	MOD. B-25D	-		B-25D modified as photo plane, powered with R-2600-13 engines. Hamilton Std. hydromatic props. Armament retained.	5
XF-11 (HU) F-11 & A-1 (HU)	AC-1079	2 100 0	R-503-2 503-1A	Two place monoplane designed for high altitude photo missions. All metal, twin tail booms, twin fins, pressurized cabin, two 8 bladed contra-rotating props (Ham. Std. hydro.), (2) R-4360-31 engines, no armament, armor for crew, 6 cameras installed, 2 (310 gal.) drop tanks.	6
XF-12 REPUBLIC	AC-2135	2 1	XC-504-1	Seven place, long range, high altitude photo-plane powered with (4) R-4360-37 engines; Curtiss electric 4 bladed props (originally scheduled to use dual rotation Aero products props, 8 blades and the R-4360-31 engines); pressurized cabin; heated wing; electrical prop de-icers; 18" M-46" photo-flash bombs; 4 wing and 4 fuselage tanks. Commercial model known as RAINBOW. <small>ESTIMATED FLIGHT: MAR. 1926 1ST FLIGHT: FEB. 1926</small>	7
XF-12A REPUBLIC	AC-2135	1	XC-504-1	Intended to be same as original XF-12 version except (4) R-4360-4 engines in lieu of -31 engines and Curtiss electric 4 bladed props in lieu of dual rotation Aero products props. Designation cancelled and airplane reverted to present XF-12 configuration.	8
F-13A (BN,BW)	MOD. B-29	-		B-29 modified as photo plane and powered with R-3350-23A engines. All armament and other installations remain unchanged. Has provisions for three K-17B, two K-22, one K-18 and provisions for K-17 or K-22 and K-198 night camera.	9
XF-14 LOCKHEED XF-14A (XFP-80A)	AC-2393 XP-80A CONTRACT	1 1 0		One YP-80A, serial no. 44-83024, converted as photo plane and designated XF-14. The XF-14A designation was reassigned to XP-80A photo version and is now designated XFP-80A.	10
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MODEL DESIGNATION

AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XF-15A F-15A-N0	AC-2407 AC-1176N	1175		XF-15A: modified XP-61C as long range photo plane. Powered with R-2800-73 engines, Curtiss electric props, C4-S turbos. Special photographic nose carrying max. of 8 cameras, bubble canopy, no guns, armor for crew. F-15A: production model. EST. FLIGHT: 30 OCT. 1945	1
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					DATE: JUNE 1946
AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XAG-1 CHRISTOPHER	AC-37433	2		An 8 place assault glider, wood-fabric structure, armor plate, power driven armored deck turret mounting 2-50 cal. guns, homelite NRU-28 power plant operates turret, SCR-585 radio, 2-30 cal. flexible guns. No section of glider exceeds 24 ft. in length.	1
XAG-2 TIMM	AC-40068	2		Similar to XAG-1. No section of glider greater than 20 feet. in length.	2
					3
XPG-1 NORTHWESTERN	AC-26936	1	1326-A, 1025-2.	Basically a CG-4A with (2) Franklin 6 AC-298-W3 engines. Powered glider with engines installed for return after discharge of load.	4
XPG-2 RIDGEFIELD	AC-26579	1	1326-A, 1025-2.	Similar to XPG-1 except powered with (2) Panoer L-440-1 engines.	5
XPG-2A PG-2A XPG-2B RIDGEFIELD	AC-26936	10	1326-A,	Similar to XPG-2 except for change to larger Ranger L-440-7 engines. XPG-2B with R-755-9 engines was never completed.	6
XPG-3 & A WACO	AC-3163	1	1575	A 7 place transport, powered glider built from XCG-15A airframe, (2) Jacobs R-755-9 engines, used as low cost glider to haul cargo or troops. Can also be used as glider. Fuel available for 3 hour flight.	7
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XFG-1 CORNELIUS	AC-107	2	102	Tanker glider with no power plant. Used for airborne transportation of fuel or other liquids as well as range extension for bombers. Requires no pilot, is expendable and can carry approx. 700 gal. fuel. Glider is automatically stable in towed and free flight. Tailless design with swept-forward wing.	10
