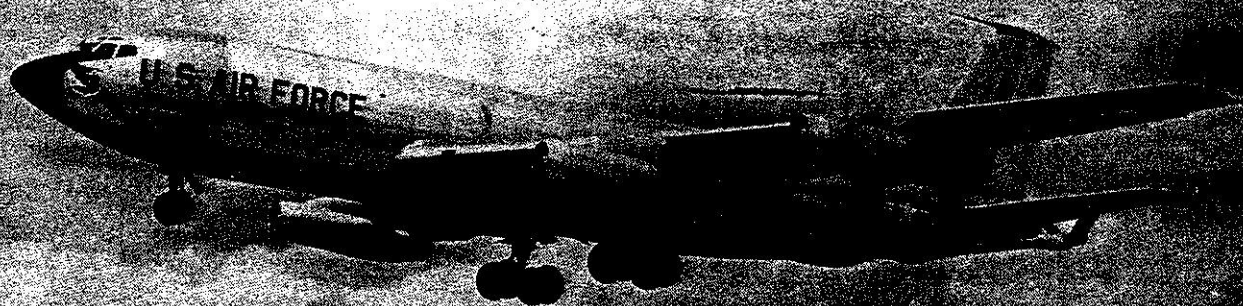


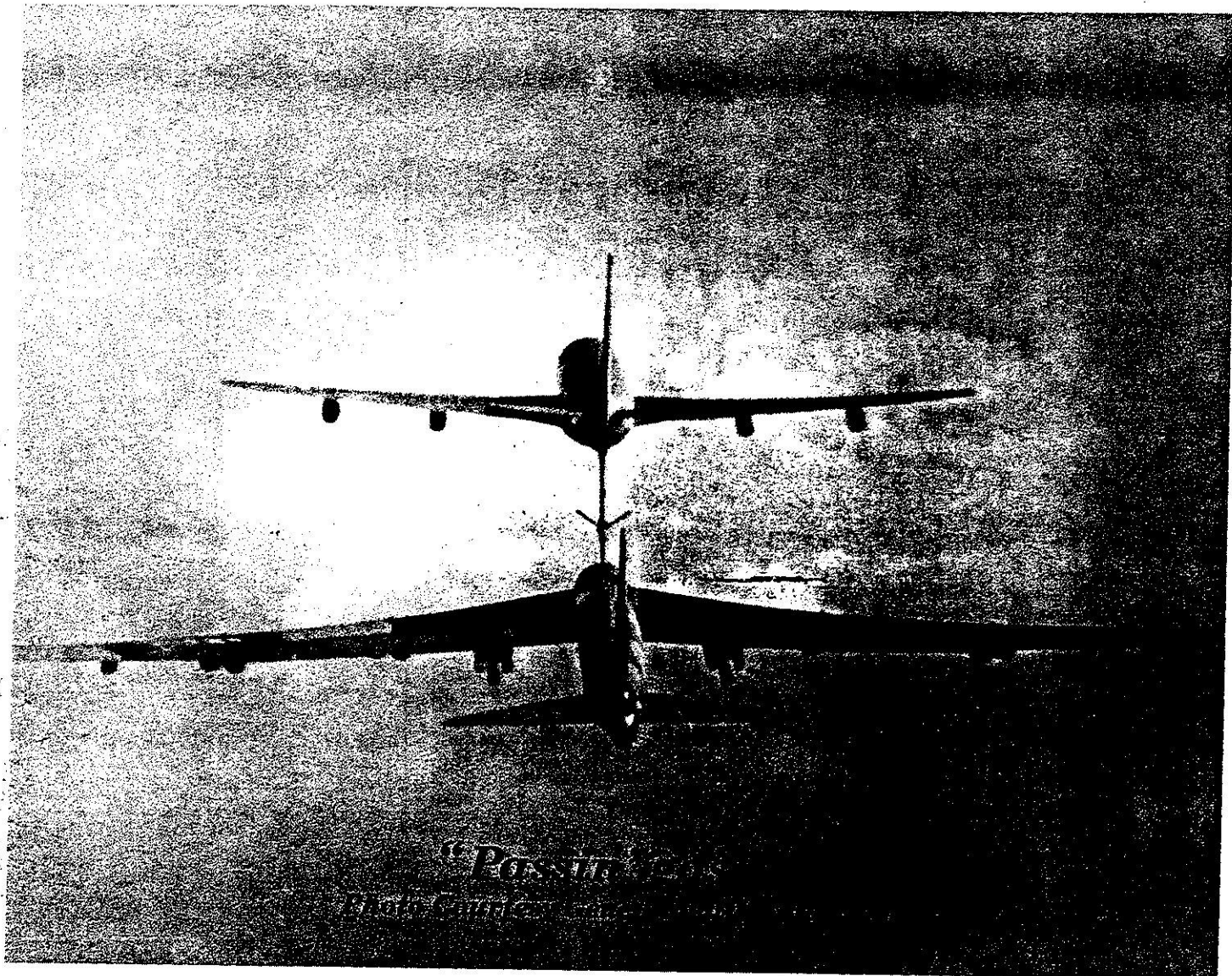
THE

100-1353 FLEET REPORT



\$17.95

*Compiled by
Jim B. Moseley*



Tech-Write Publishing Co.

418 East 5th Street

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Edmond, OK 73034-5340

The 1993 **C-135** *Fleet Report*

Compiled by

Jim B. Moseley

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Tech-Write Publishing Co.

418 East 5th Street



Edmond, OK 73034-5340

* * About the airplane:

"And when the last F-22 retires to AMARC around 2050, a KC-135 will refuel it on its trip."

Robert Nelson, Chief, C-135 Engineering, OC-ALC, Tinker AFB, OK

"...our larger airplanes, like the C-135s, are national treasures in and of themselves."

Gen. Charles C. McDonald, AFLC Commander, Wright-Patterson AFB, OH

"Many tactical and strategic combat aircraft have come and gone since the U S Air Force accepted its first KC-135 refueling aircraft in January 1957, but the C-135 airfleet lives on as a first-line asset."

Dr. Donald W. Klinko, Office of History, OC-ALC

"The country can not afford to replace these airplanes. The single most important factor, however, is the fact that the KC-135 force can project tactical and strategic airpower anywhere in the world to a degree unmatched by any nation on earth. This is too much of an advantage to throw away."

Bob Meadows, FAA Engineer, Former KC-135 Structural Engineer.

"While the KC-135 has through the years continued to be exciting to follow, it appears that its future holds more interest than its past. Whatever the task, whatever the mission, the KC-135 will be with us for many years to come."

MSgt. John A. Phaler, Chief of Quality, 170 Cams,
New Jersey Air National Guard, McGuire AFB, NJ.

* * About this publication:

"Jim Moseley's 'C-135 Fleet Report' is an essential reference source for anyone interested in the C-135 airframe in any of its many guises."

Dr. Donald W. Klinko, Office of History, OC-ALC

"The overwhelming and dramatic success in DESERT STORM should not mask the tale of the Emperor's New Clothes: With America's growing dependency on high-tech weapons, the KC-135 is the weakest link in the operational chain, a deficiency that cannot and must not be ignored. Jim Moseley and this Report go a long way toward dispelling that ignorance."

Dr. Robert S. Hopkins, III, Historian, Pilot, Author,
Desert Storm Veteran, Jerome F. O'Malley Award recipient

"For 21 years Jim Moseley was part of the lifeline of the C-135 weapon system. This 'C-135 Fleet Report' is another example of the Tinker (AFB) work ethic that goes beyond official duty; yet because of the quality of its contents this institutionalized Report is considered the definitive information source for C-135 production history, current status, and fleet attrition."

Dr. James L. Crowder, Chief, Office of History, OC-ALC

4

Flash Reports

(Items received too late for incorporation in the right places!!)

1. Three, maybe even four of the KC-135R models from the US Air Force inventory have been loaned to the French Government. These planes will serve as replacements for three (or four) C-135FRs that have been identified as having excessive corrosion and/or cracks on or around the MLG trunnions.

Details of the problems found on the French birds are sketchy, but we do know the tail numbers of three of the loanees. They are: 57-1439, 62-3516, and 63-8033. Randy Walker has photographs of at least two of them. They were repainted at Tinker AFB, OK, the depot for overhaul of the R models, in the French colors, including the small roundel used on French FRs. At about 1800 hours on Saturday, 19 December 1992, the three left Tinker AFB bound for France. Duration of the loan may be 18 months or more.

2. There may be as many as 10 total planes parked in museums, according to one report. Eight is all I can verify, with the others not found. If you know of others, please let me know.
3. All the RC fleet will get F108 engines; we hear the Q models have been funded for the F108s. They will be dubbed KC-135T. The RCs have been awarded enough money to include thrust reversers.
4. C-135C, 62-4126, now resides @ McGuire AFB, NJ. She flew in to that base on the evening of 31 December, 1992, to be used in some classified mission. Of course, no details of the mission have been released. E-Systems probably modified the plane for the mission.

She is solid gleaming white, with polished metal engine inlets and exhausts. The tail number is not on the tail, but on the fuselage, and the customary stars and bars do not appear at all on the plane. There is a gold stripe the entire length of the fuselage. Antennae bristle from the fuselage.

5. Rumor has the four KC-135D models parked at AMARC. Alaska's other airplanes, the KC-135Es, will be doled out to other units, because Alaska is going to equip with KC-135Rs. Unconfirmed.
6. Rumor also has 64-14837 going to Grand Forks as a museum piece. Could be that 60-0329 will be going to the USAF Museum @ Wright-Patterson AFB.
7. Money supposedly has been laid aside for the R program to make a total of 390 Rs. There are 313 now, so 77 more could happen. A follow-on contract is supposed to modify 21 more. With only 74 A models left, and 54 Qs, looks like we park 30 more A models, at least, just to finish what has been started with re-engining. ***

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MDS	NO.	PAGE	MDS	NO.	PAGE	MDS	NO.	PAGE
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C-135B	(4)	...3-1	GEC-135H	(2)	...3-1	NKC-135E	(2)	...3-3
C-135C	(2)	...3-1	GKC-135A	(1)	...3-1	RC-135S	(2)	...3-3
C-135E	(3)	...3-1	GNKC-135A	(1)	...3-1	RC-135U	(2)	...3-3
C-135FR	(11)	...3-1	KC-135A	(74)	...3-1	RC-135V	(8)	...3-3
EC-135C	(10)	...3-1	KC-135D	(4)	...3-1	RC-135W	(6)	...3-3
EC-135E	(4)	...3-1	KC-135E	(159)	...3-1	RC-135X	(1)	...3-3
EC-135J	(1)	...3-1	KC-135Q	(54)	...3-2	TC-135S	(1)	...3-3
EC-135K	(2)	...3-1	KC-135R	(313)	...3-2	TC-135W	(1)	...3-3
EC-135N	(1)	...3-1	NC-135A	(1)	...3-3	WC-135B	(7)	...3-3

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Preface

WELCOME to the 1993 C-135 Fleet Report! I am pleased to bring to you one of the most complete coverages of an airplane type ever to be produced. You will find more information on the KC-135 family of airplanes here than in any other single publication now available. This Report has been designed to be a living document which will continue to grow, adding new features and data every year.

Those of you who are familiar with the previous C-135 Fleet Report will note a similarity to the old Report and can see that much new information has been added. Watch for more new data as each annual edition is produced. There is still much to be added, and this is the place for it to appear.

This Report will continue to be produced as it was originally conceived and delivered by me: a tool for management (those who see the usefulness of it and choose to use it), and a living, expanding history of the finest airplane ever to break ground and fly. Those of you who support the effort are appreciated, and anyone is welcome to join in, so that the very best documents can be produced. Let me hear from you!

The best way to share all the many stories of the life and times of the KC-135 yet untold is to provide a format for them to be brought to the public. That format is becoming a reality. Beginning in March, 1993, and bimonthly after that, the C-135 Fleet Update will carry a myriad of tales, stories, lore, lies, experiences, photographs, drawings, and whatever else can be used to include everybody's version of "There I was...", as Bob Stephens would say.

This is where you come in. Your experiences with the tanker (or freighter) are solicited for publication in the Fleet Update. The heart of these Updates will be the tales and times that you provide to Tech-Write Publishing Company about the years of service you have spent with this plane. I know there are hundreds of anecdotes that the rest of us would love to read about, and you can share your special stories with us right here. Please feel free to submit articles, photographs, tales, stories, lies, etc., so your contributions can be added to the wealth of lore already collected here. Thanks for your participation!

One good example is the tale about the KC-135Q being piloted by Jack Morgan heading for a rendezvous with an SR-71 Blackbird. Somewhere along the way, the plane encountered a very large buzzard. The hapless bird entered the.....but that's not for here. You can read about this and many other incidents and accidents and experiences in the Fleet Updates through the coming year. See the inside back cover if you need subscription information. (The buzzard story will be in the March, 1993 edition of the C-135 Fleet Update).

Advertising will be solicited for the Update later to help keep the cost of the subscriptions low for you. The Fleet Report and the Fleet Updates will be available in hobby shops and bookstores at the retail pricing, if any choose to stock them. To save money, be sure to subscribe if you plan to continue to add these documents to your collection.

You'll find some B&W photographs in this issue of the Fleet Report. Plans are laid for providing color photographs as soon as funding is available. At some point, the Updates will contain color photos as well as B&Ws, and will become the place where, hopefully, all the tanker photos can be viewed by everyone. This will depend on you and me: you, as you send in what you want to see published; and me, as I release my modest collection.

It is my intent to publish the most complete assemblage of tanker and cargo photos of the C-135 types ever. Finding a photo of each serial number is going to be a challenge...a job that can't be done without your help! So I will look forward to your participation in the coming months and years. Of course, each photo you send will be properly credited and returned, if desired. See inside back cover for details.

No increase in the subscription rates from the January 1993 rate as stated on the inside back cover is planned until the January 1995 issue is published. The 1994 Fleet Report and Updates will be sold at the same rate as the 1993 editions. There will be a modest increase in the rates for 1995, unless enough subscriptions are received at the current rates to offset the costs.

Thank you for your encouragement and support thus far. There are some special people who have provided much good information and must be recognized here. Special thanks to: Bill Peake, Robert Hopkins, III, John Phaler, Diane Kirts, Don Logan, Steve Hoehn, Hugh Furch, Steve Richter, Joe Bruch, Bob Meadows, Brian Rogers, Randy Walker, Dewey Lee, Jack Morgan, Tom Solinsky, Jerry Fugere, Ike Isaacson, Bob Barna, Don Klinko, Dave Whitcomb, John Munroe, James Crowder, Patti WinterSchmidt, and many more without whose help this report would not be as complete as it is. I am grateful to all.

Jim B. Moseley
Editor and Publisher
C-135 Fleet Report & C-135 Fleet Update

DOCUMENT DESCRIPTION

The material presented here is divided into five sections for easy access to the required information. The objectives of the document are as they have been from the first edition: to present a current summary of the fleet of C-135 airplanes as an aid to managers, and to help document the vast history of the fleet.

Section 1. A Brief Historical Essay of the Stratotanker/Stratolifter

Section 2. Sequential Listing of C-135 Serial Numbers.

In this section all 820 serial numbers of the fleet are listed along with some other information. Here is the key to the column headings:

SER NO = Assigned tail/serial number of each airframe.
CMDS = Current Mission/Design/Series.
A = Attrited. (*) = Not in Flying Service
G = Grounded. (M) = Museum; (T) = Trainer; (X) = Special Test Plane, though not flyable.
S = Status. (D) = Destroyed; (P) = Pickled; (S) = Stored as excess to be sold, scrapped and/or cannibalized.
P = Propulsion system installed now or at attrition:
1 = J57-P/F-43WB 2 = J57-P/F-59W 3 = TF33-P-5
4 = TF33-P-9 5 = TF33-PW-102 6 = F108-CF-100
B = Refueling boom installed (Yes or No).
R = Refueling receptacle installed (Yes or No).
ACPTDT = Acceptance date. Form DD 250 and/or Form 95.
ATTRDT = Attrition date. Actual date of destruction or loss.
RSKN = Wing reskin date, year and month.
RENG = Reengine date, year and month.
OMDS = Original Mission/Design/Series
BN = Block Number
BMODNO = Boeing Model Number

Pie charts shown with the year model listings provide visual reference to the mix of MDS within that model year.

Section 3. Alphabetical Listing of C-135 Mission/Design Series.

In this section all 30 current mission/design/series are shown with the serial numbers assigned to each.

Section 4. Tabular Listing of C-135 Miscellany.

These tables provide summaries of engine applications and attrition information.

Section 5. Selected Historical Data of C-135 Airframes.

This section shows individual histories of each plane in the fleet.

SECTION 1. A BRIEF HISTORY OF THE STRATOTANKER/STRATOLIFTER

Early Refueling Efforts

Air-to-air refueling goes back a long way (perhaps further back than many of us can remember). In just a few short years, air refueling has advanced from an exotic, perilous experiment to a tactical requirement for any extended airborne operation. In fact, air-to-air refueling has become so commonplace that most of the time we take it for granted.

Early in-flight refueling attempts include such antics as using a grappling hook to snatch a five-gallon can of gasoline from a float in the Potomac River and a wing-walker carrying a can from one airplane to another in flight.

In another early successful in-flight refueling demonstration, a U.S. Army DH-4 flew non-stop from Lamas, Washington, to Tijuana, Mexico in 1923. There were three tankers positioned along the way to accomplish the mission.

In 1929, the "Question Mark", a modified Atlantic (Fokker) C-2A was refueled by a hose while establishing a ~~world~~ duration record of over 150 hours. A driving force for air-to-air refueling was the man flying the "Question Mark", Major Carl A. Spaatz, who became the post-World War II Commanding General of the Army Air Forces.

General Spaatz also served as the first chief of staff of the newly-formed U.S. Air Force in 1947. General Spaatz and General Curtis LeMay were instrumental in the development of in-flight refueling methods and aircraft. General LeMay became somewhat of a prophet, predicting the need for a jet-powered tanker long before others could understand the direction the air force was taking.

After several years of flight testing, B-29 and B-50 Superfortresses were modified for in-flight refueling. These interim tankers became valuable assets, extending fighter and bomber operations far beyond their normal fuel limitations. Beginning in 1948, 92 B-29s were modified to the KB-29M configuration and 116 became KB-29Ps, giving a total of 208 refueling airplanes. The last one was retired in 1957.

In December 1955, the first KB-50 was modified at a cost of \$1.27 Million to refuel three fighter airplanes simultaneously by the probe-and-drogue method. Should we take a hint today from this early success in multiple hookups during in-flight refueling?

A total of 134 B-50As, RB-50s and B-50Ds were modified to the same KB-50 configuration. The last one was scrapped in 1964 after the fleet was discovered to have severe corrosion problems. The expense of working out the corrosion was prohibitive. SAC intended to use the KB-50s in Vietnam, but flying the planes with the corrosion was too risky.

There was a serious need for a new tanker, one that could carry a massive amount of fuel, and had the speed required for the newer jet-powered bombers and fighters being developed and entering the inventory.

Both the KC-97s and the earlier KB-50s were fitted with auxiliary jet engines, but this additional weight penalty of the jets plus the fuel required to operate them nullified most of the advantage of the extra thrust. There was still no fast, capacious tanker available.

The first successful multi-engined, swept-wing jet-powered large airplane, the predecessor of both the KC-135 and the 707, was a secret project of the Boeing company. Taking more than half the company's assets to develop and build, the \$16 million gamble was a well-kept secret of the early 50s, hiding behind the model number of the KC-97 to avoid nosy press and other snoops. It worked. No one seemed to catch on that the new Boeing model 367-80 was a design revolution and would be such a roaring (pun intended) success.

Enter the Definitive Tanker

While many types of aircraft have been modified to a configuration suitable for aerial refueling, there is only one airplane which was designed and built from the first stroke of the draftsman's pencil specifically for the task.

This is, of course, the KC-135 Stratotanker. No other airplane was ever designed and built for the purpose of in-flight refueling. No modifications to other airplanes to achieve a refueling capability have filled the need for a dedicated machine to be used primarily for in-flight refueling.

The research and development of a jet-powered airplane that would serve both the military and the private commercial interests was a tremendous task. Boeing gave tanker interests priority, because the company thought that the Air Force would be the first to come forward with an order for the new plane.

Boeing was right. During the 24 months required to build the 367-80, the Air Force refueling requirements were clearly defined and the new plane was expected to meet all the parameters of the Request for Proposal. The Dash-Eighty was so successful that Boeing won the competition and the tanker design was put into production before the final phases of the competition were done.

Problems arose out of the awarding of the contract, because other manufacturers felt that Boeing had been privy to inside information that gave them an advantage. The first contract was nearly cancelled, but eventually was fulfilled and the first 29 tankers were to become reality.

Production Details and Variants

The C-135 production program extended over ten years and varied from six to 15 airplanes per month. During this production period, no major changes were required, though several interior redesigns were accomplished, and some were built without refueling booms and upper-deck fuel tanks.

Only after 6 years of production did other types appear on the manufacturing line. Many variants exist, and have existed through the years, but the basic design and major components have proven to be of excellent design and construction, and still are dependable airframes now.

The major problem with the airframe, not counting the engine troubles along the way, was the installation of high-strength, light-weight 7178-T6 aluminum alloy on the lower wing surfaces. This material was satisfactory for the original design objective of 10,000 hours, but the plane out-lived the skin!

Major wing reskin was accomplished and an extension of 20,000 hours was gained with the new skin installed. That's why many times you hear that the tanker will last until the year 2025, or longer. There's really nothing wrong with the design and construction of this plane.

In my view, only three factors will lead to an early death of any C-135 airframe: 1. Pilot error, or some other preventable mishap; 2. Corrosion allowed to go undetected and uncorrected; and 3. the lack of a mission for the plane.

Variants constructed during the later production run included RC versions to be used for photo-mapping, geodetic surveying, and electronic surveillance, cargo versions both with J-57 and TF-33 engines for use as troop and cargo carriers, and EC versions to be used as airborne command posts and communications platforms.

The only other nation to ever use the KC-135 or any variants is France. A dozen C-135F models were built for France, and 11 are still in service. Figures 1-1 and 1-2 show the production numbers for the entire fleet over the ten years of production.

Original orders for C-135 types included 732 KC-135As, 17 KC-135Bs, 10 RC-135Bs, 12 C-135Fs, 15 C-135As, 30 C-135Bs, and 4 RC-135As. Initial delivery of the first tanker was delayed due to flight test requirements by the Air Force, so the first tanker actually delivered was 55-3127, which went to Castle AFB, California, and was assigned to the 93rd ARS. That plane was recently retired to AMARC as excess, having served 33 years, 2 months and 3 days.

Interestingly, the last airframe to be delivered was not the last one built. In January 1966, the last 4 planes were delivered as RC-135A models, having been held back from delivery to install special photographic and other sophisticated equipment. These are the serials of the last 4 delivered: 63-8058, 63-8059, 63-8060 and 63-8061. These planes now serve with the ANG in Alaska, as KC-135D models, but are configured as KC-135Es. Some evidence of their original configuration can still be spotted on the planes.

All 732 KC-135A models were delivered configured the same, with the exception of a few minor details. A large number of variants have evolved from the original 732 A models, including: C-135A, NKC-135A, JKC-135A, KC-135Q, KC-135R, KC-135E, RC-135T, EC-135A, EC-135G, EC-135K, EC-135L, EC-135Y, and EC-135P. There are others. They will be shown in a "tree", which is being compiled for insertion into an Update, sometime this year.

The KC-135B models were converted to EC-135C models on the final assembly line, and some later became EC-135J models.

RC-135Bs were changed to RC-135Cs, which later were changed to RC-135Us and RC-135V models.

C-135F models for the French Air Force were changed only once, under the re-engine modification. They became C-135FR models.

C-135A models were converted to EC-135Ns and NC-135As. Two remain as C-135A models. Some became EC-135Es.

C-135Bs became VC-135B, C-135B, WC-135B, C-135C, RC-135E, RC-135M, RC-135W, RC-135S, C-135B, EC-135B, RC-135X, TC-135S, and TC-135S.

The four RC-135As were modified to tankers and became KC-135Ds, although they were then nearly identical to KC-135As.

Any airframe parked for the purpose of training is always given the prefix "G", for permanently grounded. There have been 5 such designations, including the 4 trainers now at Sheppard AFB, TX.

At this time (January 1993) there are 30 different MDS in existence, which includes 4 grounded trainers at Sheppard AFB, TX. At one time, the Air Force wanted to consolidate some missions with others, while modifying some planes to be multi-mission capable, thus decreasing the number of different MDS and configurations that had to be tracked. The plan must have died for lack of funding, because no talk of it has been heard for some time.

So far, the suffix "Z" has not been used, although there is now an RC-135X and an EC-135Y. So, the next letter available should be the "Z". One way to prevent using the last letter of the alphabet is to do what will be done with the KC-135Q models: use a suffix that was used previously, but is no longer valid. "Q" models will become "T" models when the reengine modification takes place. So we will once again avoid using the "Z"! Given the history of the fleet, the probability of using the "Z" does exist. We shall see.

C-135 Production History

Year	Contract Number	Qty	Model No.	Serial Numbers	Const. Nos.
1955	AF33(600)-28410	29	KC-135A	55-3118/55-3146	T0001/T0029
1956	AF33(600)-31525	68	KC-135A	56-3591/56-3658	T0030/T0097
1957	AF33(600)-33012	97	KC-135A	57-1418/57-1514	T0098/T0194
	"	21	KC-135A	57-2589/57-2609	T0195/T0215
1958	AF33(600)-34694	130	KC-135A	58-0001/58-0130	T0216/T0345
1959	AF33(600)-37871	81	KC-135A	59-1443/59-1523	T0346/T0426
1960	AF33(600)-40063	56	KC-135A	60-0313/60-0368	T0427/T0482
	"	10	C-135A	60-0369/60-0378	C3001/C3010
1961	AF33(600)-41979	65	KC-135A	61-0261/61-0325	T0483/T0547
	"	5	C-135A	61-0326/61-0330	C3011/C3015
	"	2	C-135B	61-0331/61-0332	C3016/C3017
	"	13	C-135B	61-2662/61-2674	C3018/C3030
1962	AF33(600)-43416	15	C-135B	62-4125/62-4139	C3031/C3045
	"	84	KC-135A	62-3497/62-3580	T0548/T0631
	"	5	KC-135B	62-3581/62-3585	C2101/C2105
1963	AF33(657)-09694	70	KC-135A	63-7976/63-8045	T0632/T0701
	"	12	KC-135B	63-8046/63-8057	C2106/C2117
	"	4	RC-135A	63-8058/63-8061	C2201/C2204
	"	6	C-135F	63-8470/63-8475	C2001/C2006
	"	18	KC-135A	63-8871/63-8888	T0702/T0719
	"	1	RC-135B	63-9792	C2301
	"	6	C-135F	63-12735/63-12740	C2007/C2012
1964	AF33(657)-12292	13	KC-135A	64-14828/64-14840	T0720/T0732
	"	<u>9</u>	RC-135B	64-14841/64-14849	C2302/C2310

Total Production . . 820

Figure 1-1.

Original C-135 Models Purchased

Model	Total
KC-135A	732
C-135B	30
KC-135B	17
C-135A	15
C-135F	12
RC-135B	10
RC-135A	<u>4</u>

Total Production . . .820

Figure 1-2.

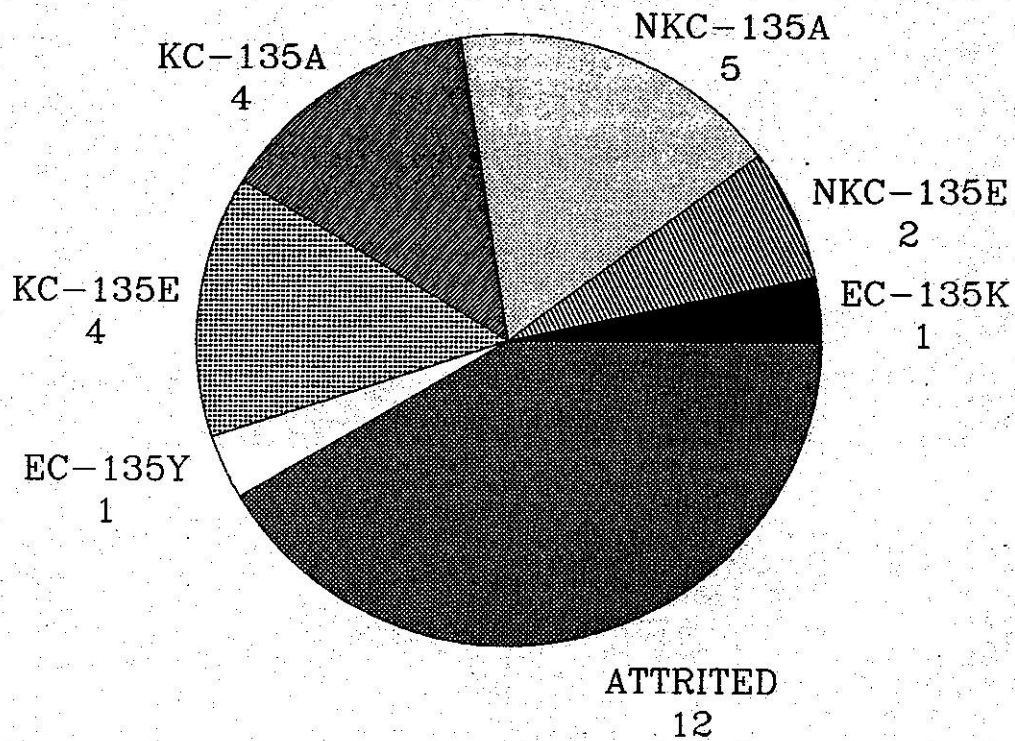
SECTION 2. SEQUENTIAL LISTING OF C-135 SERIAL NUMBERS

1955 MODELS (29 BUILT - 17 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
55-3118	EC-135K			5	N	N		570124		7805	8203	KC-135A	01	717-100A
55-3119	NKC-135A			2	N	N		570227		8209		"	"	"
55-3120	NKC-135A			1	N	N		570311		8403		"	"	"
55-3121	RC-135T *			5	N	Y		570317	850225	8007	8202	"	"	"
55-3122	NKC-135A			1	N	N		570429		8704		"	02	"
55-3123	NKC-135A * M			1	N	N		570518	880504	--	--	"	"	"
55-3124	GNKC-135A * T			1	N	N		570414	910307	8704	--	"	"	"
55-3125	EC-135Y			5	Y	Y		570531		7904	8605	"	"	"
55-3126	KC-135A *		D	2	N	N		570625	750731	--	--	"	"	"
55-3127	NKC-135A *		S	1	Y	N		570124	920831	8502	--	"	"	"
55-3128	NKC-135A			1	Y	N		570627		8509		"	03	"
55-3129	EC-135P *		S	5	Y	Y		570627	920131	8207	8406	"	"	"
55-3130	KC-135A * M			2	Y	N		570802	921215	7805	--	"	"	"
55-3131	NKC-135A *		S	1	N	N		570731	921019	8212	--	"	"	"
55-3132	NKC-135E			5	N	Y		570731		8709	9101	"	"	"
55-3133	KC-135A *			1	Y	N		570731	680924	--	--	"	"	"
55-3134	NKC-135A			1	N	N		570828		8609		"	"	"
55-3135	NKC-135E			5	Y	N		570903		7908	8203	"	"	"
55-3136	KC-135A			2	Y	N		570916		7701		"	"	"
55-3137	KC-135A			2	Y	N		570919		8711		"	04	"
55-3138	KC-135A *			2	Y	N		570920	681001	--	--	"	"	"
55-3139	KC-135A			2	Y	N		571004		8711		"	"	"
55-3140	KC-135A *			2	Y	N		571011	670419	--	--	"	"	"
55-3141	KC-135E			5	Y	N		571017		7812	8401	"	"	"
55-3142	KC-135A			2	Y	N		571023		8803		"	"	"
55-3143	KC-135E			5	Y	N		571028		7804	8210	"	"	"
55-3144	KC-135A *			2	Y	N		571115	620808	--	--	"	"	"
55-3145	KC-135E			5	Y	N		571216		8609	8609	"	"	"
55-3146	KC-135E			5	Y	N		571125		7809	8407	"	"	"

1955 MODELS

MDS Distribution



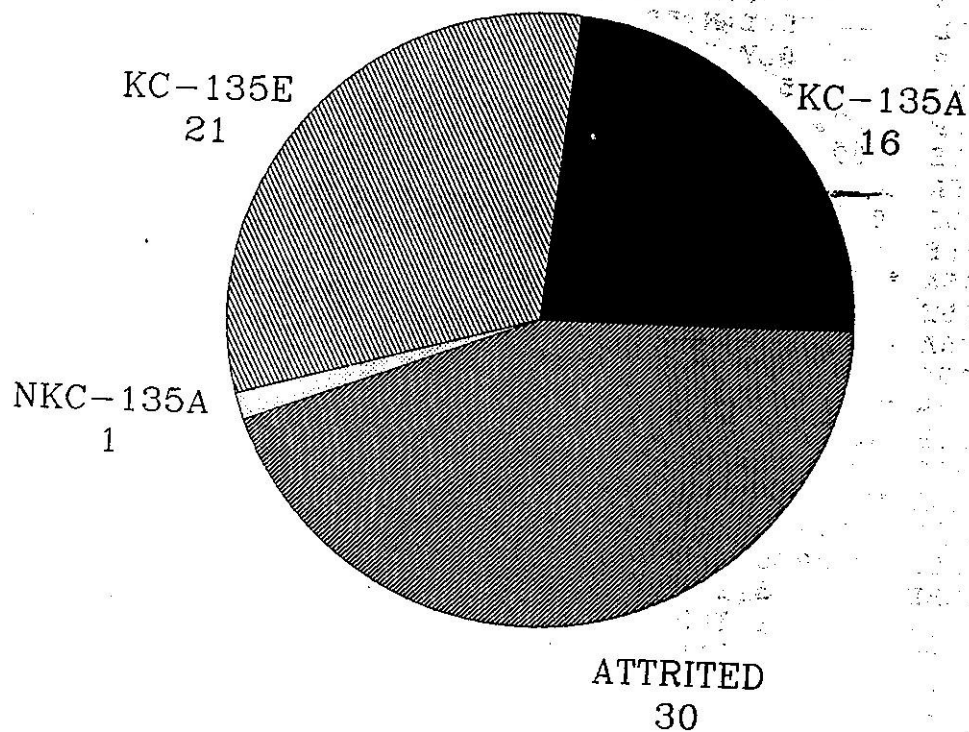
1956 MODELS (68 BUILT - 38 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
56-3591	KC-135A					2	Y	N	580306	8411		KC-135A	05	717-146
56-3592	KC-135A *					2	Y	N	571127	8803	--	"	"	"
56-3593	KC-135E					5	Y	N	580103	8212	8409	"	"	"
56-3594	KC-135A *					2	Y	N	580103	920917	7810	"	"	"
56-3595	KC-135A					2	Y	N	571231	7909		"	"	"
56-3596	NKC-135A					1	N	N	580103	8610		"	"	"
56-3597	KC-135A *					2	Y	N	580109	630227	--	"	"	"
56-3598	KC-135A *					2	Y	N	580108	581125	--	"	"	"
56-3599	KC-135A *					2	Y	N	580130	580627	--	"	"	"
56-3600	KC-135A					2	Y	N	580130	8405		"	"	"
56-3601	KC-135A					2	Y	N	580206	8802		"	"	"
56-3602	KC-135A *					2	Y	N	580130	690325	--	"	"	"
56-3603	KC-135A *					2	Y	N	580206	920721	7802	"	"	"
56-3604	KC-135E					5	Y	N	580131	8307	8405	"	"	"
56-3605	KC-135A *					2	Y	N	580130	601118	--	"	"	"
56-3606	KC-135E					5	Y	N	580206	8304	8402	"	"	"
56-3607	KC-135E					5	Y	N	580226	8204	8210	"	06	"
56-3608	KC-135A *					2	Y	N	580225	920723	8404	"	"	"
56-3609	KC-135E					5	Y	N	580227	8112	8210	"	"	"
56-3610	KC-135A *					2	Y	N	590313	921104	8310	"	"	"
56-3611	KC-135E					5	Y	N	580225	8303	8410	"	"	"
56-3612	KC-135E					5	Y	N	580226	8203	8303	"	"	"
56-3613	KC-135A *					2	Y	N	580220	670119	--	"	"	"
56-3614	KC-135A					2	Y	N	580228	8210		"	"	"
56-3615	KC-135A *					2	Y	N	580228	920730	8310	"	"	"
56-3616	KC-135A					2	Y	N	580303	8307		"	"	"
56-3617	KC-135A					2	Y	N	580307	8307		"	"	"
56-3618	KC-135A *					2	Y	N	590306	620509	--	"	"	"
56-3619	KC-135A *					2	Y	N	580313	921007	8312	"	"	"
56-3620	KC-135A					2	Y	N	580307	7808		"	"	"
56-3621	KC-135A					2	Y	N	580312	8001		"	"	"
56-3622	KC-135E					5	Y	N	580325	8309	8408	"	"	"
56-3623	KC-135E					5	Y	N	580314	8304	8608	"	"	"
56-3624	KC-135A					2	Y	N	580314	8409		"	"	"
56-3625	KC-135A					2	Y	N	580328	8411		"	"	"
56-3626	KC-135E					5	Y	N	580321	8107	8308	"	"	"
56-3627	KC-135A *					2	Y	N	580331	921021	7808	"	"	"
56-3628	KC-135A *					2	Y	N	580331	600203	--	"	"	"
56-3629	KC-135A *					2	Y	N	580408	691219	--	"	"	"
56-3630	KC-135E					5	Y	N	580408	8307	8408	"	"	"
56-3631	KC-135E					5	Y	N	590410	8404	8404	"	"	"
56-3632	KC-135A					2	Y	N	580326	8112		"	07	"
56-3633	KC-135A *					2	Y	N	580429	920820	8407	"	"	"
56-3634	KC-135A *					2	Y	N	580429	920922	7901	"	"	"
56-3635	KC-135A *					2	Y	N	580504	920825	7309	"	"	"
56-3636	KC-135A *					2	Y	N	580430	920728	8401	"	"	"
56-3637	KC-135A *					2	Y	N	580429	920806	7904	"	"	"
56-3638	KC-135E					5	Y	N	580430	8010	8209	"	"	"
56-3639	KC-135A * M					2	Y	N	580523	920701	7704	"	"	"
56-3640	KC-135E					5	Y	N	580514	8303	8405	"	"	"
56-3641	KC-135E					5	Y	N	580508	7812	8401	"	"	"
56-3642	KC-135A					2	Y	N	580513	8102		"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
56-3643	KC-135E				5	Y	N	580514		8205	8301	KC-135A	07	717-146
56-3644	KC-135A *	S		2	Y	N		580508	920716	8207	--	"	"	"
56-3645	KC-135E				5	Y	N	580508		7806	9008	"	"	"
56-3646	KC-135A *	S		2	Y	N		580521	920811	8605	--	"	"	"
56-3647	KC-135A *	S		2	Y	N		580519	920910	8603	--	"	"	"
56-3648	KC-135E				5	Y	N	580522		8312	8312	"	"	"
56-3649	KC-135A				2	Y	N	580519		8208		"	"	"
56-3650	KC-135E				5	Y	N	580523		8312	8404	"	"	"
56-3651	KC-135A *	S		2	Y	N		580602	920901	8210	--	"	"	"
56-3652	KC-135A				2	Y	N	580526		8706		"	"	"
56-3653	KC-135A *	S		2	Y	N		580526	920707	8303	--	"	"	"
56-3654	KC-135E				5	Y	N	580618		7807	8403	"	"	"
56-3655	KC-135A *				2	Y	N	580618	680730	--	--	"	"	"
56-3656	KC-135A				2	Y	N	580620		8001		"	"	"
56-3657	KC-135A *				2	Y	N	580606	620125	--	--	"	"	"
56-3658	KC-135E				5	Y	N	580605		8410	8410	"	"	"

1956 MODELS

MDS Distribution



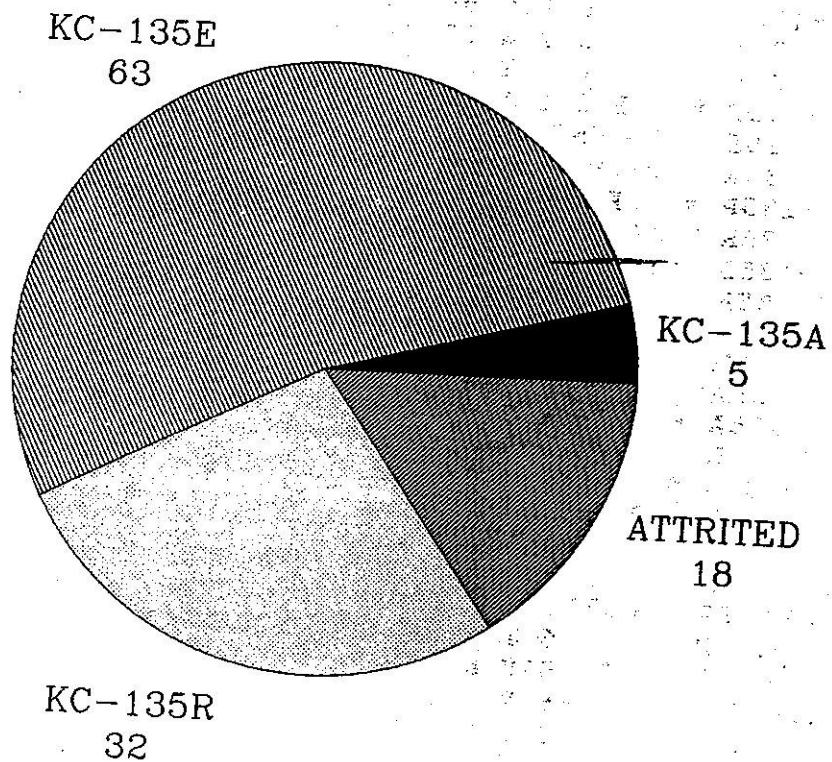
1957 MODELS (118 BUILT - 100 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
57-1418	KC-135R					6	Y	N	580619		8001 9104	KC-135A	08	717-148
57-1419	KC-135R					6	Y	N	580627		8301 9102	"	"	"
57-1420	KC-135A *	S		2	Y	N		580620	920915	8411	--	"	"	"
57-1421	KC-135E			5	Y	N		580518		8004	8502	"	"	"
57-1422	KC-135E			5	Y	N		580827		8606	8606	"	"	"
57-1423	KC-135E			5	Y	N		580619		8802	9104	"	"	"
57-1424	KC-135A *			2	Y	N		580625	660517	--	--	"	"	"
57-1425	KC-135E			5	Y	N		580709		7903	8211	"	"	"
57-1426	KC-135E			5	Y	N		580630		7908	8408	"	"	"
57-1427	KC-135R			6	Y	N		580708		8211	8608	"	"	"
57-1428	KC-135E			5	Y	N		580714		8211	8405	"	"	"
57-1429	KC-135E			5	Y	N		580714		8402	8402	"	"	"
57-1430	KC-135R			6	Y	N		580715		8302	9101	"	"	"
57-1431	KC-135E			5	Y	N		580715		8104	8304	"	"	"
57-1432	KC-135A			2	Y	N		580722		8410		"	"	"
57-1433	KC-135E			5	Y	N		580715		8005	8208	"	"	"
57-1434	KC-135E			5	Y	N		580728		8010	8412	"	"	"
57-1435	KC-135R			6	Y	N		580723		7811	9201	"	"	"
57-1436	KC-135E			5	Y	N		580721		7907	8709	"	"	"
57-1437	KC-135R			6	Y	N		580731		8103	9104	"	"	"
57-1438	KC-135E			5	Y	N		580730		8003	8501	"	"	"
57-1439	KC-135R			6	Y	N		580728		8208	9012	"	"	"
57-1440	KC-135R			6	Y	N		580730		8504	8504	"	"	"
57-1441	KC-135E			5	Y	N		580801		7806	8802	"	"	"
57-1442	KC-135A *			2	Y	N		580801	650116	--	--	"	"	"
57-1443	KC-135E			5	Y	N		580814		8002	8410	"	"	"
57-1444	KC-135A *			2	Y	N		580814	660518	--	--	"	"	"
57-1445	KC-135E			5	Y	N		580808		8207	8409	"	"	"
57-1446	KC-135A *			2	Y	N		580807	590622	--	--	"	"	"
57-1447	KC-135E			5	Y	N		580829		8204	9010	"	"	"
57-1448	KC-135E			5	Y	N		580827		8404	8404	"	"	"
57-1449	KC-135A *			2	Y	N		580815	600203	--	--	"	"	"
57-1450	KC-135E			5	Y	N		580819		8009	8407	"	"	"
57-1451	KC-135E			5	Y	N		580822		8011	9102	"	"	"
57-1452	KC-135E			5	Y	N		580821		8007	8208	"	"	"
57-1453	KC-135R			6	Y	N		580822		8005	9206	"	"	"
57-1454	KC-135R			6	Y	N		580905		8706	8906	"	"	"
57-1455	KC-135E			5	Y	N		580828		8106	8209	"	"	"
57-1456	KC-135R			6	Y	N		580905		8302	9001	"	"	"
57-1457	KC-135A *			2	Y	N		580829	600203	--	--	"	"	"
57-1458	KC-135E			5	Y	N		580908		8210	8305	"	"	"
57-1459	KC-135E			5	Y	N		580912		8305	9107	"	"	"
57-1460	KC-135E			5	Y	N		580928		8301	8407	"	09	"
57-1461	KC-135R			6	Y	N		580911		8206	8912	"	"	"
57-1462	KC-135R			6	Y	N		580915		8512	8512	"	"	"
57-1463	KC-135E			5	Y	N		580928		7901	8405	"	"	"
57-1464	KC-135E			5	Y	N		580929		8403	8403	"	"	"
57-1465	KC-135E			5	Y	N		580929		8107	8406	"	"	"
57-1466	KC-135A *			2	Y	N		580928	600308	--	--	"	"	"
57-1467	KC-135A *	S		2	Y	N		580922	920827	7912	--	"	"	"
57-1468	KC-135E			5	Y	N		580929		8502	8502	"	"	"
57-1469	KC-135R			6	Y	N		580930		8306	8909	"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
57-1470	KC-135R	6	Y	N				580930						
57-1471	KC-135E	5	Y	N				581007		7909	9011	KC-135A	09	717-148
57-1472	KC-135R	6	Y	N				581008		8110	8709	"	"	"
57-1473	KC-135R	6	Y	N				581016		7804	8912	"	"	"
57-1474	KC-135R	6	Y	N				581023		8508	8508	"	"	"
57-1475	KC-135E	5	Y	N				581021		8503	9112	"	"	"
57-1476	KC-135A *	S	2	Y	N			581014	920813	7906	8212	"	"	"
57-1477	KC-135A *	S	2	Y	N			581027	920818	8502	--	"	"	"
57-1478	KC-135E	5	Y	N				581008		8502	--	"	"	"
57-1479	KC-135E	5	Y	N				581021		8105	8209	"	"	"
57-1480	KC-135E	5	Y	N				581027		8201	8606	"	"	"
57-1481	KC-135E *	5	Y	N				581027	890921	8206	8306	"	"	"
57-1482	KC-135E	5	Y	N				581028		8004	8406	"	"	"
57-1483	KC-135R	6	Y	N				581028		8109	8408	"	"	"
57-1484	KC-135E	5	Y	N				581031		8506	8506	"	"	"
57-1485	KC-135E	5	Y	N				581106		8007	8212	"	"	"
57-1486	KC-135R	6	Y	N				581110		8203	8203	"	"	"
57-1487	KC-135R	6	Y	N				581106		8112	8903	"	"	"
57-1488	KC-135R	6	Y	N				581112		8001	8910	"	"	"
57-1489	KC-135A *	2	Y	N				581110	820313	8107	9004	"	"	"
57-1490	KC-135A *	S	2	Y	N			581117	920929	8002	--	"	"	"
57-1491	KC-135E	5	Y	N				581117		8009	--	"	"	"
57-1492	KC-135E	5	Y	N				581114		8104	8410	"	"	"
57-1493	KC-135R	6	Y	N				581121		8210	8712	"	"	"
57-1494	KC-135E	5	Y	N				581119		7908	9003	"	"	"
57-1495	KC-135E	5	Y	N				581126		8006	8409	"	"	"
57-1496	KC-135E	5	Y	N				581121		8106	8205	"	"	"
57-1497	KC-135E	5	Y	N				581121		8004	8207	"	10	"
57-1498	KC-135A *	2	Y	N				581125	630621	8006	9105	"	"	"
57-1499	KC-135R	6	Y	N				581125		--	--	"	"	"
57-1500	KC-135A *	2	Y	N				581126	740305	8102	9003	"	"	"
57-1501	KC-135E	5	Y	N				581204		--	--	"	"	"
57-1502	KC-135R	6	Y	N				581208		8412	8412	"	"	"
57-1503	KC-135E	5	Y	N				581208		8508	8508	"	"	"
57-1504	KC-135E	5	Y	N				581211		7911	8302	"	"	"
57-1505	KC-135E	5	Y	N				581222		8212	8604	"	"	"
57-1506	KC-135R	6	Y	N				581212		8011	8403	"	"	"
57-1507	KC-135E	5	Y	N				590102		8403	9005	"	"	"
57-1508	KC-135R	6	Y	N				581212		8110	8407	"	"	"
57-1509	KC-135E	5	Y	N				581223		8201	9009	"	"	"
7-1510	KC-135E	5	Y	N				581226		8110	8306	"	"	"
7-1511	KC-135E	5	Y	N				590105		8009	8207	"	"	"
7-1512	KC-135E	5	Y	N				590107		8002	8607	"	"	"
7-1513	KC-135A *	2	Y	N				581219	591015	8407	8609	"	"	"
7-1514	KC-135R	6	Y	N				590107		--	--	"	"	"
7-2589	KC-135E	5	Y	N				590116		7911	8904	"	"	"
7-2590	KC-135A *	S	2	Y	N			590116	920903	8310	8310	"	"	"
7-2591	KC-135A	2	Y	N				581223		8005	--	"	"	"
7-2592	KC-135A	2	Y	N				590115		7911		"	"	"
7-2593	KC-135R	6	Y	N				581230		8405		"	"	"
7-2594	KC-135E	5	Y	N				590113		7811	9110	"	"	"
7-2595	KC-135E	5	Y	N				590115		8301	8301	"	"	"
7-2596	KC-135A	2	Y	N				590121		8010	8309	"	"	"
7-2597	KC-135R	6	Y	N				590113		8309		"	"	"
7-2598	KC-135E	5	Y	N				590120		7902	9105	"	"	"
										8209	8609	"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
57-2599	KC-135R	6	Y	N				590115						
57-2600	KC-135E	5	Y	N				590122		7811	9010	KC-135A	10	717-148
57-2601	KC-135E	5	Y	N				590128		8503	8602	"	"	"
57-2602	KC-135E	5	Y	N				590127		8002	9106	"	"	"
57-2603	KC-135E	5	Y	N				590213		8002	9108	"	"	"
57-2604	KC-135E	5	Y	N				590129		8003	8607	"	"	"
57-2605	KC-135R	6	Y	N				590202		8110	8211	"	"	"
57-2606	KC-135E	5	Y	N				590203		8204	9102	"	"	"
57-2607	KC-135E	5	Y	N				590206		8110	8303	"	"	"
57-2608	KC-135E	5	Y	N				590212		8111	8311	"	"	"
57-2609	KC-135A	2	Y	N				590213		8007	8310	"	"	"
										8402		"	"	"