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MODEL DESIGNATION

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	AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
	XBG-1 FLETCHER	PO-13761	10	115	A low wing monoplane glider constructed similar to PG-8 except that a 2000 lb. bomb is placed in nose in lieu of engine. Towed by larger plane and directed to target upon release by radio and television control of tow plane.	1
XBG-2 FLETCHER	AFP-216061	10	116	A 15 place troop glider, wood and fabric construction with similar features as noted for XBG-1, Frankfort model (TC-21).	2	
XBG-3 CORNELIUS	AFP-318755	0	101-A	Glider capable of carrying a 2000 lb. bomb. Towed by larger plane and directed to target upon release by radio and television control of tow plane. (None procured - assignment cancelled 10-7-43).	3	
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MODEL DESIGNATION

AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE																																																																																																									
XCG-1 FRANKFORT "SAIL PLANE"	AC-19381	1 0	-	An 8 place troop glider, wood and fabric construction, no armament or radio. Pilot and co-pilot seated in tandem, 3 pairs of seats aft for 6 personnel with individual exits, rubber-cushioned nose skid, tail-skid type landing gear, main wheels detachable, FRANKFORT MODEL (TCC-41).	1																																																																																																									
XCG-2 FRANKFORT	AC-19381	1	-	A 15 place troop glider, wood and fabric construction with similar features as noted for XCG-1 except for specifications and performance on page opposite, Frankfort model (TCC-21).	2																																																																																																									
XCG-3 CG-3A-CH WACO	AC-26140 AC-19629 AC-25851	300 1 200	1025-3 1025 -	A 9 place troop glider, wood and fabric construction, no armament or radio. Waco model (NY0). CG-3A is production article with slight changes over XCG-3.	3																																																																																																									
XCG-4 CG-4A XCG-4B WACO	AC-19629 SEE NOTE AC-26232	2 (A) 1	1025 - 1025-2	A 15 place troop glider, wood-metal-fabric construction. XCG-4B produced by TIMM CORP. of all wood and fabric construction. Loading accomplished by raising up nose section, tow mechanism in nose of glider. Used extensively by AAF in conveying troops or cargo during tactical missions. No armament. SCR-585 radio.	4																																																																																																									
XCG-5 ST. LOUIS	AC-19630	1	-	A 9 place troop glider with no armament or radio.	5																																																																																																									
XCG-6 ST. LOUIS	AC-19630	1 0	-	A 15 place troop glider with no armament or radio.	6																																																																																																									
XCG-7 BOWLUS "SAIL PLANE"	AC-20234	1	-	A 9 place troop glider with no armament or radio.	7																																																																																																									
XCG-8 BOWLUS "SAIL PLANE"	AC-20234	1	-	A 9 place troop glider with no armament or radio.	8																																																																																																									