1957 MODELS MDS Distribution



1958 MODELS (130 BUILT - 115 REMAIN ACTIVE)

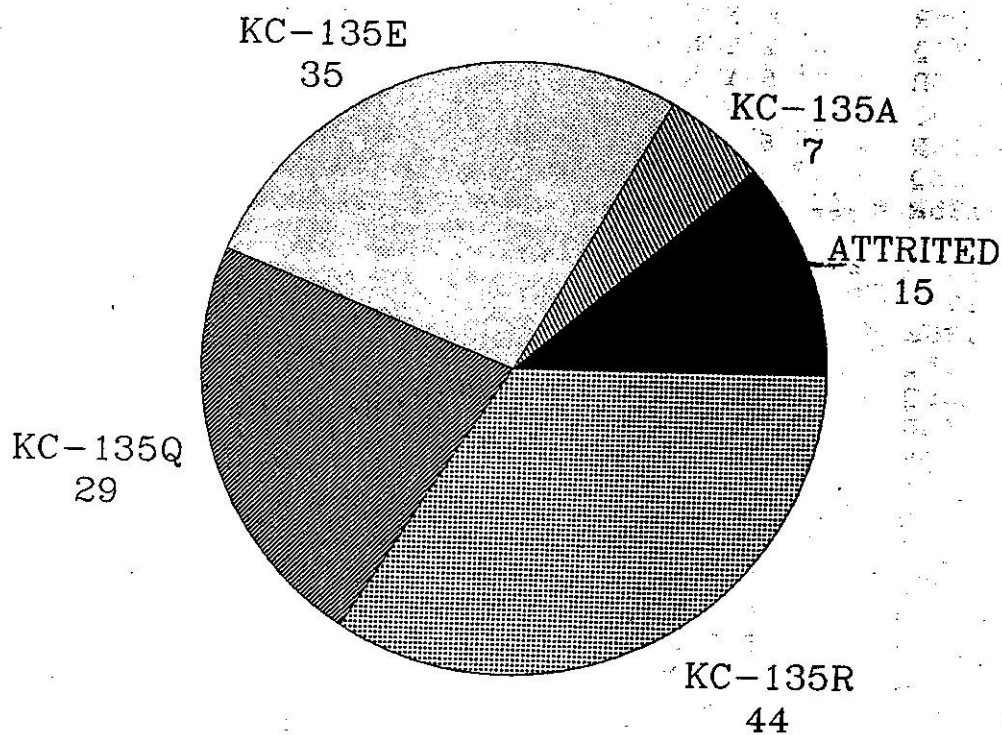
SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
58-0001	KC-135R				6	Y	N	590220		8203	9009	KC-135A	11	717-148
58-0002	KC-135A *				2	Y	N	590211	590331	--	--	"	"	"
58-0003	KC-135E				5	Y	N	590210		8202	8304	"	"	"
58-0004	KC-135R				6	Y	N	590217		8201	8904	"	"	"
58-0005	KC-135E				5	Y	N	590218		8204	8711	"	"	"
58-0006	KC-135E				5	Y	N	590223		7902	8210	"	"	"
58-0007	EC-135P *				2	Y	Y	590220	800103	7804	--	"	"	"
58-0008	KC-135E				5	Y	N	590224		8008	8402	"	"	"
58-0009	KC-135R				6	Y	N	590305		8305	9004	"	"	"
58-0010	KC-135R				6	Y	N	590304		8111	9003	"	"	"
58-0011	KC-135R				6	Y	Y	590227		7609	8904	"	"	"
58-0012	KC-135E				5	Y	N	590225		8208	8301	"	"	"
58-0013	KC-135E				5	Y	N	590310		7910	8605	"	"	"
58-0014	KC-135E				5	Y	N	590309		8405	8709	"	"	"
58-0015	KC-135R				6	Y	N	590311		8507	9103	"	"	"
58-0016	KC-135R				6	Y	N	590309		8202	9102	"	"	"
58-0017	KC-135E				5	Y	N	590316		8405	8405	"	"	"
58-0018	KC-135R				6	Y	Y	590304		7607	8902	"	"	"
58-0019	EC-135P *	P			5	Y	Y	590305	920212	7611	8206	"	"	"
58-0020	KC-135E				5	Y	N	590310		8601	8601	"	"	"
58-0021	KC-135R				6	Y	N	590319		8310	9102	"	"	"
58-0022	EC-135P *	P			5	Y	Y	590320	920305	7801	8205	"	"	"
58-0023	KC-135R				6	Y	N	590320		8105	9003	"	"	"
58-0024	KC-135E				5	Y	Y	590326		8207	8305	"	"	"
58-0025	KC-135A				2	Y	N	590324		8201		"	"	"
58-0026	KC-135A *				2	Y	N	590403	680117	--	--	"	"	"
58-0027	KC-135R				6	Y	N	590401		8406	9007	"	"	"
58-0028	KC-135A				2	Y	N	590401		8302		"	"	"
58-0029	KC-135A *	S			2	Y	N	590408	921202	7803	--	"	"	"
58-0030	KC-135R				6	Y	N	590408		7905	9003	"	"	"
58-0031	KC-135A *				2	Y	N	590415	820319	--	--	"	"	"
58-0032	KC-135E				5	Y	N	590410		8012	8308	"	"	"
58-0033	KC-135A *	S			2	Y	N	590422	920709	7901	--	"	"	"
58-0034	KC-135A				2	Y	N	590427		8404		"	"	"
58-0035	KC-135R				6	Y	N	590407		8308	9006	"	12	"
58-0036	KC-135R				6	Y	N	590427		8206	9210	"	"	"
58-0037	KC-135E				5	Y	N	590420		8203	8712	"	"	"
58-0038	KC-135R				6	Y	N	590428		8102	9101	"	"	"
58-0039	KC-135Q *				2	Y	N	590407	710603	--	--	"	"	"
58-0040	KC-135E				5	Y	N	590430		8003	8309	"	"	"
58-0041	KC-135E				5	Y	N	590504		7907	8606	"	"	"
58-0042	KC-135Q				2	Y	N	590504		8205		"	"	"
58-0043	KC-135E				5	Y	N	590504		8103	8210	"	"	"
58-0044	KC-135E				5	Y	N	590506		8205	9009	"	"	"
58-0045	KC-135Q				2	Y	N	590513		8206		"	"	"
58-0046	KC-135Q				2	Y	N	590519		8510		"	"	"
58-0047	KC-135Q				2	Y	N	590521		8408		"	"	"
58-0048	KC-135A *				2	Y	N	590511	720313	--	--	"	"	"
58-0049	KC-135Q				2	Y	N	590515		8103		"	"	"
58-0050	KC-135Q				2	Y	N	590521		8201		"	"	"
58-0051	KC-135R				6	Y	N	590521		8308	8904	"	"	"
58-0052	KC-135E				5	Y	N	590526		7912	8605	"	"	"

SER NO	CMD5	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
58-0053	KC-135E					5	Y	N	590604		8005	8609	KC-135A	12 717-148
58-0054	KC-135Q					2	Y	N	590526		8001		"	"
58-0055	KC-135Q					2	Y	N	590528		8509		"	"
58-0056	KC-135R					6	Y	N	590528		8005	9011	"	"
58-0057	KC-135E					5	Y	N	590603		8008	8311	"	"
58-0058	KC-135E					5	Y	N	590609		8006	8608	"	"
58-0059	KC-135R					6	Y	N	590605		8405	8911	"	"
58-0060	KC-135Q					2	Y	N	590618		8309		"	"
58-0061	KC-135Q					2	Y	N	590612		8109		"	"
58-0062	KC-135Q					2	Y	N	590612		8004		"	"
58-0063	KC-135R					6	Y	N	590612		7901	9201	"	"
58-0064	KC-135E					5	Y	N	590623		8111	8604	"	"
58-0065	KC-135Q					2	Y	N	590619		8502		"	13
58-0066	KC-135A					2	Y	N	590617		7910		"	"
58-0067	KC-135E					5	Y	N	590624		8007	8309	"	"
58-0068	KC-135E					5	Y	N	590630		8105	8308	"	"
58-0069	KC-135Q					2	Y	N	590624		8311		"	"
58-0070	GKC-135A	*	T			2	Y	N	590630	921015	8011	--	"	"
58-0071	KC-135Q					2	Y	N	590702		8007		"	"
58-0072	KC-135Q					2	Y	N	590707		8304		"	"
58-0073	KC-135R					6	Y	N	590710		8105	9003	"	"
58-0074	KC-135Q					2	Y	N	590707		8103		"	"
58-0075	KC-135R					6	Y	N	590713		8311	9106	"	"
58-0076	KC-135R					6	Y	N	590727		8110	9010	"	"
58-0077	KC-135Q					2	Y	N	590724		8104		"	"
58-0078	KC-135E					5	Y	N	590714		8011	8308	"	"
58-0079	KC-135R					6	Y	N	590723		8501	9002	"	"
58-0080	KC-135E					5	Y	N	590715		8002	8208	"	"
58-0081	KC-135A	*		S		2	Y	N	590715	921016	8611	--	"	"
58-0082	KC-135E					5	Y	N	590731		8502	8603	"	"
58-0083	KC-135R					6	Y	N	590722		8204	9012	"	"
58-0084	KC-135Q					2	Y	N	590730		8006		"	"
58-0085	KC-135E					5	Y	N	590804		8102	8603	"	"
58-0086	KC-135Q					2	Y	N	580807		8008		"	"
58-0087	KC-135E					5	Y	N	590821		8306	8306	"	"
58-0088	KC-135Q					2	Y	N	590821		8109		"	"
58-0089	KC-135Q					2	Y	N	590821		8010		"	"
58-0090	KC-135E					5	Y	N	590821		8309	8606	"	"
58-0091	KC-135A					2	Y	N	590821		8609		"	"
58-0092	KC-135R					6	Y	N	590821		8011	9208	"	"
58-0093	KC-135R					6	Y	N	590821		8009	8909	"	"
58-0094	KC-135Q					2	Y	N	590828		8102		"	"
58-0095	KC-135Q					2	Y	N	590828		8005		"	14
58-0096	KC-135E					5	Y	N	590829		8004	8501	"	"
58-0097	KC-135A	*		S		2	Y	N	590831	920908	8003	--	"	"
58-0098	KC-135R					6	Y	N	590921		8601	8601	"	"
58-0099	KC-135Q					2	Y	N	590921		8011		"	"
58-0100	KC-135R					6	Y	N	590921		8107	8911	"	"
58-0101	KC-135A	*				2	Y	N	590921	770429	--	--	"	"
58-0102	KC-135R					6	Y	N	590921		8209	9111	"	"
58-0103	KC-135Q					2	Y	N	590921		8009		"	"
58-0104	KC-135R					6	Y	N	590923		8202	9006	"	"
58-0105	KC-135A					2	Y	N	590928		8203		"	"
58-0106	KC-135R					6	Y	N	590930		8006	9202	"	"
58-0107	KC-135E					5	Y	N	590930		7909	8209	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
58-0108	KC-135E	5	Y	N				591014		8505	8605	KC-135A	14	717-148
58-0109	KC-135R	6	Y	N				591007		8407	8908	"	"	"
58-0110	KC-135A	2	Y	N				591015		8411		"	"	"
58-0111	KC-135E	5	Y	N				591008		8204	8302	"	"	"
58-0112	KC-135Q	2	Y	N				591015		7911		"	"	"
58-0113	KC-135R	6	Y	N				591021		8012	9207	"	"	"
58-0114	KC-135R	6	Y	N				591023		8002	9205	"	"	"
58-0115	KC-135E	5	Y	N				591023		8305	8305	"	"	"
58-0116	KC-135E	5	Y	N				591030		8301	9010	"	"	"
58-0117	KC-135Q	2	Y	N				591103		7808		"	"	"
58-0118	KC-135R	6	Y	N				591104		8610	9202	"	"	"
58-0119	KC-135R	6	Y	N				591113		8801	9208	"	"	"
58-0120	KC-135R	6	Y	N				591110		8505	8505	"	"	"
58-0121	KC-135R	6	Y	N				591117		8111	9212	"	"	"
58-0122	KC-135R	6	Y	N				591118		8405	9101	"	"	"
58-0123	KC-135R	6	Y	N				591123		7912	9102	"	"	"
58-0124	KC-135R	6	Y	Y				591125		8301	8905	"	"	"
58-0125	KC-135Q	2	Y	N				591202		1376		"	"	"
58-0126	KC-135R	6	Y	Y				591207		8101	8901	"	"	"
58-0127	KC-135A *	2	Y	N				591202	790919	--	--	"	"	"
58-0128	KC-135R	6	Y	N				591228		8601	9107	"	"	"
58-0129	KC-135Q	2	Y	N				591215		7807		"	"	"
58-0130	KC-135R	6	Y	N				591228		7710	9012	"	"	"

1958 MODELS

MDS Distribution



1959 MODELS (81 BUILT - 77 REMAIN ACTIVE)

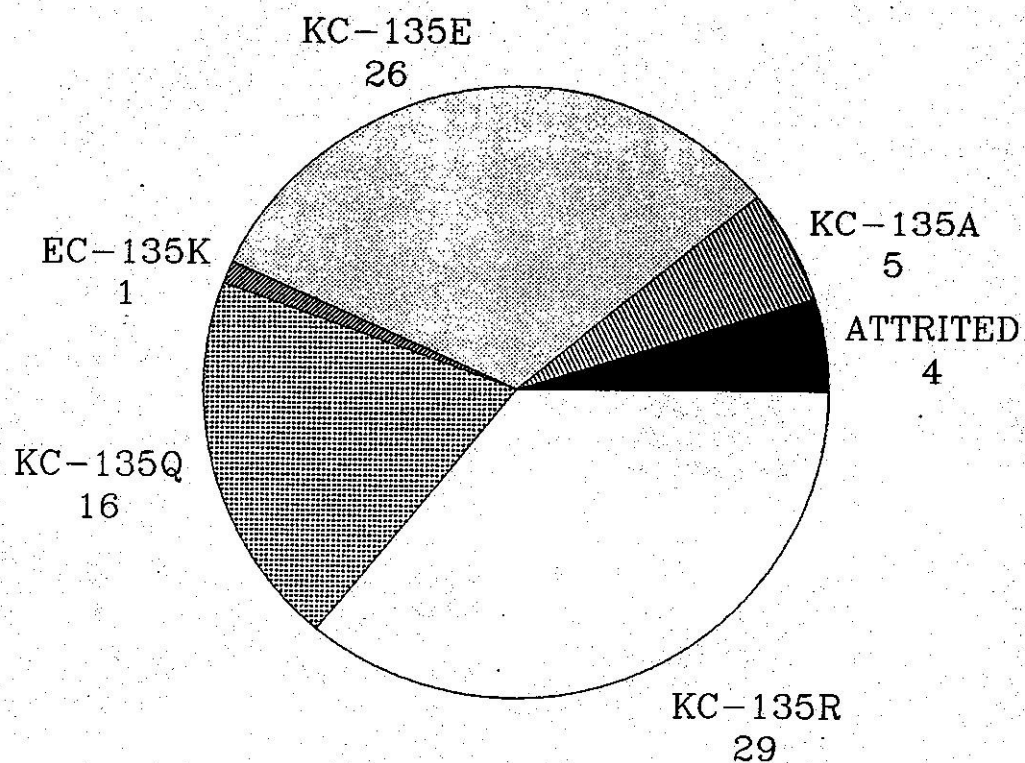
SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
59-1443	KC-135A *	2	Y	N				591230	850827	--	--	KC-135A	15	717-148
59-1444	KC-135R	6	Y	N				591230		8406	8906	"	"	"
59-1445	KC-135E	5	Y	N				600107		8601	8601	"	"	"
59-1446	KC-135R	6	Y	N				600108		8510	8510	"	"	"
59-1447	KC-135E	5	Y	N				600111		8304	8607	"	"	"
59-1448	KC-135E	5	Y	N				600114		8404	8404	"	"	"
59-1449	KC-135A	2	Y	N				600119		8506		"	"	"
59-1450	KC-135E	5	Y	N				600126		8408	8408	"	"	"
59-1451	KC-135E	5	Y	N				600121		8311	8606	"	"	"
59-1452	KC-135E	5	Y	N				600129		8506	8602	"	"	"
59-1453	KC-135R	6	Y	N				600209		8509	8509	"	"	"
59-1454	KC-135A	2	Y	N				600208		8401		"	"	"
59-1455	KC-135R	6	Y	N				600211		8509	8509	"	"	"
59-1456	KC-135E	5	Y	N				600216		8307	8307	"	"	"
59-1457	KC-135E	5	Y	N				600212		8310	8310	"	"	"
59-1458	KC-135R	6	Y	N				600219		8507	8507	"	"	"
59-1459	KC-135R	6	Y	N				600226		8601	8601	"	"	"
59-1460	KC-135Q	2	Y	N				600225		8112		"	"	"
59-1461	KC-135R	6	Y	N				600425		8108	9103	"	"	"
59-1462	KC-135Q	2	Y	N				600311		8207		"	"	"
59-1463	KC-135R	6	Y	N				600311		8202	9008	"	"	"
59-1464	KC-135Q	2	Y	N				600311		8006		"	"	"
59-1465@	KC-135R *	2	Y	N				600328	670717	--	--	"	"	"
59-1466	KC-135R	6	Y	N				600330		8505	8505	"	"	"
59-1467	KC-135Q	2	Y	N				600330		8305		"	"	"
59-1468	KC-135Q	2	Y	N				600407		8106		"	"	"
59-1469	KC-135R	6	Y	N				600407		7912	9009	"	"	"
59-1470	KC-135Q	2	Y	N				600413		8003		"	"	"
59-1471	KC-135Q	2	Y	N				600415		8402		"	"	"
59-1472	KC-135R	6	Y	N				600413		8405	9005	"	"	"
59-1473	KC-135E	5	Y	N				600421		8210	8211	"	16	"
59-1474	KC-135Q	2	Y	N				600429		8109		"	"	"
59-1475	KC-135R	6	Y	N				600503		8601	8901	"	"	"
59-1476	KC-135R	6	Y	N				600605		8611	9006	"	"	"
59-1477	KC-135E	5	Y	N				600513		8106	8606	"	"	"
59-1478	KC-135R	6	Y	N				600513		8604	8604	"	"	"
59-1479	KC-135E	5	Y	N				600513		8003	8302	"	"	"
59-1480	KC-135Q	2	Y	N				600511		8110		"	"	"
59-1481	KC-135A	2	N	N				600603		8404		"	"	"
59-1482	KC-135R	6	Y	N				600531		8505	8505	"	"	"
59-1483	KC-135R	6	Y	N				600531		8202	8906	"	"	"
59-1484	KC-135E	5	Y	N				600607		7910	8303	"	"	"
59-1485	KC-135E	5	Y	N				600607		8310	8310	"	"	"
59-1486	KC-135A	2	Y	N				600607		8302		"	"	"
59-1487	KC-135E	5	Y	N				600617		8307	8307	"	"	"
59-1488	KC-135R	6	Y	N				600622		8511	9203	"	"	"
59-1489	KC-135E	5	Y	N				600623		8008	8302	"	"	"
59-1490	KC-135Q	2	Y	N				600711		8107		"	"	"
59-1491	RC-135S *	2	Y	N				600706	690113	--	--	"	"	"
59-1492	KC-135R	6	Y	N				600712		8207	9010	"	"	"
59-1493	KC-135E	5	Y	N				600712		8408	8801	"	"	"

@ (59-1465 was not a re-engined plane. See text in Section Five.)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
59-1494	KC-135E *	5	Y	N				600718	900111	8410	8410	KC-135A	16	717-148
59-1495	KC-135R	6	Y	N				600722		8604	8604	"	"	"
59-1496	KC-135E	5	Y	N				600722		8403	9104	"	"	"
59-1497	KC-135E	5	Y	N				600801		8001	8307	"	"	"
59-1498	KC-135R	6	Y	N				600801		8510	8908	"	"	"
59-1499	KC-135E	5	Y	N				600808		8406	8406	"	"	"
59-1500	KC-135A	2	Y	N				600808		8311		"	"	"
59-1501	KC-135R	6	Y	N				600811		8510	9203	"	"	"
59-1502	KC-135R	6	Y	N				600816		8602	9206	"	"	"
59-1503	KC-135E	5	Y	N				600822		8611	8710	"	17	"
59-1504	KC-135Q	2	Y	N				600902		8002		"	"	"
59-1505	KC-135E	5	Y	N				600907		8404	8404	"	"	"
59-1506	KC-135E	5	Y	N				600908		8308	8308	"	"	"
59-1507	KC-135R	6	Y	N				600909		8512	9208	"	"	"
59-1508	KC-135R	6	Y	N				600915		8211	9210	"	"	"
59-1509	KC-135E	5	Y	N				600920		8411	8411	"	"	"
59-1510	KC-135Q	2	Y	N				600920		8306		"	"	"
59-1511	KC-135R	6	Y	N				601015		8612	8612	"	"	"
59-1512	KC-135Q	2	Y	N				601003		8004		"	"	"
59-1513	KC-135Q	2	Y	N				601010		8101		"	"	"
59-1514	KC-135E	5	Y	Y				601017		8103	8201	"	"	"
59-1515	KC-135R	6	Y	N				601017		8507	8507	"	"	"
59-1516	KC-135E	5	Y	N				601026		8210	8711	"	"	"
59-1517	KC-135R	6	Y	N				601021		8511	8511	"	"	"
59-1518	EC-135K	5	N	N				601020		8012	8204	"	"	"
59-1519	KC-135E	5	Y	N				601103		8212	8212	"	"	"
59-1520	KC-135Q	2	Y	N				601103		8009		"	"	"
59-1521	KC-135R	6	Y	N				601115		8703	8703	"	"	"
59-1522	KC-135R	6	Y	N				601108		8612	9209	"	"	"
59-1523	KC-135Q	2	Y	N				601121		8106		"	"	"

1959 MODELS

MDS Distribution



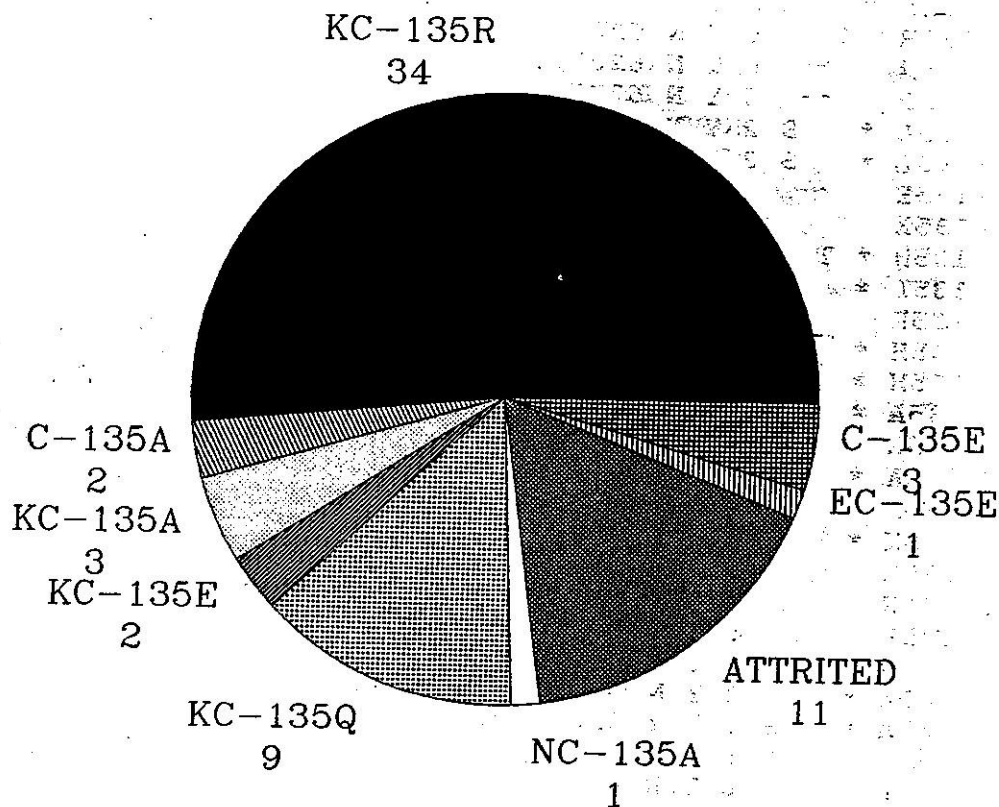
1960 MODELS (66 BUILT - 55 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
60-0313	KC-135R	6	Y	N				601128		8712	8712	KC-135A	18	717-148
60-0314	KC-135R	6	Y	N				601209		8211	8905	"	"	"
60-0315	KC-135R	6	Y	N				601229		8105	8908	"	"	"
60-0316	KC-135E	5	Y	N				601207		8312	9103	"	"	"
60-0317	KC-135A *	2	Y	N				601216	881011	7910	--	"	"	"
60-0318	KC-135R	6	Y	N				601216		8311	9208	"	"	"
60-0319	KC-135R	6	Y	N				601220		8104	9206	"	"	"
60-0320	KC-135R	6	Y	N				601227		8111	9110	"	"	"
60-0321	KC-135R	6	Y	N				610125		8509	8509	"	"	"
60-0322	KC-135R	6	Y	N				610118		8609	8609	"	"	"
60-0323	KC-135R	6	Y	N				610113		8112	8906	"	"	"
60-0324	KC-135R	6	Y	N				610112		8504	9103	"	"	"
60-0325	KC-135A	2	Y	N				610118		8701		"	"	"
60-0326	KC-135A	2	Y	N				610131		8407		"	"	"
60-0327	KC-135E	5	Y	N				610228		8209	9105	"	"	"
60-0328	KC-135R	6	Y	N				610202		8303	9112	"	"	"
60-0329	KC-135R	6	Y	N				610206		8603	8603	"	"	"
60-0330	KC-135A *	2	Y	N				610209	870213	8410	--	"	"	"
60-0331	KC-135R	6	Y	N				610228		8604	8903	"	"	"
60-0332	KC-135R	6	Y	N				610228		7911	9204	"	"	"
60-0333	KC-135R	6	Y	N				610322		8401	8908	"	"	"
60-0334	KC-135R	6	Y	N				610303		8302	8909	"	"	"
60-0335	KC-135Q	2	Y	N				610310		8202		"	"	"
60-0336	KC-135Q	2	Y	N				610308		8501		"	"	"
60-0337	KC-135Q	2	Y	N				610308		8203		"	"	"
60-0338	KC-135Q * X	2	Y	N				610316	800208	--	--	"	"	"
60-0339	KC-135Q	2	Y	N				610403		8511		"	"	"
60-0340	KC-135A *	2	Y	N				610403	640708	--	--	"	"	"
60-0341	KC-135R	6	Y	N				610403		8706	8706	"	"	"
60-0342	KC-135Q	2	Y	N				610403		8201		"	"	"
60-0343	KC-135Q	2	Y	N				610411		8510		"	19	"
60-0344	KC-135Q	2	Y	N				610414		8401		"	"	"
60-0345	KC-135Q	2	Y	N				610508		8212		"	"	"
60-0346	KC-135Q	2	Y	N				610503		8606		"	"	"
60-0347	KC-135R	6	Y	N				610503		8602	8602	"	"	"
60-0348	KC-135R	6	Y	N				610502		8512	9203	"	"	"
60-0349	KC-135R	6	Y	N				610901		8702	9107	"	"	"
60-0350	KC-135R	6	Y	N				610510		7912	9110	"	"	"
60-0351	KC-135R	6	Y	N				610508		8208	9108	"	"	"
60-0352	KC-135A *	2	Y	N				610601	620910	--	--	"	"	"
60-0353	KC-135R	6	Y	N				610601		8605	8605	"	"	"
60-0354	KC-135A *	2	Y	N				610601	751207	--	--	"	"	"
60-0355	KC-135A	2	Y	N				630812		8310		"	"	"
60-0356	KC-135R	6	Y	Y				610601		8509	8901	"	"	"
60-0357	KC-135R	6	Y	Y				610620		8712	8807	"	"	"
60-0358	KC-135R	6	Y	N				610701		8702	9112	"	"	"
60-0359	KC-135R	6	Y	N				610701		8607	8607	"	"	"
60-0360	KC-135R	6	Y	N				610705		8709	8903	"	"	"
60-0361	KC-135A *	2	Y	N				610705	870313	--	--	"	"	"
60-0362	KC-135R	6	Y	Y				610705		8710	8805	"	"	"
60-0363	KC-135R	6	Y	N				610804		8309	9109	"	"	"
60-0364	KC-135R	6	Y	N				610804		8808	8808	"	"	"

SER NO	CMD5	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO	
60-0365	KC-135R					6	Y	N	611004		8601	8601	KC-135A	19	717-148
60-0366	KC-135R					6	Y	N	610804		8401	8905	"	"	"
60-0367	KC-135R					6	Y	N	610804		8510	8510	"	"	"
60-0368	KC-135A *					2	Y	N	610901	760206	--	--	"	"	"
60-0369	GNC-135A *	D				1	N	Y	611005	760609	--	--	C-135A	01	717-157
60-0370	NC-135A *	S				1	N	N	610812	770630	--	--	"	"	"
60-0371	NC-135A					1	N	Y	610823				"	"	"
60-0372	C-135E					5	N	N	610831		8001	8205	"	"	"
60-0373	C-135A *					2	N	N	610915	650625	--	--	"	"	"
60-0374	EC-135E					5	N	N	610925		7903	8204	"	"	"
60-0375	C-135E					5	N	N	610929		7809	8205	"	"	"
60-0376	C-135E					5	N	N	611027		8010	8204	"	"	"
60-0377	C-135A					2	N	N	611031		8103		"	"	"
60-0378	C-135A					2	N	Y	611102		8709		"	"	"

1960 MODELS

MDS Distribution



1961 MODELS

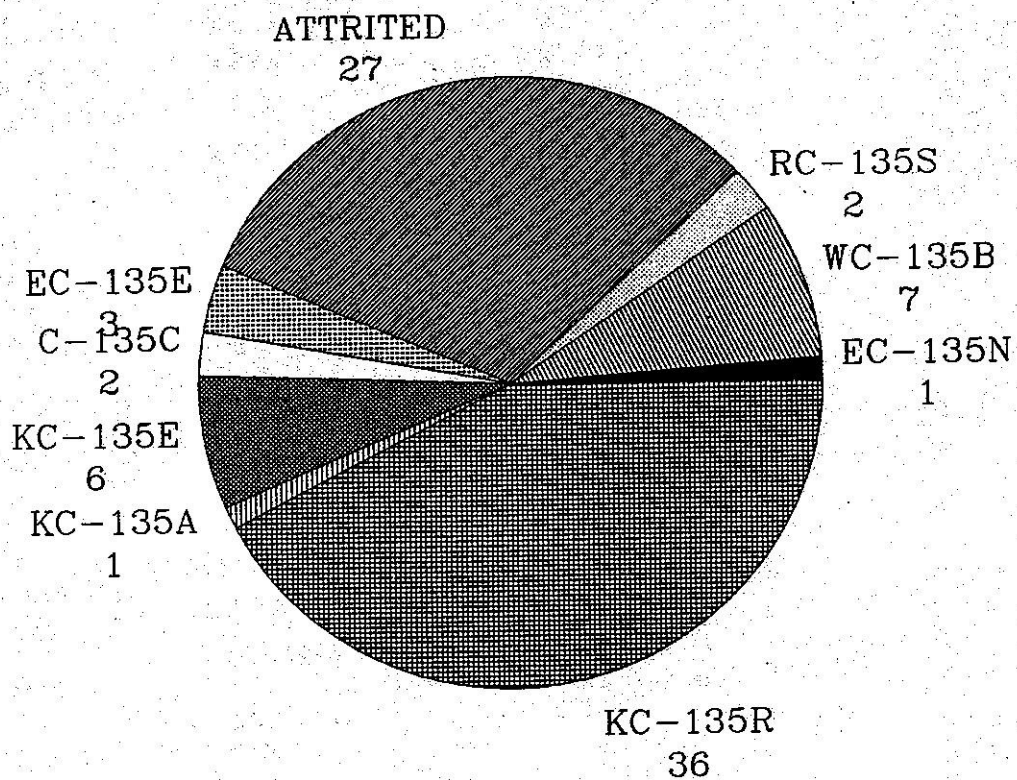
(85 BUILT - 58 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
61-0261	EC-135L *	S	2	Y	Y			611005	920529	8712	--	KC-135A	19	717-148
61-0262	EC-135A * M		2	Y	Y			620122	920530	8403	--	"	"	"
61-0263	EC-135L *	S	2	Y	Y			611012	920505	8802	--	"	"	"
61-0264	KC-135R		6	Y	N			611107		8605	8907	"	"	"
61-0265	KC-135A *		2	Y	N			611115	650104	--	--	"	"	"
61-0266	KC-135R		6	Y	N			611114		8607	9110	"	"	"
61-0267	KC-135R		6	Y	N			611121		8601	9111	"	"	"
61-0268	KC-135E		5	Y	N			611128		7910	9009	"	"	"
61-0269	EC-135L * M		2	Y	Y			611205	920629	8801	--	"	"	"
61-0270	KC-135E		5	Y	N			611213		7910	9006	"	"	"
61-0271	KC-135E		5	Y	N			611214		7909	9004	"	"	"
61-0272	KC-135R		6	Y	N			611229		8707	8707	"	"	"
61-0273	KC-135A *		2	Y	N			611227	660117	--	--	"	"	"
61-0274	EC-135P *	P	5	Y	Y			620104	920227	7810	8203	"	"	"
61-0275	KC-135R		6	Y	N			620108		8603	8905	"	"	"
61-0276	KC-135R		6	Y	N			620115		8507	8507	"	"	"
61-0277	KC-135R		6	Y	N			620115		8709	8709	"	"	"
61-0278	EC-135A *	S	2	Y	Y			620131	920918	8704	--	"	20	"
61-0279	EC-135L *	S	2	Y	Y			620201	920522	8702	--	"	"	"
61-0280	KC-135E		5	Y	N			620201		7909	9005	"	"	"
61-0281	KC-135E		5	Y	N			620207		8501	9102	"	"	"
61-0282	GEC-135H * T		5	Y	Y			620212	911115	8206	8206	"	"	"
61-0283	EC-135L *	S	2	Y	Y			620301	920506	8509	--	"	"	"
61-0284	KC-135R		6	Y	N			620226		8607	9107	"	"	"
61-0285	EC-135H *	S	5	Y	Y			620312	920309	7902	8204	"	"	"
61-0286	GEC-135H * T		5	Y	Y			620305	920124	7908	8205	"	"	"
61-0287	EC-135A * M		2	Y	Y			620316	920210	8605	--	"	"	"
61-0288	KC-135R		6	Y	Y			620402		8604	9206	"	"	"
61-0289	EC-135A *	S	2	Y	Y			620402	920608	8603	--	"	"	"
61-0290	KC-135R		6	Y	N			620411		8801	8801	"	"	"
61-0291	EC-135H *	D	5	Y	Y			620413	910529	7810	8206	"	"	"
61-0292	KC-135R		6	Y	N			620417		8701	8701	"	"	"
61-0293	KC-135R		6	Y	Y			620507		8012	8208	"	"	"
61-0294	KC-135R		6	Y	N			620618		8702	8702	"	"	"
61-0295	KC-135R		6	Y	N			620502		8710	8710	"	"	"
61-0296	KC-135A *		2	Y	N			620502	760926	--	--	"	"	"
61-0297	EC-135A *	S	2	Y	Y			620504	920602	8309	--	"	"	"
61-0298	KC-135R		6	Y	N			620514		8611	8611	"	"	"
61-0299	KC-135R		6	Y	N			620503		8801	8801	"	"	"
61-0300	KC-135R		6	Y	N			620605		8101	9004	"	"	"
61-0301	KC-135A *		2	Y	N			620606	681022	--	--	"	"	"
61-0302	KC-135R		6	Y	Y			620613		8503	9005	"	"	"
61-0303	KC-135E		5	Y	N			620702		7911	9006	"	21	"
61-0304	KC-135R		6	Y	N			620629		8411	8411	"	"	"
61-0305	KC-135R		6	Y	N			620712		8805	8805	"	"	"
61-0306	KC-135R		6	Y	N			620706		8502	8502	"	"	"
61-0307	KC-135R		6	Y	N			620713		8409	8409	"	"	"
61-0308	KC-135R		6	Y	N			620719		8503	8503	"	"	"
61-0309	KC-135R		6	Y	N			620718		8503	8503	"	"	"
61-0310	KC-135R		6	Y	N			620725		8410	8410	"	"	"
61-0311	KC-135R		6	Y	N			620810		8504	8504	"	"	"
61-0312	KC-135R		6	Y	N			620809		8111	8506	"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
61-0313	KC-135R	6	Y	N				620815		8501	8501	KC-135A	21	717-148
61-0314	KC-135R	6	Y	N				620904		8602	8602	"	"	"
61-0315	KC-135R	6	Y	N				620824		8104	8411	"	"	"
61-0316	KC-135A *	2	Y	N				620830	850319	--	--	"	"	"
61-0317	KC-135R	6	Y	N				620904		8503	8503	"	"	"
61-0318	KC-135R	6	Y	N				620906		8412	8412	"	"	"
61-0319	KC-135A *	2	Y	N				620831	630828	--	--	"	"	"
61-0320	KC-135R	6	Y	N				620918		8406	9107	"	"	"
61-0321	KC-135R	6	Y	N				620919		8004	9007	"	"	"
61-0322	KC-135A *	2	Y	N				620920	630828	--	--	"	"	"
61-0323	KC-135R	6	Y	N				620925		8412	9001	"	"	"
61-0324	KC-135R	6	Y	N				621001		8501	8501	"	"	"
61-0325	KC-135A	2	Y	N				621002		8708		"	"	"
61-0326	EC-135E	5	N	N				611116		7808	8411	C-135A	02	717-157
61-0327	EC-135N	5	N	Y				611129		7901	8603	"	"	"
61-0328	EC-135N *	2	N	N				611201	810506	7812	--	"	"	"
61-0329	EC-135E	5	N	N				611211		7806	8312	"	"	"
61-0330	EC-135E	5	N	N				620102		7902	8203	"	"	"
61-0331	C-135B *	3	N	Y				620131	710613	--	--	C-135B	01	717-158
61-0332	C-135B *	3	N	Y				620426	640511	--	--	"	"	"
61-2662	RC-135S	3	N	Y				620227		7909		"	02	"
61-2663	RC-135S	3	N	Y				620323		7805		"	"	"
61-2664	RC-135S *	3	N	Y				620328	810315	7803	--	"	"	"
61-2665	WC-135B	3	N	Y				620329		8107		"	"	"
61-2666	WC-135B	3	N	Y				620330		8304		"	"	"
61-2667	WC-135B	3	N	Y				620420		8308		"	"	"
61-2668	C-135C	3	N	Y				620420		8810		"	03	"
61-2669	C-135C	3	N	Y				620425		8811		"	"	"
61-2670	WC-135B	3	N	Y				620426		8302		"	"	"
61-2671	C-135C * M	3	N	Y				620427	911030	8809	--	"	"	"
61-2672	WC-135B	3	N	Y				620501		8209		"	"	"
61-2673	WC-135B	3	N	Y				620516		8212		"	"	"
61-2674	WC-135B	3	N	Y				620518		8306		"	"	"

1961 MODELS

MDS Distribution



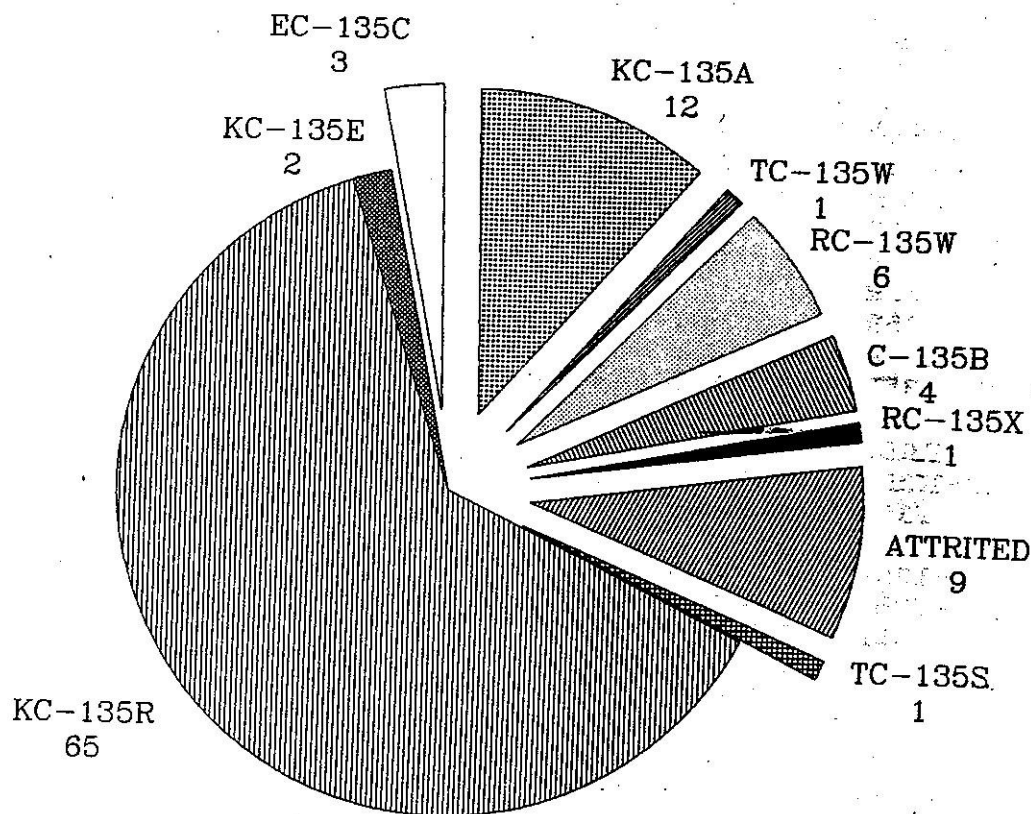
1962 MODELS (104 BUILT - 95 REMAIN ACTIVE)

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
62-3497	KC-135A	2	Y	N				621004		8505		KC-135A	22	717-148
62-3498	KC-135R	6	Y	N				621012		8312	9202	"	"	"
62-3499	KC-135R	6	Y	N				621012		8604	8604	"	"	"
62-3500	KC-135R	6	Y	N				621017		8704	8704	"	"	"
62-3501	KC-135A	2	Y	N				621019		8606		"	"	"
62-3502	KC-135R	6	Y	N				621025		8503	9212	"	"	"
62-3503	KC-135R	6	Y	N				621026		8305	9202	"	"	"
62-3504	KC-135R	6	Y	N				621027		8606	8606	"	"	"
62-3505	KC-135R	6	Y	N				621029		8707	9108	"	"	"
62-3506	KC-135R	6	Y	N				621026		8701	8701	"	"	"
62-3507	KC-135R	6	Y	N				621106		8704	8704	"	"	"
62-3508	KC-135R	6	Y	N				621112		8707	8707	"	"	"
62-3509	KC-135R	6	Y	N				621113		8608	9201	"	"	"
62-3510	KC-135R	6	Y	N				621115		8708	8708	"	"	"
62-3511	KC-135R	6	Y	N				621119		8706	8706	"	"	"
62-3512	KC-135R	6	Y	N				621205		8610	9111	"	"	"
62-3513	KC-135R	6	Y	N				621205		8811	8811	"	"	"
62-3514	KC-135R	6	Y	N				621129		8808	8808	"	"	"
62-3515	KC-135R	6	Y	N				621210		8808	8808	"	"	"
62-3516	KC-135R	6	Y	N				621210		8807	8807	"	"	"
62-3517	KC-135R	6	Y	N				621218		8509	9212	"	"	"
62-3518	KC-135R	6	Y	N				621219		8610	9105	"	"	"
62-3519	KC-135R	6	Y	N				621226		8712	8712	"	"	"
62-3520	KC-135R	6	Y	N				621231		8311	9109	"	23	"
62-3521	KC-135R	6	Y	N				630110		8706	9008	"	"	"
62-3522	KC-135A *	2	Y	N				630107	770304	--	--	"	"	"
62-3523	KC-135R	6	Y	N				630115		8603	8603	"	"	"
62-3524	KC-135R	6	Y	N				630114		8708	9105	"	"	"
62-3525	KC-135A	2	Y	N				630117		8703		"	"	"
62-3526	KC-135R	6	Y	N				630117		8507	9202	"	"	"
62-3527	KC-135E	5	Y	N				630117		8507	9108	"	"	"
62-3528	KC-135A	2	Y	N				630130		8402		"	"	"
62-3529	KC-135R	6	Y	N				630204		8701	9210	"	"	"
62-3530	KC-135R	6	Y	N				630206		8607	8607	"	"	"
62-3531	KC-135R	6	Y	N				630206		8708	8708	"	"	"
62-3532	KC-135A	2	Y	N				630225		8703		"	"	"
62-3533	KC-135R	6	Y	N				630225		8507	8507	"	"	"
62-3534	KC-135R	6	Y	N				630225		8608	8608	"	"	"
62-3535	KC-135A *	D 2	Y	N				630225	700406	--	--	"	"	"
62-3536	EC-135K *	2	N	N				630228	770914	--	--	"	"	"
62-3537	KC-135R	6	Y	N				630306		8803	8803	"	"	"
62-3538	KC-135R	6	Y	N				630305		8802	9207	"	"	"
62-3539	KC-135A	2	Y	N				630306		8412		"	"	"
62-3540	KC-135R	6	Y	N				630306		8510	8510	"	"	"
62-3541	KC-135R	6	Y	N				630819		8401	8909	"	"	"
62-3542	KC-135R	6	Y	N				630312		8805	8805	"	"	"
62-3543	KC-135R	6	Y	N				630718		8611	8611	"	"	"
62-3544	KC-135R	6	Y	N				630325		8612	9105	"	"	"
62-3545	KC-135R	6	Y	N				630327		8705	8902	"	"	"
62-3546	KC-135R	6	Y	N				630328		8708	8708	"	"	"
62-3547	KC-135R	6	Y	N				630423		8801	8801	"	"	"
62-3548	KC-135R	6	Y	N				630506		8809	8809	"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
62-3549	KC-135R	6	Y	N				630507		8806	8806	KC-135A	23	717-148
62-3550	KC-135R	6	Y	N				630520		8610	8610	"	24	"
62-3551	KC-135R	6	Y	N				630604		8106	9008	"	"	"
62-3552	KC-135R	6	Y	N				630425		8608	8608	"	"	"
62-3553	KC-135R	6	Y	N				630423		8803	8803	"	"	"
62-3554	KC-135R	6	Y	N				630423		8609	8609	"	"	"
62-3555	KC-135A	2	Y	N				630425		8510		"	"	"
62-3556	KC-135R	6	Y	N				630501		8707	8707	"	"	"
62-3557	KC-135R	6	Y	N				630506		8607	8607	"	"	"
62-3558	KC-135R	6	Y	N				630514		8407	9105	"	"	"
62-3559	KC-135R	6	Y	N				630520		8402	9201	"	"	"
62-3560	KC-135A	2	Y	N				630523		8808		"	"	"
62-3561	KC-135R	6	Y	N				630603		8705	8705	"	"	"
62-3562	KC-135A	2	Y	N				630603		8708		"	"	"
62-3563	KC-135A	2	Y	N				630610		8707		"	"	"
62-3564	KC-135R	6	Y	N				630620		8512	8512	"	"	"
62-3565	KC-135R	6	Y	N				630613		8712	8712	"	"	"
62-3566	KC-135E	5	Y	N				630619		8305	9106	"	"	"
62-3567	KC-135A	2	Y	N				630618		8109		"	"	"
62-3568	KC-135R	6	Y	N				630702		8705	8705	"	"	"
62-3569	KC-135R	6	Y	N				630702		8605	8605	"	"	"
62-3570	EC-135G *	S	2	Y	Y			630701	920623	8707	--	"	"	"
62-3571	KC-135R	6	Y	N				630711		8804	8804	"	"	"
62-3572	KC-135R	6	Y	N				630712		8111	9009	"	"	"
62-3573	KC-135R	6	Y	N				630717		8710	8710	"	"	"
62-3574	KC-135A	2	Y	N				630712		8708		"	"	"
62-3575	KC-135R	6	Y	N				630717		8810	8810	"	"	"
62-3576	KC-135R	6	Y	N				630805		8502	9109	"	"	"
62-3577	KC-135R	6	Y	N				630802		8710	8710	"	"	"
62-3578	KC-135R	6	Y	N				630805		8805	9203	"	"	"
62-3579	EC-135G *	S	2	Y	Y			630807	920616	8711	--	"	"	"
62-3580	KC-135R	6	Y	N				630815		8705	9103	"	"	"
62-3581	EC-135C	4	Y	Y				640228		8303	--	KC-135B	01	717-166
62-3582	EC-135C	4	Y	Y				640605		8402	--	"	"	"
62-3583	EC-135C *	S	4	Y	Y			640721	920526	8209	--	"	"	"
62-3584	EC-135J *	4	Y	Y				640629	920529	8206	--	"	"	"
62-3585	EC-135C	4	Y	Y				640724		8305	--	"	"	"
62-4125	C-135B	3	N	N				620518		7702	--	C-135B	04	717-158
62-4126	C-135B	3	N	N				620528		7705		"	"	"
62-4127	C-135B	3	N	N				620531		8401		"	"	"
62-4128	RC-135X	3	N	Y				620531		8401		"	"	"
62-4129	TC-135W	3	N	N				620608		7708		"	"	"
62-4130	C-135B	3	N	N				620615		7809		"	"	"
62-4131	RC-135W	3	N	Y				620619		7809		"	"	"
62-4132	RC-135W	3	N	Y				620627		7712		"	"	"
62-4133	TC-135S	3	N	Y				620628		8509		"	"	"
62-4134	RC-135W	3	N	Y				620629		7609		"	"	"
62-4135	RC-135W	3	N	Y				620629		7804		"	"	"
62-4136	C-135B *	3	N	N				620713	621023	--	--	"	"	"
62-4137	RC-135E *	3	N	Y				620724	690605	--	--	"	"	"
62-4138	RC-135W	3	N	Y				620814		7602		"	"	"
62-4139	RC-135W	3	N	Y				620829		7605		"	"	"