XCG-9 AGA AVIATION	AC-25554	2 0	-	A 30 place troop glider with no armament, SCR-585A radio. Wood structure with plywood and fabric covering. AGA model (G-5).	9																																																																																																									
XCG-10 LAISTER-KAUFFMAN	AC-27357	2 0	-	A 30 place troop and transport glider of wood construction with fabric covering. No armament. SCR-585A radio. No section of glider exceeds 24 ft. in length.	10																																																																																																									
<p>NOTES:</p> <p>CG-3A CONTRACTS:</p> <p>(A)</p> <table border="0" style="width: 100%; font-size: small;"> <tr> <td>COMMONWEALTH</td> <td>AC-26140</td> <td>300</td> <td>NATIONAL</td> <td>AC-26250</td> <td>90</td> <td>RIDGEFIELD</td> <td>AC-26597</td> <td>1155</td> <td>CESSNA</td> <td>AC-27833</td> <td>1500</td> <td>FORD</td> <td>AC-4161</td> <td>1725</td> </tr> <tr> <td>BARCOCK</td> <td>AC-25256</td> <td>1152</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1155</td> <td></td> <td></td> <td>750</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>57</td> <td>TIMM</td> <td>AC-26231</td> <td>871</td> <td>NORTHWESTERN</td> <td>AC-26936</td> <td>2075</td> <td></td> <td></td> <td>3030</td> <td></td> <td></td> <td></td> </tr> <tr> <td>ROBERTSON</td> <td>AC-26257</td> <td>120</td> <td></td> <td></td> <td>1225</td> <td></td> <td></td> <td>1225</td> <td>FORD</td> <td>AC-28380</td> <td>18150</td> <td></td> <td></td> <td></td> </tr> <tr> <td>G. I. J.</td> <td>AC-26255</td> <td>1187</td> <td>GENERAL</td> <td>AC-26156</td> <td>513</td> <td>WACO</td> <td>AC-25851</td> <td>1000</td> <td>GIESON</td> <td>AC-30115</td> <td>11555</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>527</td> <td></td> <td></td> <td>50</td> <td></td> <td></td> <td>527</td> <td></td> <td></td> <td>1085</td> <td></td> <td></td> <td></td> </tr> <tr> <td>PRATT</td> <td>AC-26213</td> <td>224</td> <td>WACO</td> <td>AC-26150</td> <td>50</td> <td>LY</td> <td>AC-26599</td> <td>211</td> <td>WACO</td> <td>AC-3160</td> <td>21</td> <td></td> <td></td> <td></td> </tr> </table>						COMMONWEALTH	AC-26140	300	NATIONAL	AC-26250	90	RIDGEFIELD	AC-26597	1155	CESSNA	AC-27833	1500	FORD	AC-4161	1725	BARCOCK	AC-25256	1152			1			1155			750						57	TIMM	AC-26231	871	NORTHWESTERN	AC-26936	2075			3030				ROBERTSON	AC-26257	120			1225			1225	FORD	AC-28380	18150				G. I. J.	AC-26255	1187	GENERAL	AC-26156	513	WACO	AC-25851	1000	GIESON	AC-30115	11555						527			50			527			1085				PRATT	AC-26213	224	WACO	AC-26150	50	LY	AC-26599	211	WACO	AC-3160	21			
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THREE VIEWS

MODEL DESIGNATION

AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XCG-10A YCG-10A LAISTER-KAUFFMAN	AC-27957 AC-9124	2 100	- -	Similar to XCG-10 except for minor changes in characteristics and Performance YCG-10A to have been production model.	1
XCG-11 SHEAD & CO.	AC-27358	2 10	-	A 30 place troop or cargo glider, steel-wood-fabric construction, no armament, SC-585-A radio. No section of glider exceeds 24 ft. in length.	2
XCG-12 YORK AIRCRAFT	AC-31730	2 10	-	A 30 place troop or cargo glider, steel-wood-fabric construction, no armament, SC-585-A radio. No section of glider exceeds 24 ft. in length.	3
XCG-13 WACO YCG-13 FORD & NORTHWESTERN	AC-31734 AC-28380	2 50	- -	A 30 place troop or cargo glider steel-wood-fabric construction, no armament, SC-585-A radio in XCG-13 and interphone A1A-1A in YCG-13. No section of glider exceeds 24 ft. in length.	4
YCG-13A CG-13A (FO & HW)	AC-40642 AC-40542 AC-28380	50 200 147 300 137	- - -	A 42 place troop or cargo glider similar to XCG-13 except alterations to accommodate 42 troops in lieu of 30, tricycle landing gear in lieu of tail wheel and fuselage configuration changed to raise tail 18 inches. CG-13A production model.	5