1962 MODELS

MDS Distribution



1963 MODELS (117 BUILT - 105 REMAIN ACTIVE)

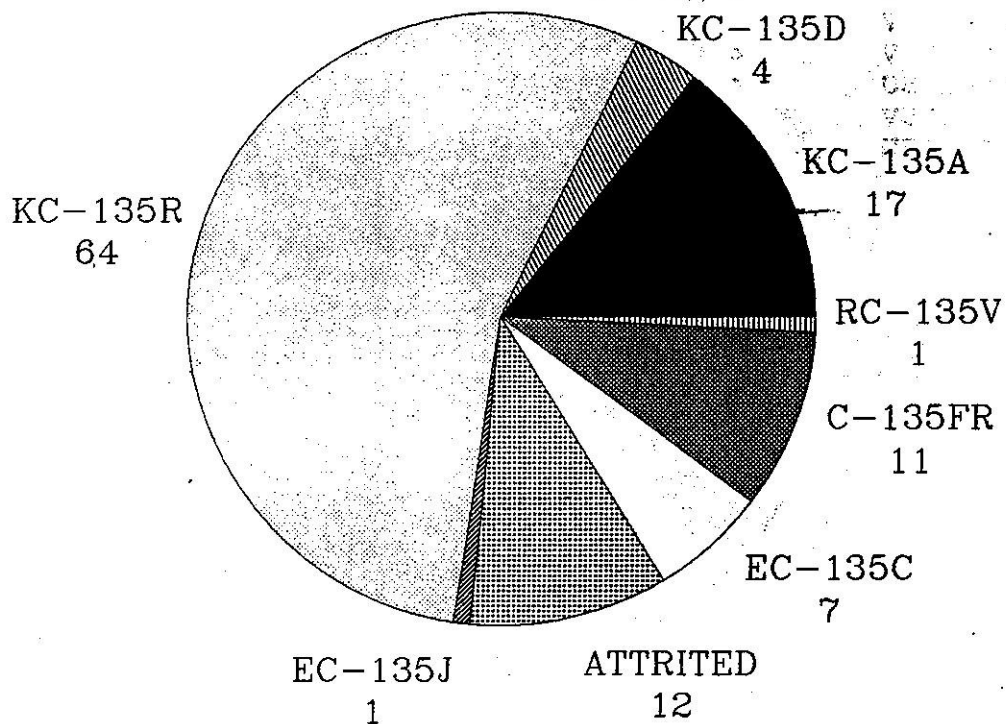
SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO	
63-7976	KC-135R					6	Y	N	630820		8803	8803	KC-135A	24	717-148
63-7977	KC-135R					6	Y	N	630819		8610	8610	"	"	"
63-7978	KC-135R					6	Y	N	630821		8807	8807	"	"	"
63-7979	KC-135R					6	Y	N	620608		8710	8710	"	"	"
63-7980	KC-135R					6	Y	N	630905		8807	8807	"	"	"
63-7981	KC-135R					6	Y	N	630906		8711	8711	"	25	"
63-7982	KC-135R					6	Y	N	630912		8602	9111	"	"	"
63-7983	KC-135A *					2	Y	N	630917	860617	--	--	"	"	"
63-7984	KC-135R					6	Y	N	630917		8701	8701	"	"	"
63-7985	KC-135R					6	Y	N	630919		8811	8811	"	"	"
63-7986	KC-135A					2	Y	N	630914		8109		"	"	"
63-7987	KC-135R					6	Y	N	631003		8101	9209	"	"	"
63-7988	KC-135R					6	Y	N	630410		8506	9011	"	"	"
63-7989	KC-135A *					2	Y	N	631009	730308	--	--	"	"	"
63-7990	KC-135A *					2	Y	N	631009	890131	8710	--	"	"	"
63-7991	KC-135R					6	Y	N	631010		8601	8601	"	"	"
63-7992	KC-135R					6	Y	N	631014		8309	8910	"	"	"
63-7993	KC-135R					6	Y	N	631017		8702	8702	"	"	"
63-7994	EC-135G *	S				2	Y	Y	631018	920911	8705	--	"	"	"
63-7995	KC-135R					6	Y	N	631104		8604	8604	"	"	"
63-7996	KC-135R					6	Y	N	631105		8804	8804	"	"	"
63-7997	KC-135R					6	Y	N	631104		8506	8506	"	"	"
63-7998	KC-135A					2	Y	N	631122		8706		"	"	"
63-7999	KC-135R					6	Y	N	631113		8505	8505	"	"	"
63-8000	KC-135A					2	Y	N	631127		8205		"	"	"
63-8001	EC-135G *	S				2	Y	Y	631119	920518	8607	--	"	"	"
63-8002	KC-135R					6	Y	N	631127		8603	8603	"	"	"
63-8003	KC-135R					6	Y	N	631210		8804	8804	"	"	"
63-8004	KC-135R					6	Y	N	631209		8404	9009	"	"	"
63-8005	KC-135A					2	Y	N	631210		8108		"	"	"
63-8006	KC-135R					6	Y	N	631217		8711	8711	"	"	"
63-8007	KC-135R					6	Y	N	631213		8612	9001	"	"	"
63-8008	KC-135R					6	Y	N	631218		8606	8606	"	"	"
63-8009	KC-135A					2	Y	N	631220		8709		"	"	"
63-8010	KC-135A					2	Y	N	631230		8505		"	"	"
63-8011	KC-135R					6	Y	N	640128		8110	9004	"	"	"
63-8012	KC-135A					2	Y	N	640108		8606		"	"	"
63-8013	KC-135R					6	Y	N	640108		8409	9012	"	"	"
63-8014	KC-135R					6	Y	N	640122		8512	9211	"	"	"
63-8015	KC-135R					6	Y	N	640120		8412	8906	"	"	"
63-8016	KC-135A					2	Y	N	640128		8504		"	26	"
63-8017	KC-135R					6	Y	N	640210		8409	9204	"	"	"
63-8018	KC-135R					6	Y	N	640213		8407	9205	"	"	"
63-8019	KC-135A					2	Y	N	640214		8609		"	"	"
63-8020	KC-135R					6	Y	N	640221		8607	8607	"	"	"
63-8021	KC-135R					6	Y	N	640225		8806	8806	"	"	"
63-8022	KC-135R					6	Y	N	640226		8509	9204	"	"	"
63-8023	KC-135R					6	Y	N	640302		8812	8812	"	"	"
63-8024	KC-135R					6	Y	N	640310		8704	8704	"	"	"
63-8025	KC-135R					6	Y	N	640318		8708	8708	"	"	"
63-8026	KC-135A					2	Y	N	640318		8604		"	"	"
63-8027	KC-135R					6	Y	N	640318		8710	9205	"	"	"
63-8028	KC-135R					6	Y	N	640330		8806	8806	"	"	"

SER NO CMDS A G S P B R ACPTDT ATTRDT RSKN RENG OMDS BN BMODNO

63-8029	KC-135R		6	Y	N	640406		8701	9008	KC-135A	26	717-148
63-8030	KC-135R		6	Y	N	640410		8802	8802	"	"	"
63-8031	KC-135R		6	Y	N	640410		8802	9205	"	"	"
63-8032	KC-135R		6	Y	N	640416		8702	8702	"	"	"
63-8033	KC-135R		6	Y	N	640423		8809	8809	"	"	"
63-8034	KC-135A		2	Y	N	640428		8603		"	"	"
63-8035	KC-135R		6	Y	N	640504		8602	9204	"	"	"
63-8036	KC-135R		6	Y	N	640513		8612	8612	"	"	"
63-8037	KC-135R		6	Y	N	640519		8808	8808	"	"	"
63-8038	KC-135R		6	Y	N	640519		8802	8802	"	"	"
63-8039	KC-135R		6	Y	N	640526		8805	8805	"	"	"
63-8040	KC-135R		6	Y	N	640526		8706	8706	"	"	"
63-8041	KC-135R		6	Y	N	640604		8703	8703	"	"	"
63-8042	KC-135A *		2	Y	N	640611	650603	--	--	"	"	"
63-8043	KC-135R		6	Y	N	640622		7908	9209	"	"	"
63-8044	KC-135A		2	Y	N	640625		7908		"	"	"
63-8045	KC-135A		2	Y	N	640626		7907		"	"	"
63-8046	EC-135C		4	Y	Y	640813		8202	--	KC-135B	01	717-166
63-8047	EC-135C		4	Y	Y	640827		8307	--	"	"	"
63-8048	EC-135C		4	Y	Y	640930		8212	--	"	"	"
63-8049	EC-135C * M		4	Y	Y	641023	920129	8203	--	"	"	"
63-8050	EC-135C		4	Y	Y	640929		8304	--	"	"	"
63-8051	EC-135C * S		4	Y	Y	641112	920710	8312	--	"	"	"
63-8052	EC-135C		4	Y	Y	641023		8211	--	"	"	"
63-8053	EC-135C		4	Y	Y	641130		8311	--	"	"	"
63-8054	EC-135C		4	Y	Y	641209		8108	--	"	"	"
63-8055	EC-135J		4	Y	Y	650120		8205	--	"	"	"
63-8056	EC-135J * S		4	Y	Y	650225	920323	8406	--	"	"	"
63-8057	EC-135J * S		4	Y	Y	650225	920331	8408	--	"	"	"
63-8058	KC-135D		5	Y	N	660106		8803	9007	KC-135A	01	739-700
63-8059	KC-135D		5	Y	N	650915		8710	9007	"	"	"
63-8060	KC-135D		5	Y	N	650915		8712	9006	"	"	"
63-8061	KC-135D		5	Y	N	660601		8801	9007	"	"	"
63-8470	C-135FR		6	Y	N	631211		8608		C-135F	01	717-165
63-8471	C-135FR		6	Y	N	640127		8602		"	"	"
63-8472	C-135FR		6	Y	N	640303		8709		"	"	"
63-8473	C-135F *		2	Y	N	640604	720701	--	--	"	"	"
63-8474	C-135FR		6	Y	N	640504		8610		"	"	"
63-8475	C-135FR		6	Y	N	640602		8701		"	"	"
63-8871	KC-135R		6	Y	N	640630		7906	8812	KC-135A	26	717-148
63-8872	KC-135R		6	Y	N	640717		7906	8909	"	"	"
63-8873	KC-135R		6	Y	N	640713		7903	9211	"	"	"
63-8874	KC-135R		6	Y	N	640727		7907	9203	"	"	"
63-8875	KC-135R		6	Y	N	650204		7903	9108	"	"	"
63-8876	KC-135R		6	Y	N	640806		8801	9010	"	"	"
63-8877	KC-135R		6	Y	N	640729		7909	9301	"	"	"
63-8878	KC-135R		6	Y	N	640810		7904	9108	"	"	"
63-8879	KC-135R		6	Y	N	640821		7907	9212	"	"	"
63-8880	KC-135R		6	Y	N	640904		7906	8812	"	"	"
63-8881	KC-135A		2	Y	N	640904		8302		"	"	"
63-8882	KC-135A *		2	Y	N	640911	650226	--	--	"	"	"
63-8883	KC-135R		6	Y	N	640911		7902	8903	"	"	"
63-8884	KC-135R		6	Y	N	640831		7903	8912	"	"	"
63-8885	KC-135A		2	Y	N	640918		7906		"	"	"
63-8886	KC-135R		6	Y	N	640918		7905	9006	"	"	"

SER NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
63-8887	KC-135A	2	Y	N				640924		7811		KC-135A	26	717-148
63-8888	KC-135A	2	Y	N				640929		7409		"	"	"
63-9792	RC-135V	4	N	Y				640522		8601		RC-135B	01	739-445B
63-12735	C-135FR	6	Y	N				640706			8509	C-135F	02	717-165
63-12736	C-135FR	6	Y	N				640721			8508	"	"	"
63-12737	C-135FR	6	Y	N				640804			8804	"	"	"
63-12738	C-135FR	6	Y	N				640817			8801	"	"	"
63-12739	C-135FR	6	Y	N				640904			8511	"	"	"
63-12740	C-135FR	6	Y	N				640921			8711	"	"	"

1963 MODELS MDS Distribution

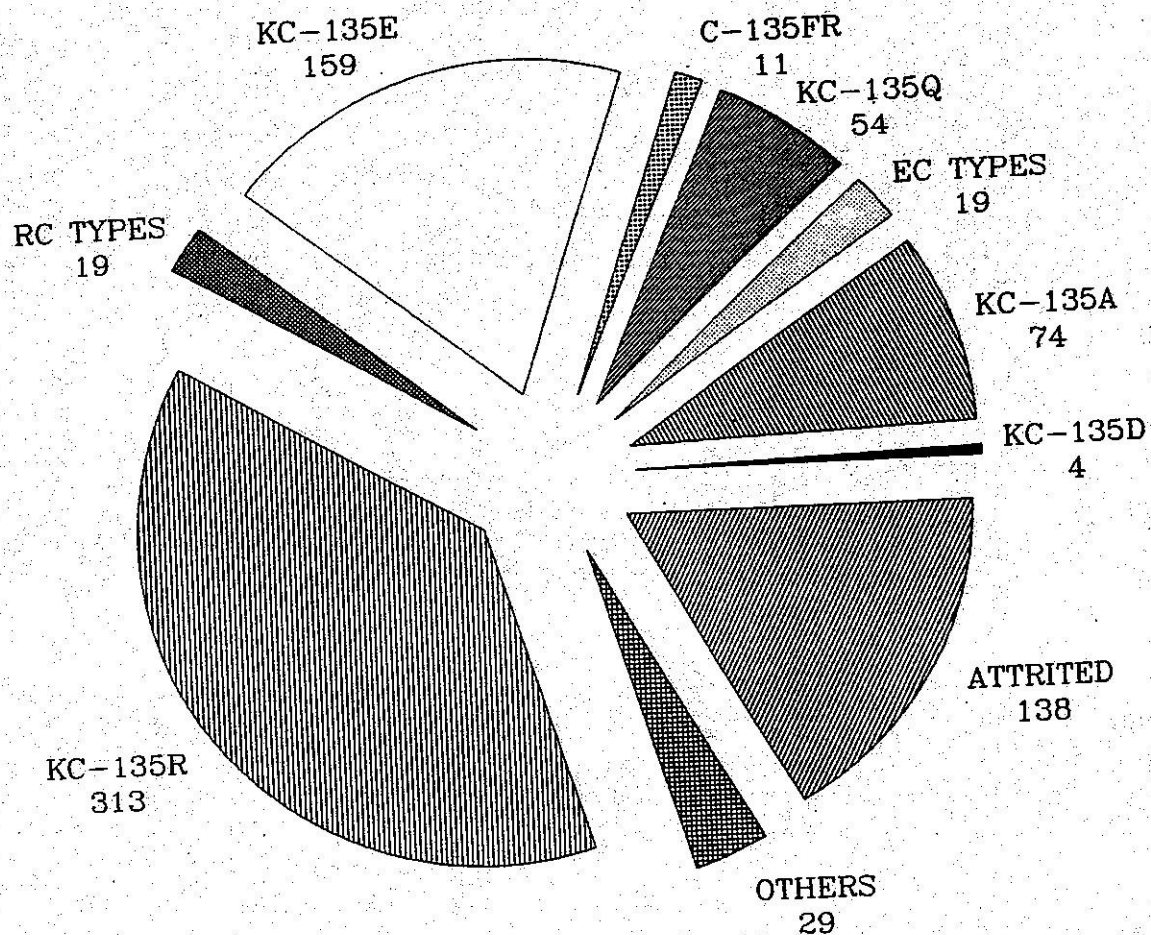


1964 MODELS (22 BUILT - 22 REMAIN ACTIVE)

SER	NO	CMDS	A	G	S	P	B	R	ACPTDT	ATTRDT	RSKN	RENG	OMDS	BN	BMODNO
64-14828	KC-135R		6	Y	N				641013		7905	8901	KC-135A	27	717-148
64-14829	KC-135R		6	Y	N				641015		7908	9005	"	"	"
64-14830	KC-135R		6	Y	N				641021		7905	9104	"	"	"
64-14831	KC-135R		6	Y	N				641030		7903	9105	"	"	"
64-14832	KC-135R		6	Y	N				641030		7904	8902	"	"	"
64-14833	KC-135R		6	Y	N				641109		7905	9109	"	"	"
64-14834	KC-135R		6	Y	N				641120		7904	9102	"	"	"
64-14835	KC-135R		6	Y	N				641130		7907	9005	"	"	"
64-14836	KC-135A		2	Y	N				641202		7905		"	"	"
64-14837	KC-135A		2	Y	N				641216		7906		"	"	"
64-14838	KC-135A		2	Y	N				641221		7903		"	"	"
64-14839	KC-135A		2	Y	N				650106		7902		"	"	"
64-14840	KC-135R		6	Y	N				650112		7904	9104	"	"	"
64-14841	RC-135V		4	N	Y				640930		8103		RC-135B	01	739-445B
64-14842	RC-135V		4	N	Y				641021		8107		"	"	"
64-14843	RC-135V		4	N	Y				641109		8102		"	"	"
64-14844	RC-135V		4	N	Y				641110		8106		"	"	"
64-14845	RC-135V		4	N	Y				641207		8104		"	"	"
64-14846	RC-135V		4	N	Y				641223		8108		"	"	"
64-14847	RC-135U		4	N	Y				650120		8109		"	"	"
64-14848	RC-135V		4	N	Y				650128		8012		"	"	"
64-14849	RC-135U		4	N	Y				650209		8302		"	"	"

MDS DISTRIBUTION

ALL 820 C-135 AIRFRAMES



Fleet status on 31 Jan 1993

SECTION 3. ALPHABETICAL LISTING OF C-135 MISSION/DESIGN/SERIES

-135A (2)	EC-135K (2)	KC-135A (74)	KC-135E (159)	KC-135E (159)
60-0377	55-3118	59-1449	55-3145	57-1475
60-0378	59-1518	59-1454	55-3146	57-1478
		59-1481	56-3593	57-1479
-135B (4)	EC-135N (1)	59-1486	56-3604	57-1480
62-4125	61-0327	59-1500	56-3606	57-1482
62-4126		60-0325	56-3607	57-1484
62-4127	EC-135Y (1)	60-0326	56-3609	57-1485
62-4130	55-3125	60-0355	56-3611	57-1491
		61-0325	56-3612	57-1492
-135C (2)	GEC-135H (2)	62-3497	56-3622	57-1494
61-2668	61-0282	62-3501	56-3623	57-1495
61-2669	61-0286	62-3525	56-3626	57-1496
		62-3528	56-3630	57-1497
135E (3)	GKC-135A (1)	62-3532	56-3631	57-1501
60-0372	55-0070	62-3539	56-3638	57-1503
60-0375		62-3555	56-3640	57-1504
60-0376	GNKC-135A (1)	62-3560	56-3641	57-1505
	55-3124	62-3562	56-3643	57-1507
135FR (11)		62-3563	56-3645	57-1509
63-8470	KC-135A (74)	62-3567	56-3648	57-1510
63-8471	55-3136	62-3574	56-3650	57-1511
63-8472	55-3137	63-7986	56-3654	57-1512
63-8474	55-3139	63-7998	56-3658	57-2589
63-8475	55-3142	63-8000	57-1421	57-2594
63-12735	56-3591	63-8005	57-1422	57-2595
63-12736	56-3595	63-8009	57-1423	57-2598
63-12737	56-3600	63-8010	57-1425	57-2600
63-12738	56-3601	63-8012	57-1426	57-2601
63-12739	56-3614	63-8016	57-1428	57-2602
63-12740	56-3616	63-8019	57-1429	57-2603
	56-3617	63-8026	57-1431	57-2604
35C (10)	56-3620	63-8034	57-1433	57-2606
2-3581	56-3621	63-8044	57-1434	57-2607
2-3582	56-3624	63-8045	57-1436	57-2608
2-3585	56-3625	63-8881	57-1438	58-0003
3-8046	56-3632	63-8885	57-1441	58-0005
3-8047	56-3642	63-8887	57-1443	58-0006
3-8048	56-3649	63-8888	57-1445	58-0008
3-8050	56-3652	64-14836	57-1447	58-0012
3-8052	56-3656	64-14837	57-1448	58-0013
3-8053	57-1432	64-14838	57-1450	58-0014
3-8054	57-2591	64-14839	57-1451	58-0017
	57-2592		57-1452	58-0020
35E (4)	57-2596	KC-135D (4)	57-1455	58-0024
0-0374	57-2609	63-8058	57-1458	58-0032
1-0326	58-0025	63-8059	57-1459	58-0037
1-0329	58-0028	63-8060	57-1460	58-0040
1-0330	58-0034	63-8061	57-1463	58-0041
	58-0066		57-1464	58-0043
	58-0091	KC-135E (159)	57-1465	58-0044
5J (1)	58-0105	55-3141	57-1468	58-0052
-8055	59-0110	55-3143	57-1471	58-0053

KC-135E (159)	KC-135Q (54)	KC-135R (312)	KC-135R (312)	KC-135R (312)
58-0057	58-0046	57-1430	58-0102	60-0331
58-0058	58-0047	57-1435	58-0104	60-0332
58-0064	58-0049	57-1437	58-0106	60-0333
58-0067	58-0050	57-1439	58-0109	60-0334
58-0068	58-0054	57-1440	58-0113	60-0341
58-0078	58-0055	57-1453	58-0114	60-0347
58-0080	58-0060	57-1454	58-0118	60-0348
58-0082	58-0061	57-1456	58-0119	60-0349
58-0085	58-0062	57-1461	58-0120	60-0350
58-0087	58-0065	57-1462	58-0121	60-0351
58-0090	58-0069	57-1469	58-0122	60-0353
58-0096	58-0071	57-1470	58-0123	60-0356
58-0107	58-0072	57-1472	58-0124	60-0357
58-0108	58-0074	57-1473	58-0126	60-0358
58-0111	58-0077	57-1474	58-0128	60-0359
58-0115	58-0084	57-1483	58-0130	60-0360
58-0116	58-0086	57-1486	59-1444	60-0362
59-1445	58-0088	57-1487	59-1446	60-0363
59-1447	58-0089	57-1488	59-1453	60-0364
59-1448	58-0094	57-1493	59-1455	60-0365
59-1450	58-0095	57-1499	59-1458	60-0366
59-1451	58-0099	57-1502	59-1459	60-0367
59-1452	58-0103	57-1506	59-1461	61-0264
59-1456	58-0112	57-1508	59-1463	61-0266
59-1457	58-0117	57-1514	59-1466	61-0267
59-1473	58-0125	57-2593	59-1469	61-0272
59-1477	58-0129	57-2597	59-1472	61-0275
59-1479	59-1460	57-2599	59-1475	61-0276
59-1484	59-1462	57-2605	59-1476	61-0277
59-1485	59-1464	58-0001	59-1478	61-0284
59-1487	59-1467	58-0004	59-1482	61-0288
59-1489	59-1468	58-0009	59-1483	61-0290
59-1493	59-1470	58-0010	59-1488	61-0292
59-1496	59-1471	58-0011	59-1492	61-0293
59-1497	59-1474	58-0015	59-1495	61-0294
59-1499	59-1480	58-0016	59-1498	61-0295
59-1503	59-1490	58-0018	59-1501	61-0298
59-1505	59-1504	58-0021	59-1502	61-0299
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59-1509	59-1512	58-0027	59-1508	61-0302
59-1514	59-1513	58-0030	59-1511	61-0304
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60-0316	60-0335	58-0038	59-1521	61-0307
60-0327	60-0336	58-0051	59-1522	61-0308
61-0268	60-0337	58-0056	60-0313	61-0309
61-0270	60-0339	58-0059	60-0314	61-0310
61-0271	60-0342	58-0063	60-0315	61-0311
61-0280	60-0343	58-0073	60-0318	61-0312
61-0281	60-0344	58-0075	60-0319	61-0313
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62-3566		58-0083	60-0322	61-0317
		58-0092	60-0323	61-0318
		58-0093	60-0324	61-0320
		58-0098	60-0328	61-0321
		58-0100	60-0329	61-0323

135R (312)

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KC-135R (312)

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KC-135R (312)

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NC-135A (1)
60-0371

NKC-135A (6)

55-3119
55-3120
55-3122
55-3128
55-3134
55-3596

NKC-135E (2)

55-3132
55-3135

RC-135S (2)

61-2662
61-2663

RC-135U (2)

64-14847
64-14849

RC-135V (8)

63-9792
64-14841
64-14842
64-14843

RC-135V (8)

64-14844
64-14845
64-14846
64-14848

RC-135W (6)

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62-4135
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62-4139

RC-135X (1)

62-3128

TC-135S (1)

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TC-135W (1)

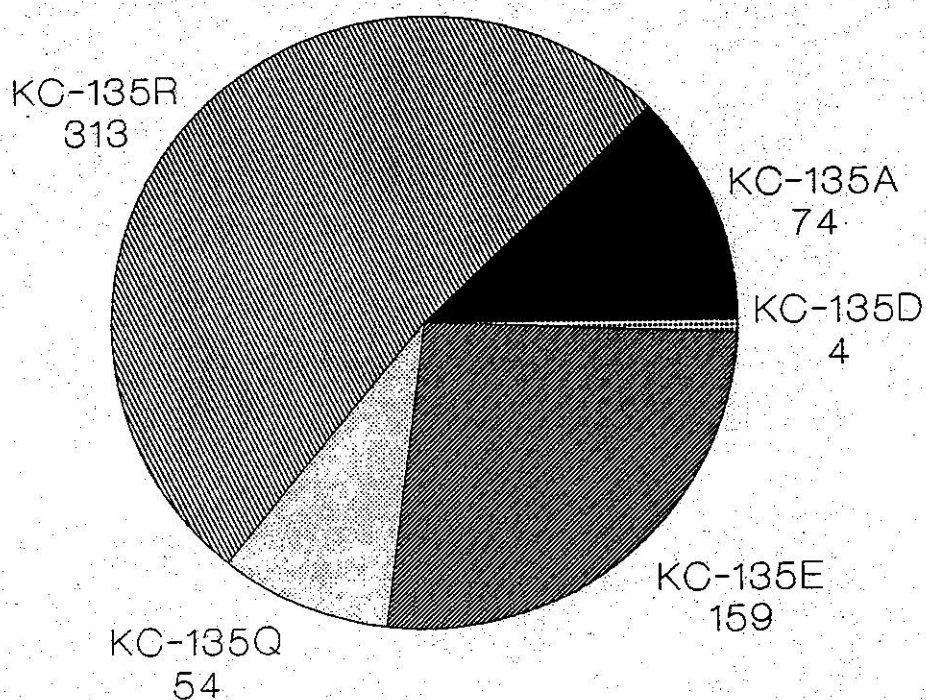
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WC-135B (7)

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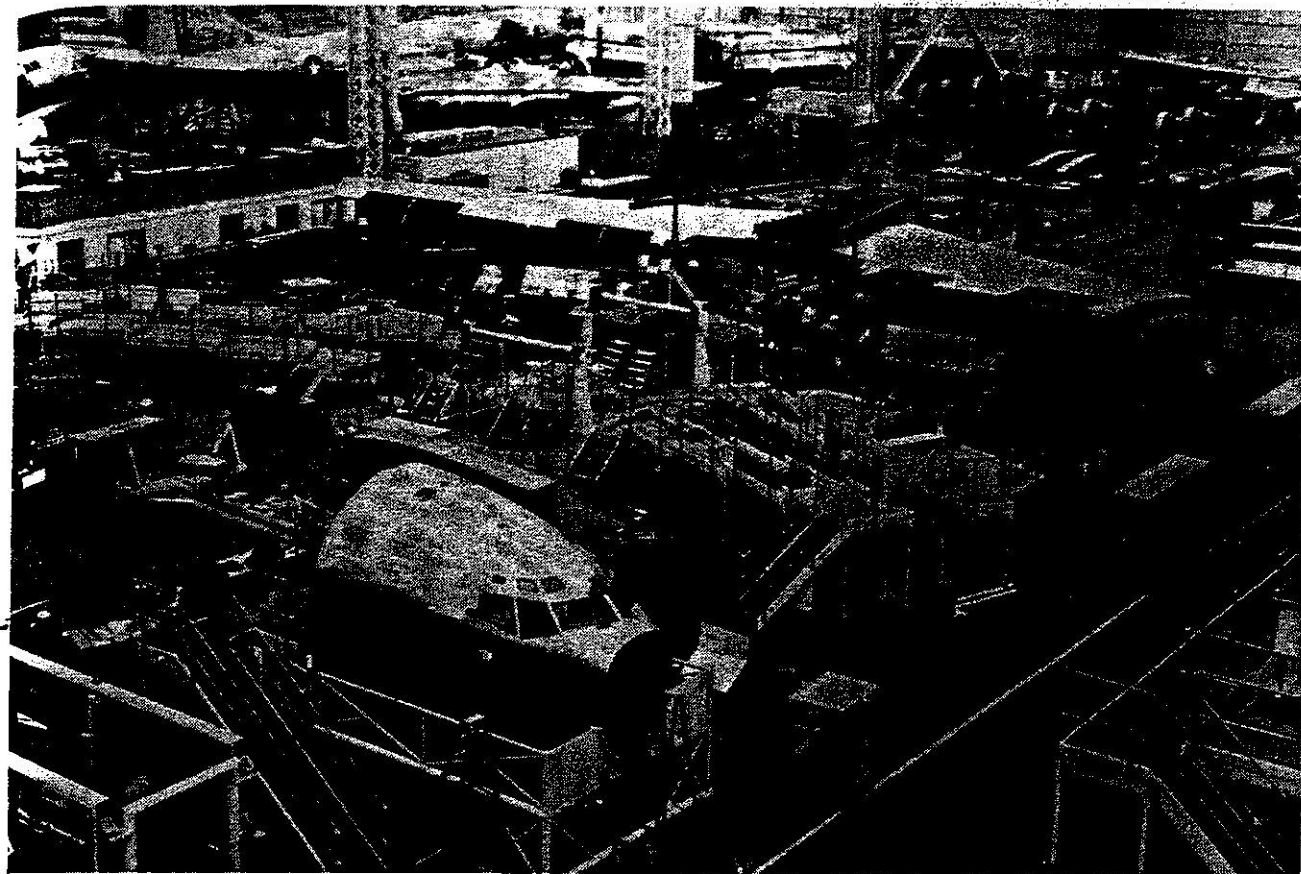
Tankers of the Fleet

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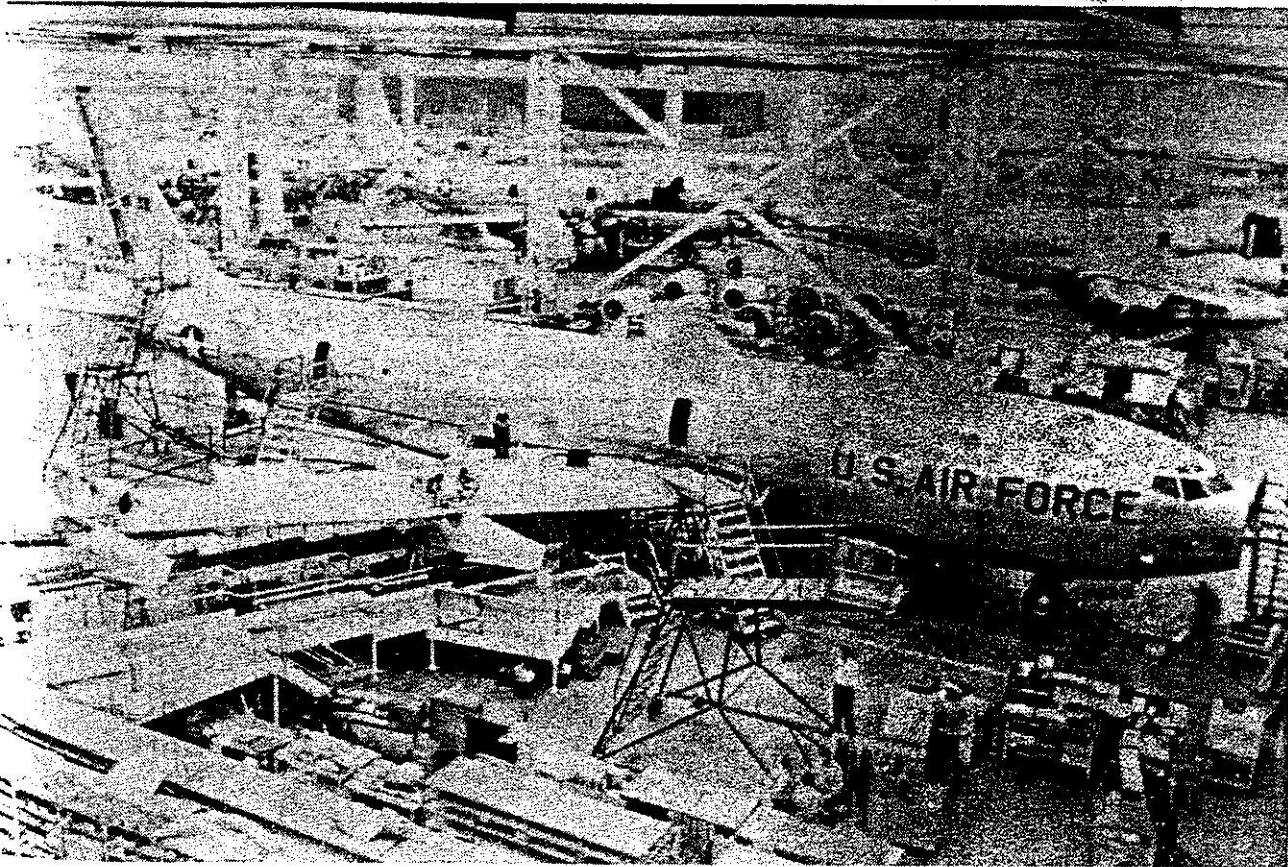


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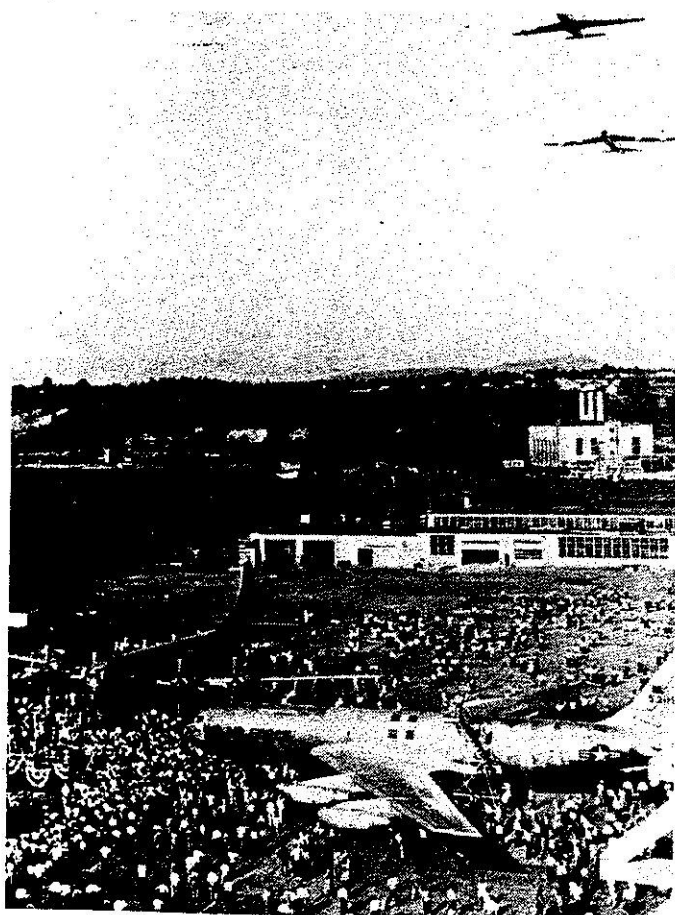


55-3118 Being assembled





The first KC-135A; The last KC-97



Fly-by of 367-80 and B-52

Section 4. TABULAR LISTING OF C-135 MISCELLANY

Since the C-135 is the only military airplane to utilize this many different engines, it is challenging to keep up with which engine goes with a given MDS, and conversely which MDS uses what engine. Tables 1 and 2 show the correct engine to MDS combinations. Table 1 includes pounds static thrust (PST) per engine, as well as which engines utilize thrust reverse (in the TR column). Only the two types of J57 engines use water injection, which adds about 2500 PST to each engine.

Water augmentation answered in some measure the critical lack of thrust the airplane can experience when equipped with the J57s, particularly on take off. In the event of an engine failure on take off while equipped with J57s, water injection has helped complete the take off.

However, the early injection system was configured so that one pump supplied water pressure to the two left engines, and the other pump to the right engines. Imagine the problems the hapless pilot faced when one of the two pumps failed! For an example, see the text under serial number 56-3602 in Section 5. Needless to say, that configuration was soon changed to the current one, that is, one pump supplying outboard engines, and the other supplying the inboards. Much better.

Table 2 shows the quantity of each MDS using the different engines.

Three of the MDS have split engine applications, and are noted below: (C-135A, KC-135A and NKC-135A).

TABLE 1. C-135 AIRPLANES ENGINE TO MISSION/DESIGN/SERIES MATRIX

ENGINE	MISSION/DESIGN/SERIES	THRUST	TR
J57-P/F-43WB	C-135A, GNKC-135A, KC-135A, NC-135A, NKC-135A.	11,200 DRY 13,750 WET	NO
J57-P/F-59W	C-135A, GKC-135A, KC-135A, KC-135Q, NKC-135A.	11,200 DRY 13,750 WET	NO
TF33-P-5	C-135B, C-135C, RC-135S, RC-135W, RC-135X, TC-135S, TC-135W, WC-135B.	18,000 PST	YES
TF33-P-9	EC-135C, EC-135J, RC-135U, RC-135V.	18,000 PST	NO
TF33-PW-102	C-135E, EC-135E, EC-135K, EC-135N, EC-135Y, GEC-135H, KC-135D, KC-135E, NKC-135E.	18,000 PST	YES
F108-CF-100	C-135FR, KC-135R.	22,000 PST	NO

TABLE 2. C-135 AIRPLANES MISSION/DESIGN/SERIES TO ENGINE MATRIX

M/D/S	QTY	J57-43	J57-59	TF33-5	TF33-9	TF33-102	F108-10
C-135A	2	1	1				
C-135B	4			4			
C-135C	2			2			
C-135E	3					3	
C-135FR	11						11
EC-135C	10				10		
EC-135E	4					4	
EC-135J	1				1		
EC-135K	2					2	
EC-135N	1					1	
EC-135Y	1					1	
GEC-135H*	2					2	
GKC-135A*	1		1				
GNKC-135A*	1	1					
KC-135A	74	1	73				
KC-135D	4					4	
KC-135E	159					159	
KC-135Q	54		54				
KC-135R	313						313
NC-135A	1	1					
NKC-135A	6	5	1				
NKC-135E	2					2	
RC-135S	2			2			
RC-135U	2				2		
RC-135V	8				8		
RC-135W	6			6			
RC-135X	1			1			
TC-135S	1			1			
TC-135W	1			1			
WC-135B	7			7			
TTLS (30)	686	9	130	24	21	178	324

* (Not in Flying Status - All 4 are grounded trainers @ Sheppard AFB, TX but are shown as MDS to illustrate that the "G" prefix is used on the trainers. They will not be included in computations for spare requirements or as being affected by TCTOs or fleet modifications.)

The C-135 fleet consists of 820 airframes produced, with 138 of that fleet lost to active, flying service. If you add the total shown above (686), the number of "dead" birds (138), the sum is 824, or 4 more than were manufactured. This is because all 4 "G" prefix planes are counted both as MDS and as "dead". Simply subtract the 4 "G" prefix planes, and the total is 820, which is the exact number produced.

TABLE 3. C-135 AIRPLANES NOT IN FLYING SERVICE BY SEQUENCE AND DATE LOST

SEQ	DATE LOST	TAIL NO	MDS	STATUS	SCODE	LOCATION	FAT
1	27 Jun 58	56-3599	KCA	Crashed		Chicopee Falls, MA	15
2	25 Nov 58	56-3598	KCA	Crashed		Loring AFB, ME	05
3	31 Mar 59	58-0002	KCA	Crashed		Near Killeen, TX	04
4	22 Jun 59	57-1446	KCA	Burned		Walker AFB, NM	00
5	15 Oct 59	57-1513	KCA	Crashed		Near Leitchfield, KY	04
6	3 Feb 60	56-3628	KCA	Crashed		Walker AFB, NM	08
7	3 Feb 60	57-1457	KCA	Burned		Walker AFB, NM	00
8	3 Feb 60	57-1449	KCA	Burned		Walker AFB, NM	00
9	8 Mar 60	57-1466	KCA	Crashed		Carswell AFB, TX	00
10	18 Nov 60	56-3605	KCA	Crashed		Loring AFB, ME	01
11	25 Jan 62	56-3657	KCA	Burned		Altus AFB, OK	00
12	9 May 62	56-3618	KCA	Crashed		Loring AFB, ME	06
13	8 Aug 62	55-3144	KCA	Crashed		Hanscom Field, MA	04
14	10 Sep 62	60-0352	KCA	Crashed		Mount Kit Carson, WA	44
15	23 Oct 62	62-4136	CB	Crashed		Guantanamo Bay, Cuba	07
16	27 Feb 63	56-3597	KCA	Crashed		Eielson AFB, AK	09
17	21 Jun 63	57-1498	KCA	Crashed		Westover AFB, MA	01
18	28 Aug 63	61-0319	KCA	Crashed		In the Bermuda Triangle	06
19	28 Aug 63	61-0322	KCA	Crashed		In the Bermuda Triangle	05
20	11 May 64	61-0332	CB	Crashed		Clark AB, Philippines	79
21	8 Jul 64	60-0340	KCA	Crashed		Death Valley, CA	04
22	4 Jan 65	61-0265	KCA	Crashed		Loring AFB, ME	04
23	16 Jan 65	57-1442	KCA	Crashed		Wichita, KS	30
24	26 Feb 65	63-8882	KCA	Crashed		Off Newfoundland Coast	04
25	3 Jun 65	63-8042	KCA	Crashed		Walker AFB, NM	05
26	25 Jun 65	60-0373	CA	Crashed		MCAS El Toro, CA	84
27	17 Jan 66	61-0273	KCA	Crashed		Near Palomares, Spain	04
28	17 May 66	57-1424	KCA	Crashed		Amarillo AFB, NM	05
29	18 May 66	57-1444	KCA	Crashed		Kadena AB, Okinawa	14
30	19 Jan 67	56-3613	KCA	Crashed		Shadow Mountain, WA	09
31	19 Apr 67	55-3140	KCA	Burned		Wake Island	00
32	17 Jul 67	59-1465	KCR	Crashed		Offutt AFB, NE	01
33	17 Jan 68	58-0026	KCA	Crashed		Minot AFB, ND	13
34	30 Jul 68	56-3655	KCA	Crashed		Mount Lassen, CA	09
35	24 Sep 68	55-3133	KCA	Crashed		Wake Island	11
36	1 Oct 68	55-3138	KCA	Crashed		U Tapao AB, Thailand	04
37	22 Oct 68	61-0301	KCA	Crashed		CCK AB, Taiwan	06
38	13 Jan 69	59-1491	RCS	Crashed		Shemya AFB, AK	00
39	25 Mar 69	56-3602	KCA	Crashed		Loring AFB, ME	00
40	5 Jun 69	62-4137	RCE	Crashed		Into the Bering Sea	19
41	19 Dec 69	56-3629	KCA	Crashed		CCK AB, Taiwan	04
42	6 Apr 70	56-3535	KCA	Cyclic Test		BMAC - Wichita, KS	00
43	3 Jun 71	59-0039	KCQ	Crashed		Torrejon, Spain	05
44	13 Jun 71	61-0331	CB	Crashed		Near Pago Pago IAP, ASAM	24
45	13 Mar 72	58-0048	KCA	Crashed		Carswell AFB, TX	05
46	1 Jul 72	63-8473	CF	Crashed		Into the Pacific Ocean	04
47	8 Mar 73	63-7989	KCA	Burned		Lockborne AFB, OH	03
48	5 Mar 74	57-1500	KCA	Crashed		McConnell AFB, KS	02
49	31 Jul 75	55-3126	KCA	Scrapped	CA004	AMARC - DM AFB, AZ	00
50	7 Dec 75	60-0354	KCA	Crashed		Near Eielson AFB, AK	04
51	6 Feb 76	60-0368	KCA	Crashed		Near Torrejon, Spain	07
52	9 Jun 76	60-0369	GNCA	Scrapped		Chanute AFB, IL	00

TABLE 3. (CONTINUED)

SEQ	DATE LOST	TAIL NO	MDS	STATUS	SCODE	LOCATION	F.
53	26 Sep 76	61-0296	KCA	Crashed		Near Wurtsmith AFB, MI	
54	4 Mar 77	62-3522	KCA	Burned		Griffiss AFB, NY	
55	29 Apr 77	58-0101	KCA	Crashed		Beale AFB, CA	
56	30 Jun 77	60-0370	NCA	Stored		AMARC - DM AFB, AZ	
57	14 Sep 77	62-3536	ECK	Crashed		Near Kirtland AFB, NM	
58	19 Sep 79	58-0127	KCA	Crashed		Castle AFB, CA	
59	3 Jan 80	58-0007	ECP	Burned		Langley AFB, VA	
60	8 Feb 80	60-0338	KCQ	Burned		Plattsburgh AFB, NY	
61	15 Mar 81	61-2664	RCS	Crashed		Shemya AFB, AK	
62	6 May 81	61-0328	ECN	Crashed		Near Walkersville, MD	
63	13 Mar 82	57-1489	KCA	Crashed		Near Luke AFB, AZ	
64	19 Mar 82	58-0031	KCA	Crashed		Greenwood Village, IL	
65	25 Feb 85	55-3121	RCT	Crashed		Near Valdez, AK	
66	19 Mar 85	61-0316	KCA	Burned		Cairo IAP, Egypt	
67	27 Aug 85	59-1443	KCA	Crashed		Beale AFB, CA	
68	17 Jun 86	63-7983	KCA	Crashed		Near Howard AFB, Panama	
69	13 Feb 87	60-0330	KCA	Burned		Altus AFB, OK	
70	13 Mar 87	60-0361	KCA	Crashed		Fairchild AFB, WA	
71	4 May 88	55-3123	NKCA	Museum		USAF Museum; WP AFB, OH	
72	11 Oct 88	60-0317	KCA	Crashed		Wurtsmith AFB, MI	
73	31 Jan 89	63-7990	KCA	Crashed		Dyess AFB, TX	
74	21 Sep 89	57-1481	KCE	Burned		Eielson AFB, AK	
75	4 Oct 89	56-3592	KCA	Crashed		No. Of Loring AFB, ME	
76	11 Jan 90	59-1494	KCE	Burned		Pease AFB, NH	
77	7 Mar 91	55-3124	GNKCA	Trainer		Sheppard AFB, TX	
78	30 May 91	61-0291	ECH	Scrapped	CA007	AMARC - DM AFB, AZ	
79	30 Oct 91	61-2671	CC	Museum		Tinker AFB, OK	
80	15 Nov 91	61-0282	GECH	Trainer		Sheppard AFB, TX	
81	24 Jan 92	61-0286	GECH	Trainer		Sheppard AFB, TX	
82	29 Jan 92	63-8049	ECC	Museum		Offutt AFB, NE	
83	31 Jan 92	55-3129	ECP	Stored		AMARC - DM AFB, AZ	
84	10 Feb 92	61-0287	ECA	Museum		Offutt AFB, NE	
85	12 Feb 92	58-0019	ECP	Stored	CA009	AMARC - DM AFB, AZ	
86	27 Feb 92	61-0274	ECP	Stored	CA010	AMARC - DM AFB, AZ	
87	5 Mar 92	58-0022	ECP	Stored	CA011	AMARC - DM AFB, AZ	
88	9 Mar 92	61-0285	ECH	Stored	CA012	AMARC - DM AFB, AZ	
89	23 Mar 92	63-8056	ECJ	Stored	CA013	AMARC - DM AFB, AZ	
90	30 Mar 92	61-0262	ECA	Museum		Ellsworth AFB, SD	
91	31 Mar 92	63-8057	ECJ	Stored	CA014	AMARC - DM AFB, AZ	
92	5 May 92	61-0263	ECL	Stored	CA015	AMARC - DM AFB, AZ	
93	6 May 92	61-0283	ECL	Stored	CA016	AMARC - DM AFB, AZ	
94	18 May 92	63-8001	ECG	Stored	CA017	AMARC - DM AFB, AZ	
95	22 May 92	61-0279	ECL	Stored	CA018	AMARC - DM AFB, AZ	
96	26 May 92	62-3583	ECC	Stored	CA019	AMARC - DM AFB, AZ	
97	28 May 92	61-0261	ECL	Stored	CA020	AMARC - DM AFB, AZ	
98	29 May 92	62-3584	ECJ	Crashed		Pope AFB, NC	
99	2 Jun 92	61-0297	ECL	Stored	CA021	AMARC - DM AFB, AZ	
100	8 Jun 92	61-0289	ECA	Stored	CA022	AMARC - DM AFB, AZ	
101	16 Jun 92	62-3579	ECG	Stored	CA023	AMARC - DM AFB, AZ	
102	23 Jun 92	62-3570	ECG	Stored	CA024	AMARC - DM AFB, AZ	
103	29 Jun 92	61-0269	ECL	Museum		Grissom AFB, IN	
104	1 Jul 92	56-3639	KCA	Museum		Dyess AFB, TX	