XCG-14 & A CHASE	AC-1206	2	1021	A 15 place troop or cargo glider, wood and fabric construction no armament. Chase model (HS-1).	6
XCG-14E CHASE	AC-13070	1	-	A 32 place troop or cargo glider, all metal construction, tricycle landing gear, no armament. A development of XCG-14 with increase in weight, size, cargo displacement and structural features.	7
XCG-15 WACO	AC-28851 AC-3163	1 2 10	1025	A 15 place troop or cargo glider, steel-wood-fabric construction, no armament. (2) transferred to XCG-15A on AC-3163. Waco model (HD).	8
XCG-15A CG-15A WACO	AC-3163 AC-4160	2 1000 137	1025	A 15 place troop or cargo glider incorporating all modifications and improvements of CG-42 and XCG-15 gliders. Cantilever type landing gear, standard AAF tie-down fittings and floor spacing, high tow speed, increased weight, elimination of spoilers, redesign of landing skids, revision of standard AAF equipment.	9
XCG-16 & A G. A. T. C.	AC-1566	2 11	-	A 42 place troop or cargo glider, wood and fabric construction, no armament. Model (SAC-HC-2). XCG-15A same as XCG-15 except rearrangement of pilot's compartment to accommodate "line flying" equipment. XCG-16A was cancelled.	10
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	AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
	XCG-17 DOUGLAS		1		C-47 converted to 42 place glider. Has streamlined nacelles to replace engines, towed from bottom of center section, cargo compartment increased over present space from stations 538 to 477.5 to stations 538 to 86, payload of 15000 lb.	1
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THREE VIEWS		MODEL DESIGNATION				PAGE 48
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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE	
XTG-1 TG-1A, B, C, D FRANKFORT	PO-10293 PO-23039 PO-23451 PO-1469 PO-23372 PO-23380	3 1 1 1 1 1	PO-23393 PO-23374 PO-301 AC-23207 AC-28131 40	XTG-1: 2 place training glider designed and constructed to CAA class I requirements, no armament or radio. TG-1A: Sailplane type like XTG-1 with SCR-585 radio. TG-1B: Cinema I model (A) purchased commercially for AAF training. TG-1C: Cinema II model (B) and TG-1D: Cinema (PC-2) purchased commercially for AAF training.	1	
XTG-2 TG-2 & A SCHWEIZER	PO-11887 AC-21942 PO-3424	3 26 1	-	A 2 place training glider designed and constructed to CAA class II requirements, no armament or radio. Metal-fabric structure and covering. All models are similar except for minor changes.	2	
XTG-3 TG-3A SCHWEIZER	PO-4522 AC-28238	3 110	1025 1025-7	A 2 place, tandem mid-wing training glider, wood-metal-fabric construction, no armament. SCR-585 radio in TG-3A; prov. only in XTG-3. Front cockpit enclosure releasable in flight. Towing attachment under nose section. Model 2-12A.	3	
XTG-4 TG-4 A & B LAISTER-KAUFFMAN	PO-3715 AC-25850 AC-28995 PO-243	3 75 75 1	1025 1025-1A 1025-1A -	A 2 place, tandem, training glider of CAA class I; wood-metal-fabric construction, no armament. SCR-585 radio in TG-4A; provisions only in XTG-4. Sliding canopy over cockpit. Towing attachment under nose section. XTG-4 model (LX-1000S). TG-4B is commercial model (SPARLIXG).	4	
TG-5-AE	AC-30103	253	1025-4	A 3 place, tandem, high wing training glider converted from L-3B; wood-steel-fabric construction, no armament or radio, tripod landing gear, steerable tail wheel and brakes, center section removable, externally braced by V-struts.	5	
TG-6-TA	AC-28841	253	1025-8	A 3 place, tandem, high wing training glider converted from L-2B; wood-steel-fabric construction, no armament, SCR-585 radio, mechanical brakes, steerable tail wheel, towing attachment under nose section.	6	