TABLE 3. (CONTINUED)

SEQ	DATE LOST	TAIL NO	MDS	STATUS	SCODE	LOCATION	FAT
105	7 Jul 92	56-3653	KCA	Stored	CA025	AMARC - DM AFB, AZ	00
106	9 Jul 92	58-0033	KCA	Stored	CA026	AMARC - DM AFB, AZ	00
107	10 Jul 92	63-8051	ECC	Stored	CA027	AMARC - DM AFB, AZ	00
108	16 Jul 92	56-3644	KCA	Stored	CA028	AMARC - DM AFB, AZ	00
109	21 Jul 92	56-3603	KCA	Stored	CA029	AMARC - DM AFB, AZ	00
110	23 Jul 92	56-3608	KCA	Stored	CA030	AMARC - DM AFB, AZ	00
111	28 Jul 92	56-3636	KCA	Stored	CA031	AMARC - DM AFB, AZ	00
112	30 Jul 92	56-3615	KCA	Stored	CA032	AMARC - DM AFB, AZ	00
113	6 Aug 92	56-3637	KCA	Stored	CA033	AMARC - DM AFB, AZ	00
114	11 Aug 92	56-3646	KCA	Stored	CA034	AMARC - DM AFB, AZ	00
115	13 Aug 92	57-1476	KCA	Stored	CA035	AMARC - DM AFB, AZ	00
116	18 Aug 92	57-1477	KCA	Stored	CA036	AMARC - DM AFB, AZ	00
117	20 AUG 92	56-3633	KCA	Stored	CA037	AMARC - DM AFB, AZ	00
118	25 Aug 92	56-3635	KCA	Stored	CA038	AMARC - DM AFB, AZ	00
119	27 Aug 92	57-1467	KCA	Stored	CA039	AMARC - DM AFB, AZ	00
120	31 Aug 92	55-3127	NKCA	Stored	CA040	AMARC - DM AFB, AZ	00
121	1 Sep 92	56-3651	KCA	Stored	CA041	AMARC - DM AFB, AZ	00
122	3 Sep 92	57-2590	KCA	Stored	CA042	AMARC - DM AFB, AZ	00
123	8 Sep 92	58-0097	KCA	Stored	CA043	AMARC - DM AFB, AZ	00
124	10 Sep 92	56-3647	KCA	Stored	CA044	AMARC - DM AFB, AZ	00
125	11 Sep 92	63-7994	ECC	Stored	CA045	AMARC - DM AFB, AZ	00
126	15 Sep 92	57-1420	KCA	Stored	CA046	AMARC - DM AFB, AZ	00
127	17 Sep 92	56-3594	KCA	Stored	CA047	AMARC - DM AFB, AZ	00
128	18 Sep 92	61-0278	ECA	Stored	CA048	AMARC - DM AFB, AZ	00
129	22 Sep 92	56-3634	KCA	Stored	CA049	AMARC - DM AFB, AZ	00
130	29 Sep 92	57-1490	KCA	Stored	CA050	AMARC - DM AFB, AZ	00
131	7 Oct 92	56-3619	KCA	Stored	CA051	AMARC - DM AFB, AZ	00
132	15 Oct 92	58-0070	GKCA	Trainer		Sheppard AFB, TX	00
133	16 Oct 92	58-0081	KCA	Stored	CA052	AMARC - DM AFB, AZ	00
134	19 Ocy 92	55-3131	NKCA	Stored	CA053	AMARC - DM AFB, AZ	00
135	21 Oct 92	56-3627	KCA	Stored	CA054	AMARC - DM AFB, AZ	00
136	4 Nov 92	56-3610	KCA	Stored	CA055	AMARC - DM AFB, AZ	00
137	2 Dec 92	58-0029	KCA	Stored	CA056	AMARC - DM AFB, AZ	00
138	15 Dec 92	55-3130	KCA	Museum		March AFB, CA	00

TAIL NO	MDS	DATE	LOST	SEQ	STATUS	SCODE	LOCATION
55-3121	RCT	25 Feb 85	65	Crashed			Valdez, AK
55-3123	NKCA	4 May 88	71	Museum			Wr. Pat. AFB, OH
55-3124	GNKCA	7 Mar 91	77	Trainer			Shepherd AFB, TX
55-3126	KCA	31 Jul 75	49	Scrapped	CA004		AMARC; DM AFB, AZ
55-3127	NKCA	31 Aug 92	120	Stored	CA040		AMARC; DM AFB, AZ
55-3129	ECP	31 Jan 92	83	Stored	CA008		AMARC; DM AFB, AZ
55-3130	KCA	15 Dec 92	138	Museum			March AFB, CA
55-3131	NKCA	19 Oct 92	134	Stored	CA053		AMARC; DM AFB, AZ
55-3133	KCA	24 Sep 68	35	Crashed			Wake Island
55-3138	KCA	1 Oct 68	36	Crashed			U-Tapao AB, Thailand
55-3140	KCA	19 Apr 67	31	Burned			Wake Island
55-3144	KCA	8 Aug 62	13	Crashed			Hanscom Field, MA
56-3592	KCA	4 Oct 89	75	Crashed			No of Loring AFB, ME
56-3594	KCA	17 Sep 92	127	Stored	CA047		AMARC; DM AFB, AZ
56-3597	KCA	27 Feb 63	16	Crashed			Eielson AFB, AK
56-3598	KCA	25 Nov 58	2	Crashed			Loring AFB, ME
56-3599	KCA	27 Jun 58	1	Crashed			Chicopee Falls, MA
56-3602	KCA	25 Mar 69	39	Crashed			Loring AFB, ME
56-3603	KCA	21 Jul 92	109	Stored	CA029		AMARC; DM AFB, AZ
56-3605	KCA	18 Nov 60	10	Crashed			Loring AFB, ME
56-3608	KCA	23 Jul 92	110	Stored	CA030		AMARC; DM AFB, AZ
56-3610	KCA	4 Nov 92	136	Stored	CA055		AMARC; DM AFB, AZ
56-3613	KCA	19 Jan 67	30	Crashed			Shadow Mt., WA
56-3615	KCA	30 Jul 92	112	Stored	CA032		AMARC; DM AFB, AZ
56-3618	KCA	9 May 62	12	Crashed			Loring AFB, ME
56-3619	KCA	7 Oct 92	131	Stored	CA051		AMARC; DM AFB, AZ
56-3627	KCA	21 Oct 92	135	Stored	CA054		AMARC; DM AFB, AZ
56-3628	KCA	3 Feb 60	6	Crashed			Walker AFB, NM
56-3629	KCA	19 Dec 69	41	Crashed			CCK AB, Taiwan
56-3633	KCA	20 Aug 92	117	Stored	CA037		AMARC; DM AFB, AZ
56-3634	KCA	22 Sep 92	129	Stored	CA049		AMARC; DM AFB, AZ
56-3635	KCA	25 Aug 92	118	Stored	CA038		AMARC; DM AFB, AZ
56-3636	KCA	28 Jul 92	111	Stored	CA031		AMARC; DM AFB, AZ
56-3637	KCA	6 Aug 92	113	Stored	CA033		AMARC; DM AFB, AZ
56-3639	KCA	1 Jul 92	104	Museum			Dyess AFB, TX
56-3644	KCA	16 Jul 92	108	Stored	CA028		AMARC; DM AFB, AZ
56-3646	KCA	11 Aug 92	114	Stored	CA034		AMARC; DM AFB, AZ
56-3647	KCA	10 Sep 92	124	Stored	CA044		AMARC; DM AFB, AZ
56-3651	KCA	1 Sep 92	121	Stored	CA041		AMARC; DM AFB, AZ
56-3653	KCA	7 Jul 92	105	Stored	CA025		AMARC; DM AFB, AZ
56-3655	KCA	30 Jul 68	34	Crashed			Mt. Lassen, CA
56-3657	KCA	25 Jan 62	11	Burned			Altus AFB, OK
57-1420	KCA	15 Sep 92	126	Stored	CA046		AMARC; DM AFB, AZ
57-1424	KCA	17 May 66	28	Crashed			Amarillo AFB, TX
57-1442	KCA	16 Jan 65	23	Crashed			Wichita, KS
57-1444	KCA	18 May 66	29	Crashed			Kadena AB, Okinawa
57-1446	KCA	22 Jun 59	4	Burned			Walker AFB, NM
57-1449	KCA	3 Feb 60	8	Burned			Walker AFB, NM
57-1457	KCA	3 Feb 60	7	Burned			Walker AFB, NM
57-1466	KCA	8 Mar 60	9	Crashed			Carswell AFB, TX
57-1467	KCA	27 Aug 92	119	Stored	CA039		AMARC; DM AFB, AZ

TABLE 4. (CONTINUED)

TAIL NO	MDS	DATE LOST	SEQ	STATUS	SCODE	LOCATION	FAT
57-1476	KCA	13 Aug 92	115	Stored	CA035	AMARC; DM AFB, AZ	00
57-1477	KCA	18 Aug 92	116	Stored	CA036	AMARC; DM AFB, AZ	00
57-1481	KCE	21 Sep 89	74	Burned		Eielson AFB, AK	02
57-1489	KCA	13 Mar 82	63	Crashed		Near Luke AFB, AZ	04
57-1490	KCA	29 Sep 92	130	Stored	CA050	AMARC; DM AFB, AZ	00
57-1498	KCA	21 Jun 63	17	Crashed		Westover AFB, MA	01
57-1500	KCA	5 Mar 74	48	Crashed		McConnell AFB, KS	02
57-1513	KCA	15 Oct 59	5	Crashed		Leitchfield, KY	04
57-2590	KCA	3 Sep 92	122	Stored	CA042	AMARC; DM AFB, AZ	00
58-0002	KCA	31 Mar 59	3	Crashed		Near Killeen, TX	04
58-0007	ECP	3 Jan 80	59	Burned		Langley AFB, VA	00
58-0019	ECP	12 Feb 92	85	Stored	CA009	AMARC; DM AFB, AZ	00
58-0022	ECP	5 Mar 92	87	Stored	CA011	AMARC; DM AFB, AZ	00
58-0026	KCA	17 Jan 68	33	Crashed		Minot AFB, ND	13
58-0029	KCA	2 Dec 92	137	Stored	CA056	AMARC; DM AFB, AZ	00
58-0031	KCA	19 Mar 82	64	Crashed		Greenwood Village, IL	27
58-0033	KCA	9 Jul 92	106	Stored	CA026	AMARC; DM AFB, AZ	00
58-0039	KCQ	3 Jun 71	43	Crashed		Torrejon AB, Spain	05
58-0048	KCA	13 Mar 72	45	Crashed		Carswell AFB, TX	05
58-0070	GKCA	15 Oct 92	132	Trainer		Sheppard AFB, TX	00
58-0081	KCA	16 Oct 92	133	Stored	CA052	AMARC; DM AFB, AZ	00
58-0097	KCA	8 Sep 92	123	Stored	CA043	AMARC; DM AFB, AZ	00
58-0101	KCA	29 Apr 77	55	Crashed		Beale AFB, CA	00
58-0127	KCA	19 Sep 79	58	Crashed		Castle AFB, CA	05
59-1443	KCA	27 Aug 85	67	Crashed		Beale AFB, CA	07
59-1465	KCR	17 Jul 67	32	Crashed		Offutt AFB, NE	01
59-1491	RCS	13 Jan 69	38	Crashed		Shemya AFB, AK	00
59-1494	KCE	11 Jan 90	76	Burned		Pease AFB, NH	00
60-0317	KCA	11 Oct 88	72	Crashed		Wurtsmith AFB, MI	06
60-0330	KCA	13 Feb 89	69	Burned		Altus AFB, OK	00
60-0338	KCQ	8 Feb 80	60	Burned		Plattsburgh AFB, NY	00
60-0340	KCA	8 Jul 64	21	Crashed		Death Valley, CA	04
60-0352	KCA	10 Sep 62	14	Crashed		Mt. Kit Carson, WA	44
60-0354	KCA	7 Dec 75	50	Crashed		Near Eielson AFB, AK	04
60-0361	KCA	13 Mar 87	70	Crashed		Fairchild AFB, WA	08
60-0368	KCA	6 Feb 76	51	Crashed		Near Torrejon AB, Spain	07
60-0369	GNCA	9 Jun 76	52	Scrapped		Chanute AFB, IL	00
60-0370	NCA	30 Jun 77	56	Stored	CA005	AMARC; DM AFB, AZ	00
60-0373	CA	25 Jun 65	26	Crashed		MCAS El TORO, CA	84
61-0261	ECL	29 May 92	97	Stored	CA020	AMARC; DM AFB, AZ	00
61-0262	ECA	30 Mar 92	90	Museum		Ellsworth AFB, SD	00
61-0263	ECL	5 May 92	92	Stored	CA015	AMARC; DM AFB, AZ	00
61-0265	KCA	4 Jan 65	22	Crashed		Loring AFB, ME	04
61-0269	ECL	29 Jun 92	103	Museum		Grissom AFB, IN	00
61-0273	KCA	17 Jan 66	27	Crashed		Near Palomares, Spain	04
61-0274	ECP	27 Feb 92	86	Stored	CA010	AMARC; DM AFB, AZ	00
61-0278	ECA	18 Sep 92	84	Stored	CA048	AMARC; DM AFB, AZ	00
61-0279	ECL	22 May 92	95	Stored	CA018	AMARC; DM AFB, AZ	00
61-0282	GECH	15 Nov 91	80	Trainer		Sheppard AFB, TX	00
61-0283	ECL	6 May 92	93	Stored	CA016	AMARC; DM AFB, AZ	00
61-0285	ECH	9 Mar 92	88	Stored	CA012	AMARC; DM AFB, AZ	00

TABLE 4. (CONTINUED)

TAIL NO	MDS	DATE LOST	SEQ	STATUS	SCODE	LOCATION	FAT
61-0286	GECH	24 Jan 92	81	Trainer		Sheppard AFB, TX	00
61-0287	ECA	10 Feb 92	84	Museum		Offutt AFB, NE	00
61-0289	ECA	8 Jun 92	100	Stored	CA022	AMARC; DM AFB, AZ	00
61-0291	ECH	30 May 91	78	Scrapped	CA007	AMARC; DM AFB, AZ	00
61-0296	KCA	26 Sep 76	53	Crashed		NE Wurtsmith AFB, MI	15
61-0297	ECA	2 Jun 92	99	Stored	CA021	AMARC; DM AFB, AZ	00
61-0301	KCA	22 Oct 68	37	Crashed		CCK AB, Taiwan	06
61-0316	KCA	19 Mar 85	66	Burned		Cairo Int. Airpt., Egypt	00
61-0319	KCA	28 Aug 63	18	Crashed		Bermuda Triangle	06
61-0322	KCA	28 Aug 63	19	Crashed		Bermuda Triangle	05
61-0328	ECN	6 May 81	62	Crashed		Near Walkersville, MD	21
61-0331	CB	13 Jun 71	44	Crashed		Near Pago Pago IAP, ASAM	24
61-0332	CB	11 May 64	20	Crashed		Clark AB, Philippines	79
61-2664	RCS	15 Mar 81	61	Crashed		Shemya AFB, AK	06
61-2671	CC	30 Oct 91	79	Museum		Tinker AFB, OK	00
62-3522	KCA	4 Mar 77	54	Burned		Griffiss AFB, NY	00
62-3535	KCA	6 Apr 70	42	Cyclic Test		BMAC - Wichita, KS	00
62-3536	ECK	14 Sep 77	57	Crashed		Near Kirtland AFB, NM	20
62-3570	ECG	23 Jun 92	102	Stored	CA024	AMARC; DM AFB, AZ	00
62-3579	ECG	16 Jun 92	101	Stored	CA023	AMARC; DM AFB, AZ	00
62-3583	ECC	26 May 92	96	Stored	CA019	AMARC; DM AFB, AZ	00
62-3584	ECJ	29 May 92	98	Crashed		Pope AFB, NC	00
62-4136	CB	23 Oct 62	15	Crashed		Guantanamo Bay, Cuba	07
62-4137	RCE	5 Jun 69	40	Crashed		Into the Bering Sea	19
63-7983	KCA	17 Jun 86	68	Crashed		Near Howard AFB, Panama	04
63-7989	KCA	8 Mar 73	47	Burned		Lockborne AFB, OH	03
63-7990	KCA	31 Jan 98	73	Crashed		Dyess AFB, TX	20
63-7994	ECG	11 Sep 92	125	Stored	CA045	AMARC; DM AFB, AZ	00
63-8001	ECG	10 Jul 92	94	Stored	CA017	AMARC; DM AFB, AZ	00
63-8042	KCA	3 Jun 65	25	Crashed		Walker AFB, NM	05
63-8049	ECC	29 Jan 92	82	Museum		Offutt AFB, NE	00
63-8051	ECC	10 Jul 92	107	Stored	CA027	AMARC; DM AFB, AZ	00
63-8056	ECJ	23 Mar 92	89	Stored	CA013	AMARC; DM AFB, AZ	00
63-8057	ECJ	31 Mar 92	91	Stored	CA014	AMARC; DM AFB, AZ	00
63-8473	CF	1 Jul 72	46	Crashed		In the Pacific Ocean	04
63-8882	KCA	26 Feb 65	24	Crashed		Off Newfoundland Coast	04

Total airframes destroyed. 76

Total airframes in storage 50

Total airframes in museums or on display 8

Total airframes used as grounded trainers. 4

Total airframes no longer in flying service. 138

Total personnel killed in mishaps involving these planes only. . . 634

(Does not include fatalities from other planes involved in mishaps with C-135 types, ie., mid-air with B-47, F-105, B-52, etc.)

TABLE 5. C-135 AIRPLANES NOT IN FLYING SERVICE BY LOCATION

Location of Loss	No.	Serial Numbers
Alaska	6	55-3121, 56-3597, 57-1481, 59-1491, 60-0354, 61-2664
American Samoa	1	61-0331
AMARC - Arizona	52	55-3126, 55-3127, 55-3129, 55-3131, 56-3594, 56-3603, 56-3608, 56-3610, 56-3615, 56-3619, 56-3627, 56-3633, 56-3634, 56-3635, 56-3636, 56-3637, 56-3644, 56-3646, 56-3647, 56-3651, 56-3653, 57-1420, 57-1467, 57-1476, 57-1477, 57-1490, 57-2950, 58-0019, 58-0022, 58-0029, 58-0033, 58-0081, 58-0097, 60-0370, 61-0261, 61-0263, 61-0274, 61-0278, 61-0279, 61-0283, 61-0285, 61-0289, 61-0291, 61-0297, 62-3570, 62-3579, 62-3583, 63-7994, 63-8001, 63-8051, 63-8056, 63-8057
Arizona	1	57-1489
Atlantic Ocean	1	63-8882
Bering Sea	1	62-4137
Bermuda Triangle	2	61-0319, 61-0322
California	6	56-3655, 58-0101, 58-0127, 59-1443, 60-0340, 60-0373
Canada	1	56-3592
Cuba	1	62-4136
Cyclic Test - KS	1	62-3535
Egypt	1	61-0316
Illinois	2	58-0031, 60-0369
Kansas	2	57-1442, 57-1500
Kentucky	1	57-1513
Maine	5	56-3598, 56-3602, 56-3605, 56-3618, 61-0265
Maryland	1	61-0328
Massachusetts	3	55-3144, 56-3599, 57-1498
Michigan	2	60-0317, 61-0296
Museums	8	55-3123, 55-3130, 56-3639, 61-0262, 61-0269, 61-0287, 61-2671, 63-8049
Nebraska	1	59-1465
New Hampshire	1	59-1494
New Mexico	6	56-3628, 57-1446, 57-1449, 57-1457, 62-3536, 63-8042
New York	2	60-0338, 62-3522
North Carolina	1	62-3584
North Dakota	1	58-0026
Ohio	1	63-7989
Okinawa	1	57-1444
Oklahoma	2	56-3657, 60-0330
Pacific Ocean	1	63-8473
Panama	1	63-7983
Philippine Islands	1	61-0332
Spain	3	58-0039, 60-0368, 61-0273
Taiwan	2	56-3629, 61-0301
Texas	5	57-1424, 57-1466, 58-0002, 58-0048, 63-7990
Thailand	1	55-3138
Trainers	4	55-3124, 58-0070, 61-0282, 61-0286
Virginia	1	58-0007
Wake Island	2	55-3133, 55-3140
Washington	3	56-3613, 60-0352, 60-0361

TABLE 6. C-135 AIRPLANES NOT IN SERVICE BY YEAR LOST & SERIAL NUMBER

YEAR	1	2	3	4	5
1956	-0-				
1957	-0-				
1958	56-3599 /R	56-3598 /R			
1959	58-0002 /R	57-1446 /R	57-1513 /R		
1960	56-3628 /R	57-1457 /R	57-1449 /R	57-1466 /R	56-3605 /R
1961	-0-				
1962	56-3657 /R	56-3618 /R	55-3144 /R	60-0352 /R	62-4136 /B
1963	56-3597 /R	57-1498 /R	61-0319 /R	61-0322 /R	
1964	61-0332 /B	60-0340 /R			
1965	61-0265 /R	57-1442 /R	63-8882 /R	63-8042 /R	60-0373 /A
1966	61-0273 /R	57-1424 /R	57-1444 /R		
1967	56-3613 /R	55-3140 /R	59-1465 /U		
1968	58-0026 /R	56-3655 /R	55-3133 /R	55-3138 /R	61-0301 /R
1969	59-1491 /Y	56-3602 /R	62-4137 /X	56-3629 /R	
1970	62-3535 /R				
1971	59-0039 /T	61-0331 /B			
1972	58-0048 /R	63-8473 /D			
1973	63-7989 /R				
1974	57-1500 /R				
1975	55-3126 /R	60-0354 /R			
1976	60-0368 /R	60-0369 /P	61-0296 /R		
1977	62-3522 /R	58-0101 /R	60-0370 /V	62-3536 /J	
1978	-0-				
1979	58-0127 /R				
1980	58-0007 /R	60-0338 /T			
1981	61-2664 /Y	61-0328 /L			
1982	57-1489 /R	58-0031 /R			
1983	-0-				
1984	-0-				
1985	55-3121 /Z	61-0316 /R	59-1443 /R		
1986	63-7983 /R				
1987	60-0330 /R	60-0361 /R			
1988	55-3123 /W	60-0317 /R			
1989	63-7990 /R	57-1481 /S	56-3592 /R		
1990	59-1494 /S				
1991	55-3124 /Q	61-0291 /H	61-2671 /C	61-0282 /N	
1992	61-0286 /N	63-8049 /F	55-3129 /M	61-0287 /E	58-0019 /M
	61-0274 /M	58-0022 /M	61-0285 /H	63-8056 /I	61-0262 /E
	63-8057 /I	61-0263 /K	61-0283 /K	63-8001 /G	61-0279 /K
	62-3583 /F	61-0261 /K	62-3584 /I	61-0297 /K	61-0289 /E
	62-3579 /G	62-3570 /G	61-0269 /K	56-3639 /R	56-3653 /R
	58-0033 /R	63-8051 /F	56-3644 /R	56-3603 /R	56-3608 /R
	56-3636 /R	56-3615 /R	56-3637 /R	56-3646 /R	57-1476 /R
	57-1477 /R	56-3633 /R	56-3635 /R	57-1467 /R	55-3127 /W
	56-3651 /R	57-2590 /R	58-0097 /R	56-3647 /R	63-7994 /G
	57-1420 /R	56-3594 /R	61-0287 /E	56-3634 /R	57-1490 /R
	56-3619 /R	58-0070 /O	58-0081 /R	55-3131 /W	56-3627 /R
	56-3610 /R	58-0029 /R	55-3130 /R		

TABLE 6. (CONTINUED)