XTG-7	PO-2185	1	-	A single place, soaring type sailplane, wood-fabric construction, no armament or radio. Built in Poland and exhibited at Polish Pavilion during N.Y. World's Fair 1940. Procured to study foreign glider design and performance.	7	
TG-8-P1	AC-31396	253	1025-5	A 3 place, tandem, high wing training glider converted from L-4B; wood-metal-fabric construction, no armament or radio, fixed landing gear with hydraulic type-individually actuated brakes and a steerable tail wheel. Towing attachment under nose section.	8	
XTG-9 TG-9 & A BRIEGLER	PO-20459	12	-	A single place training glider, wood-metal-fabric construction, no armament or radio, single wheel gear. Briegle model (BG-6) "SAILPLANE", used at Twenty-Nine Palms, California for pilot training.	9	
XTG-10 NICHITA	PO-22711	3	17-1	A 2 place, side by side training glider, wood and fabric construction, no armament, SCR-585-A radio.	10	
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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XTG-11 MARTIN SCHOEP	PO-2878	1	-	A single place, soaring type sailplane of wood and fabric construction. Designed by Wolf Hirth, built by Martin Schoep in Germany in 1937. No armament or radio. Procured from Chester J. Decker of Glen Rock, New Jersey to study foreign design and characteristics.	1
XTG-12 TG-12 BOMLUS	PO-17694	3	HS-5	A 2 place, tandem, training glider of wood and fabric construction with no armament or radio. Known as Bomlus "Sailplane."	2
XTG-13 TG-13A BRIEGLEB	PO-22814 PO-22319 PO-23321	3 1 1	8000 - -	A 2 place, tandem, training glider of wood and fabric construction, strut-braced, no armament or radio. Briegleb model (8G-8).	3
TG-14 STEIGLMAIER	PO-23394	1	-	Model S-24 purchased from Herman J. Steiglmair.	4
TG-15 STEPHENS-FRANKLIN	PO-23456 PO-23320 PO-23381 PO-23375 PO-3424 PO-305 PO-297	1 1 1 1 1 1 1	-	Franklin PS-2 purchased commercially for Army training.	5
TG-16 A. B. C.	PO-23377 PO-1005	1 1	-	ABC "SAILPLANE" purchased commercially for Army training.	6
TG-17 STEPHENS-FRANKLIN	PO-733	1	-	Purchased commercially for Army training.	7
TG-18 MID-WEST	PO-23040 PO-23456	2 1	-	Mid-West model MU-1 purchased commercially for Army training. Wood-steel-fabric construction, strut-braced high wing, single wheel landing gear.	8
TG-19 SCHNYER	PO-23040 PO-23456	1 1	-	Schweyer-Rhonsperber model purchased commercially for Army training.	9
TG-20 GOEPPENDEK	PO-23040 PO-23456 PO-3424	1 1 1	-	Purchased commercially for Army training.	10
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AIRCRAFT MODEL & MFR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
TG-21 NOTRE-DAME	PO-23031	1	-	Notre Dame ND-1 model purchased commercially for Army training.	1
TG-22 MELHOSE	PO-23457	1	-	Purchased commercially for Army training.	2
TG-23 HARPER	PO-23314	1	-	Harper-Corcoran model purchased commercially for Army training.	3
TG-24 BOWLUS	PO-23387	1	-	Bowlus - Du Pont model purchased commercially for Army training.	4
TG-25 PLOYER	PO-23443	1	-	Purchased commercially for Army training.	5
TG-26 UNIVERSAL	PO-23371	1	-	Universal model BT-2 purchased commercially for Army training.	6
TG-27 GRUNEAU	PO-3062	1	-	Purchased commercially for Army training.	7
TG-28 HALLER	PO-3768	1	-	Haller model "Hawk Jr." purchased commercially for Army training.	8
TG-29 VOLMER-JENSEN	PO-3593	1	-	Home-built glider designed and built by Volmer-Jensen, model J-10. Single place sailplane, fuselage: composite steel-wood, wing: wood, single wheel landing gear.	9
TG-30 BLUEBIRD	PO-3592	1	-	Purchased commercially for Army training.	10
NOTES:					11