A =	C-135A	1	N =	GEC-135H	2
B =	C-135B	3	O =	GKC-135A	1
C =	C-135C	1	P =	GNC-135A	1
D =	C-135F	1	Q =	GNKC-135A	1
E =	EC-135A	4	R =	KC-135A	85
F =	EC-135C	3	S =	KC-135E	2
G =	EC-135G	4	T =	KC-135Q	2
H =	EC-135H	2	U =	KC-135R	1
I =	EC-135J	3	V =	NC-135A	1
J =	EC-135K	1	W =	NKC-135A	3
K =	EC-135L	6	X =	RC-135E	1
L =	EC-135N	1	Y =	RC-135S	2
M =	EC-135P	5	Z =	RC-135T	1

TABLE 7. C-135 AIRPLANES STORED AT AMARC BY STORAGE CODE

Code	Ser. No.	MDS	Date In	Date Out	Disposition
CA001	63-8060	RC-135A	71	73	Converted to KC-135D
CA002	61-2668	C-135B	Sep 72	73	Converted to C-135C
CA003	61-2669	WC-135B	20 Jul 72	7 Nov 72	Converted to C-135B
CA004	55-3126	KC-135A	31 Jul 75	---	Scrapped for parts
CA005	60-0370	NC-135A	30 Jun 77	---	Empty shell on blocks
CA006	N70700	367-80*	17 Feb 76	27 Jan 90	Smithsonian Institution
CA007	61-0291	EC-135H	30 May 91	---	Scrapped/Corrosion studies
CA008	55-3129	EC-135P	31 Jan 92	---	Stored as excess airframe
CA009	58-0019	EC-135P	12 Feb 92	---	Stored as excess airframe
CA010	61-0274	EC-135P	27 Feb 92	---	Stored as excess airframe
CA011	58-0022	EC-135P	5 Mar 92	---	Stored as excess airframe
CA012	61-0285	EC-135H	9 Mar 92	---	Stored as excess airframe
CA013	63-8056	EC-135J	23 Mar 92	---	Stored as excess airframe
CA014	63-8057	EC-135J	31 Mar 92	---	Stored as excess airframe
CA015	61-0263	EC-135L	5 May 92	---	Stored as excess airframe
CA016	61-0283	EC-135L	6 May 92	---	Stored as excess airframe
CA017	61-8001	EC-135G	18 May 92	---	Stored as excess airframe
CA018	61-0279	EC-135L	22 May 92	---	Stored as excess airframe
CA019	62-3583	EC-135C	26 May 92	---	Stored as excess airframe
CA020	61-0261	EC-135L	29 May 92	---	Stored as excess airframe
CA021	61-0297	EC-135L	2 Jun 92	---	Stored as excess airframe
CA022	61-0289	EC-135A	8 Jun 92	---	Stored as excess airframe
CA023	62-3579	EC-135G	16 Jun 92	---	Stored as excess airframe
CA024	62-3570	EC-135G	23 Jun 92	---	Stored as excess airframe
CA025	56-3653	KC-135A	7 Jul 92	---	Stored as excess airframe
CA026	58-0033	KC-135A	9 Jul 92	---	Stored as excess airframe
CA027	63-8051	EC-135C	10 Jul 92	---	Stored as excess airframe
CA028	56-3644	KC-135A	16 Jul 92	---	Stored as excess airframe
CA029	56-3603	KC-135A	21 Jul 92	---	Stored as excess airframe
CA030	56-3608	KC-135A	23 Jul 92	---	Stored as excess airframe
CA031	56-3636	KC-135A	28 Jul 92	---	Stored as excess airframe
CA032	56-3615	KC-135A	30 Jul 92	---	Stored as excess airframe
CA033	56-3637	KC-135A	30 Jul 92	---	Stored as excess airframe
CA034	56-3646	KC-135A	11 Aug 92	---	Stored as excess airframe
CA035	57-1476	KC-135A	13 Aug 92	---	Stored as excess airframe
CA036	57-1477	KC-135A	18 Aug 92	---	Stored as excess airframe
CA037	56-3633	KC-135A	20 Aug 92	---	Stored as excess airframe
CA038	56-3635	KC-135A	25 Aug 92	---	Stored as excess airframe
CA039	57-1467	KC-135A	27 Aug 92	---	Stored as excess airframe
CA040	55-3127	NKC-135A	31 Aug 92	---	Stored as excess airframe
CA041	56-3651	KC-135A	1 Sep 92	---	Stored as excess airframe
CA042	57-2590	KC-135A	3 Sep 92	---	Stored as excess airframe
CA043	58 0097	KC-135A	8 Sep 92	---	Stored as excess airframe
CA044	56-3647	KC-135A	10 Sep 92	---	Stored as excess airframe
CA045	63-7994	EC-135G	11 Sep 92	---	Stored as excess airframe
CA046	57-1420	KC-135A	15 Sep 92	---	Stored as excess airframe
CA047	56-3594	KC-135A	17 Sep 92	---	Stored as excess airframe
CA048	61-0278	EC-135A	18 Sep 92	---	Stored as excess airframe
CA049	56-3634	KC-135A	22 Sep 92	---	Stored as excess airframe
CA050	57-1490	KC-135A	29 Sep 92	---	Stored as excess airframe

TABLE 7. (CONTINUED)

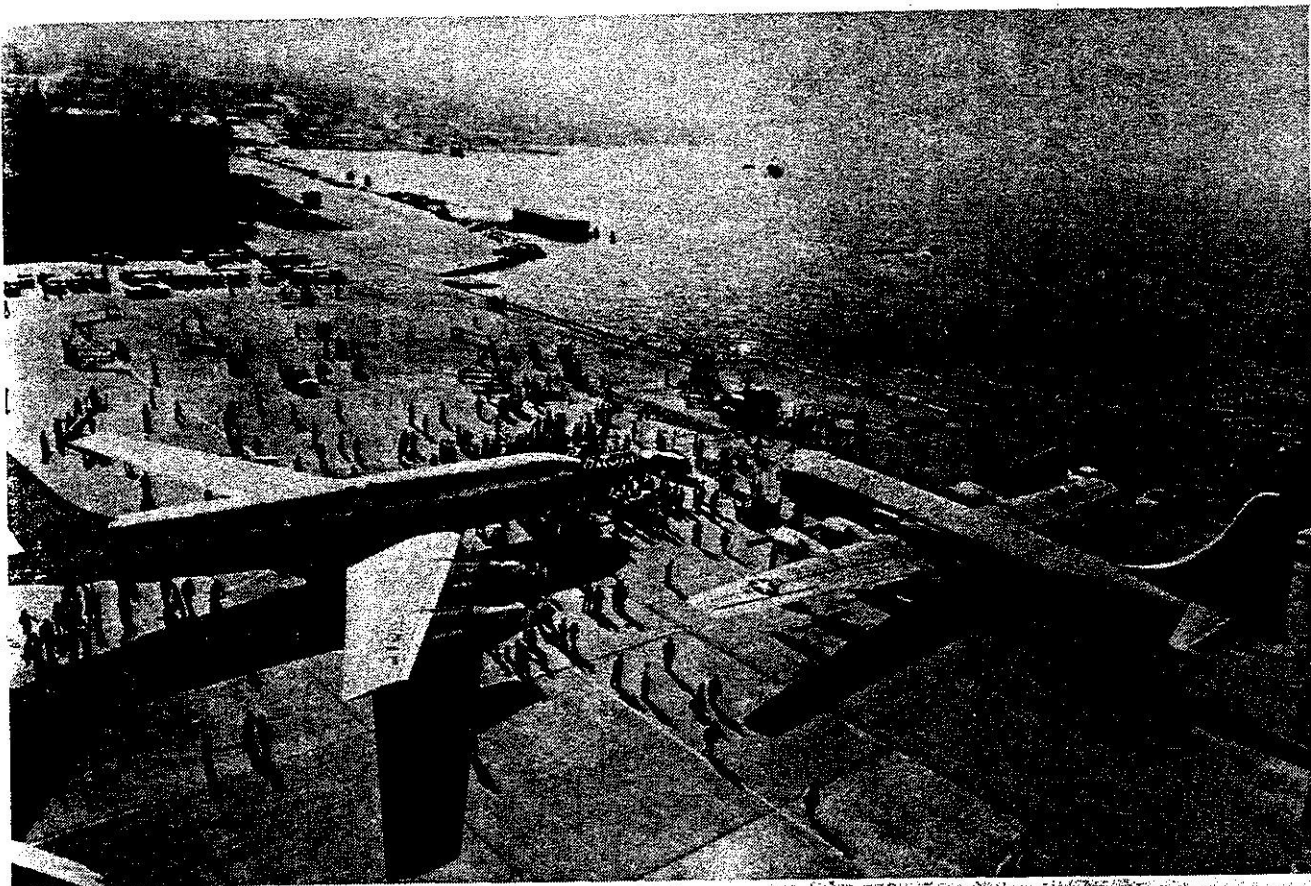
Code	Ser. No.	MDS	Date In	Date Out	Disposition
CA051	56-3619	KC-135A	7 Oct 92	---	Stored as excess airframe
CA052	58-0081	KC-135A	16 Oct 92	---	Stored as excess airframe
CA053	55-3131	NKC-135A	19 Oct 92	---	Stored as excess airframe
CA054	56-3627	KC-135A	21 Oct 92	---	Stored as excess airframe
CA055	56-3610	KC-135A	4 Nov 92	---	Stored as excess airframe
CA056	58-0029	KC-135A	2 Dec 92	---	Stored as excess airframe

* Since the Boeing model 367-80 is neither a 707 nor a C-135 type, but only the common mother of the two types, it is not clear why this airplane was stored under a C-135 code. For whatever reason, the plane appears here under the C-135 code of CA006.

TABLE 8. C-135 AIRPLANES IN MUSEUMS AND ON DISPLAY

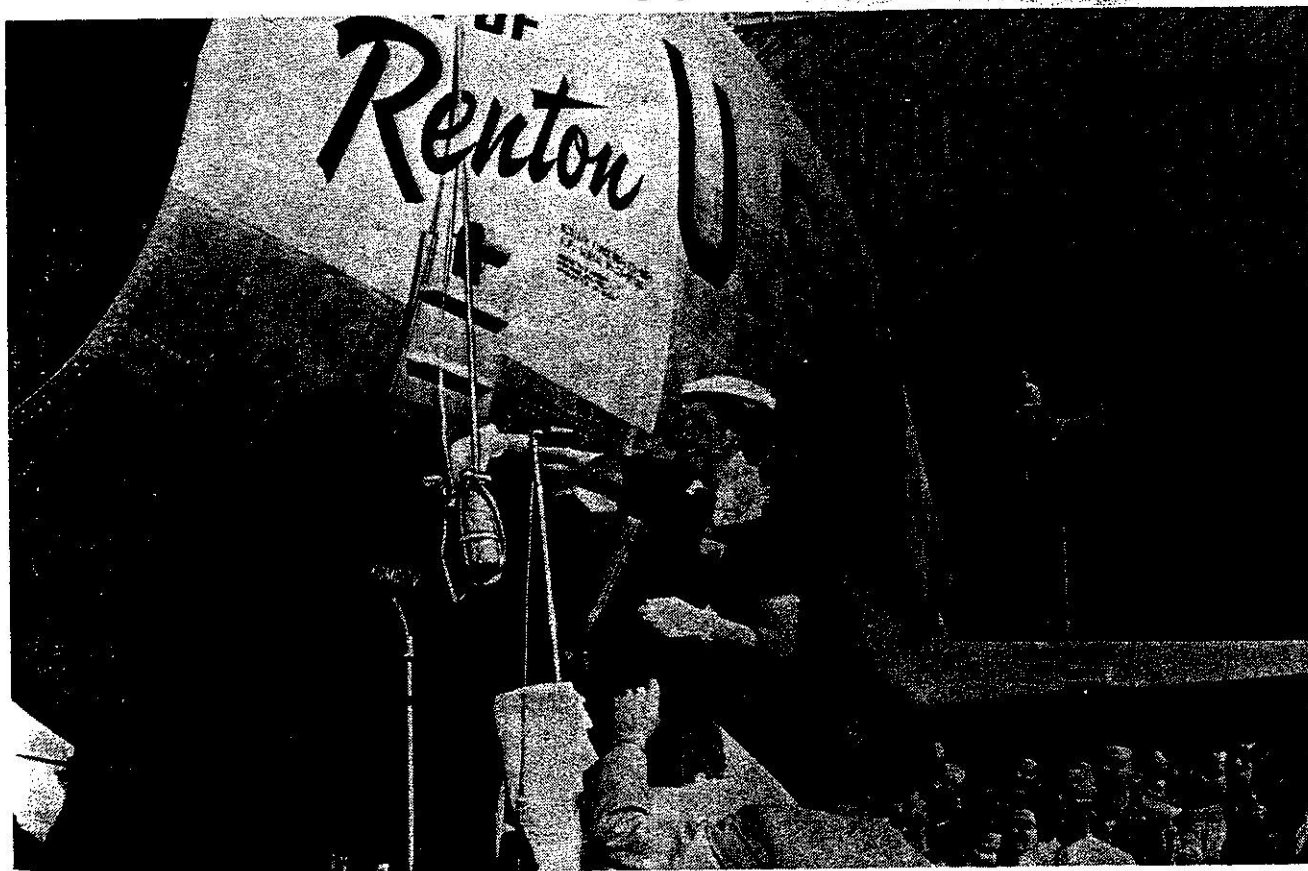
Ser. No.	MDS	Date in	Location
55-3123	NKC-135A	4 May 88	USAF Museum - Wright-Patterson AFB, OH
61-2671	C-135C	30 Oct 91	Static Display - Tinker AFB, OK
63-8049	EC-135C	29 Jan 92	SAC Museum - Offutt AFB, NE
61-0287	EC-135A	10 Feb 92	Front Gate - Offutt AFB, NE
61-0262	EC-135A	30 Mar 92	Ellsworth AFB, SD
61-0269	EC-135L	29 Jun 92	Grissom AFB, IN
56-3639	KC-135A	1 Jul 92	Dyess AFB, TX
55-3130	KC-135A	15 Dec 92	March AFB, CA

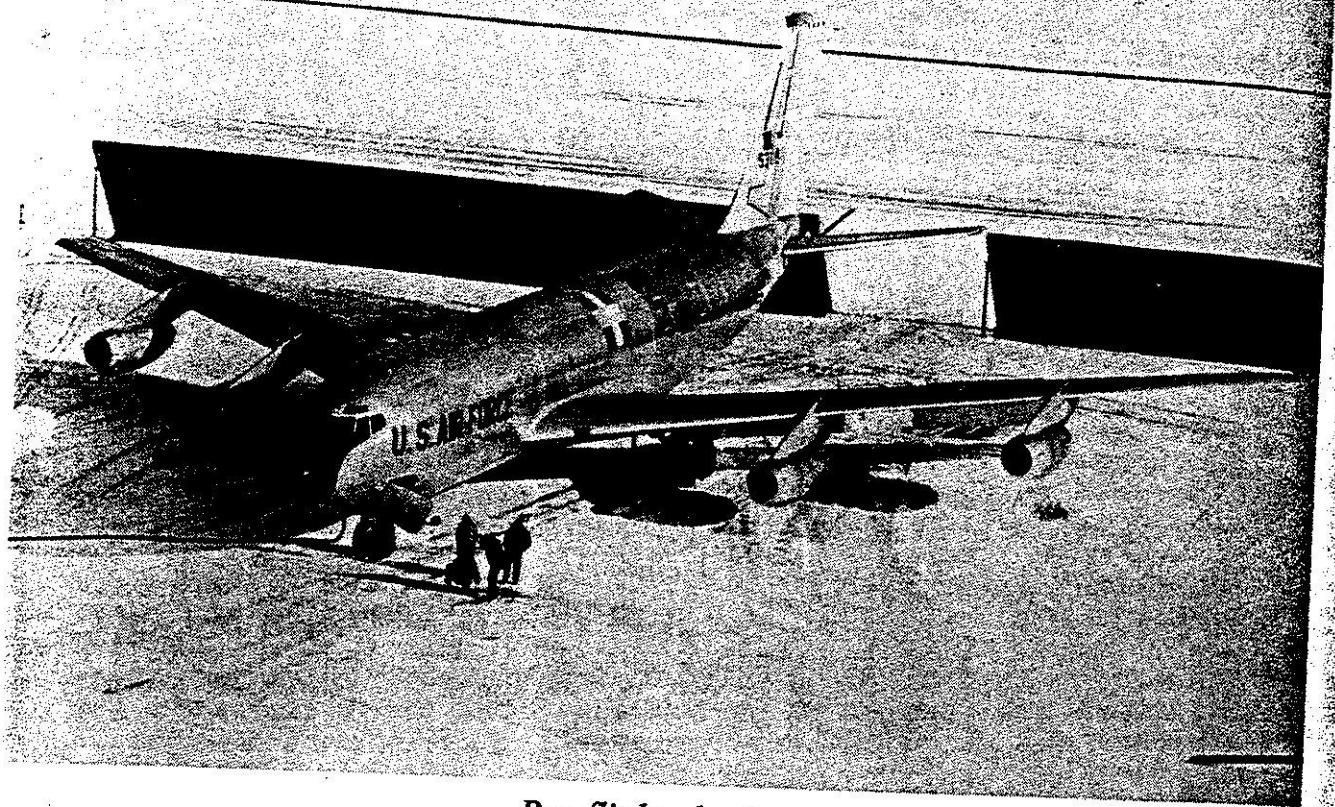
Rumors abound concerning other planes being sent to other locations to be put on display, but the above serial numbers are the only ones that could be confirmed before publication. If you know of others, please advise. Photos are the best confirmation..!
Thanks.



Another roll-out View

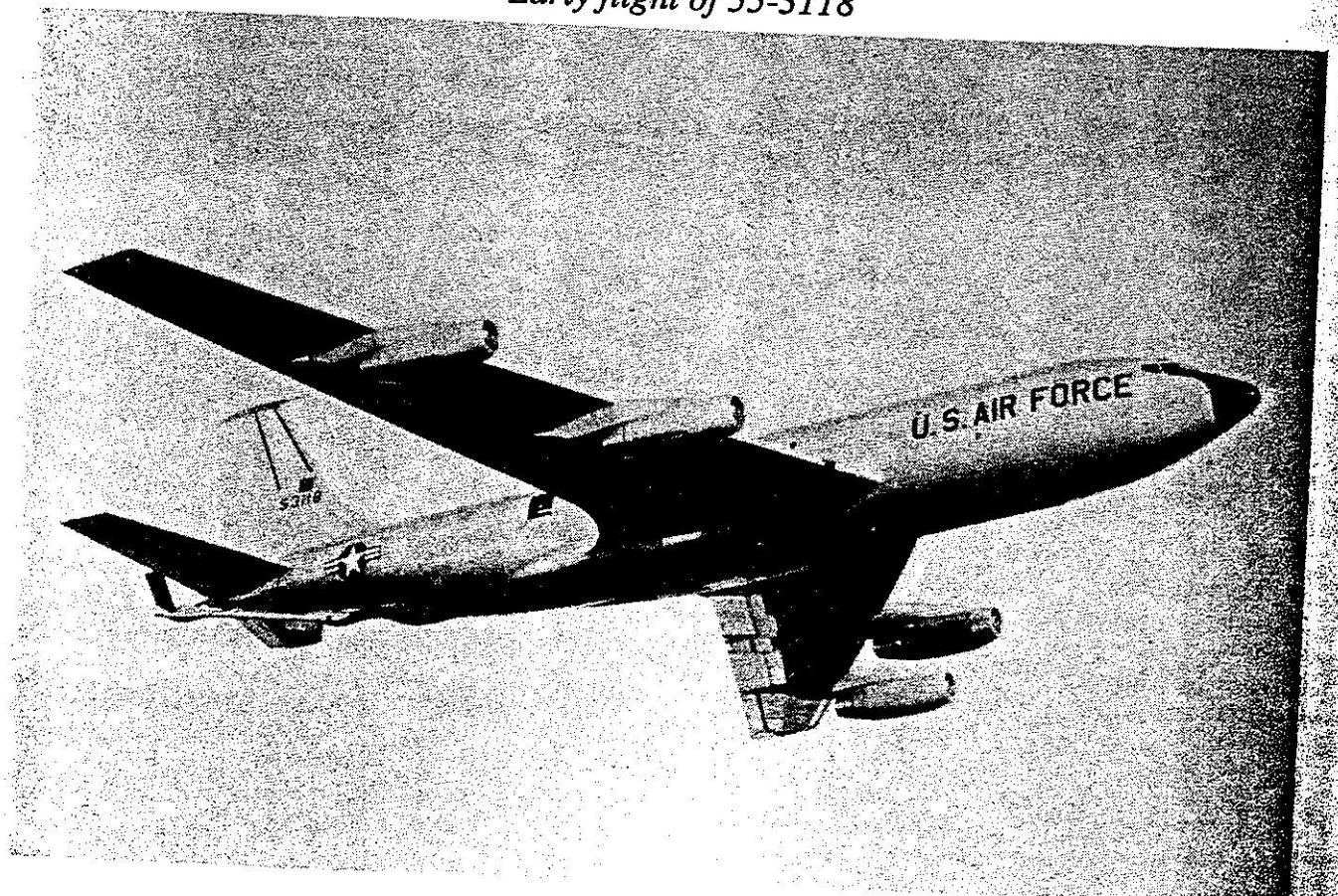
Christening of 55-3118





Pre-flight checks

Early flight of 55-3118



SECTION 5. SELECTED HISTORICAL DATA OF C-135 AIRFRAMES

Within the text in Section 5, several data elements are listed, identified by the following abbreviations and symbols in order to conserve space. The key symbols used is listed below. After each Serial Number:

- = Plane in Flying Service	FL = Air Force Flyaway Date
* = Plane Not in Flying Service	AT = Attrition/Loss Date
) = All Official MDS for this plane	LS = Length of Flying Service
] = Special Assignments	PC = Probable Cause of Loss
] = Other Notes	MO = Mode of Operation @ Loss
N = Boeing Seattle Sequence Number	CK = Crew Members Killed/Mishap
NN = Boeing Construction Number	PK = Passengers Killed/Mishap
NO = Roll Out Date	OK = Others Killed/Mishap
F = First Flight Date	TK = Total Killed/Mishap
C = Acceptance Date	FH = Flight Hours on Airframe

Under PC, (Probable Cause), the following numbers refer to causes of the loss. If there are two or three numbers, the first is the major cause, with the second and third numbers representing other contributing factors.

1 = Pilot Error	6 = Reclamation/Storage
2 = Material Failure	7 = Museum/Display
3 = Operations Factor	8 = Ground Trainer
4 = Weather Factor	9 = Other or Unknown
5 = Maintenance Error	

Under MO, (Mode of Operation), the following letters refer to the mode in which the plane was operating when it was taken out of service.

A = Take Off	D = Approach
B = Climb Out	E = Landing
C = In Flight	F = Ground

5-2 (Blank)

1955 MODELS

(29 Built - 17 Remain Active)

5-3118 - (KC-135A, EC-135K)

BN = 17234 CN = T0001 RO = 18 Jul 56 FF = 31 Aug 56
AC = 24 Jan 57 FL = Jan 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

After nearly 36 years of service on hundreds of missions, this plane, the first KC-135 built, is still serving at Tinker AFB OK as an EC-135K, the sister ship to 59-1518. It belongs to the 8TDCS and was used in the Gulf War in support of the 552 AWACD's E-3 Sentry. 3118 was first used for flight test and not turned over to the Air Force until January 1961.

5-3119 - (KC-135A, JKC-135A, NKC-135A)

BN = 17235 CN = T0002 RO = 5 Nov 56 FF = 18 Dec 56
AC = 27 Feb 57 FL = 19 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

One year passed between DD 250 signing until the Air Force took possession. Anyone know why?

5-3120 - (KC-135A, NKC-135A, KC-135A, NKC-135A)

BN = 17236 CN = T0003 RO = 13 Dec 56 FF = 1 Feb 57
AC = 11 Mar 57 FL = 27 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

Another delay of one year until FL. Could it be for the same reason as 3119? 16 Jul 73 - "Project Hula-Hoop" installed by 3245 Mat. Sq., L. G. Hanscom Field, MA.

5-3121 * (KC-135A, JKC-135A, KC-135R, KC-135T, RC-135T)

BN = 17237 CN = T0004 RO = 22 Jan 57 FF = 7 Mar 57
AC = 29 Apr 57 FL = 30 Apr 57 AT = 25 Feb 85 LS = 27y 9m 25d
PC = 1,3,4 MO = C CK = 3 PK = 0 OK = 0 TK = 3 FH = 15,072.0

This airplane was 1 of 4 KC-135R models, before "R" Model re-engining took place (See 59-1465).

On Monday 25 Feb 85 this crew filed a flight plan to Valdez, Kodiak and then back to Eielson AFB, AK. The plan specified a 45 minute delay at Valdez and a 30 minute delay at Kodiak. At Valdez, the crew executed two Microwave Landing System (MLS) approaches. While maneuvering for the third approach, the plane was flown to a position about four miles north of the MLS approach.

It is probable that the crew became disoriented due to the weather and possibly misinterpreted the signals from and position of the MLS relative to their location. They continued to parallel the inbound course and then descended below air route traffic control radar. Radar coverage below 7100 feet is impossible in that area due to the mountainous terrain. The plane then impacted the top of a ridge and fell in pieces to the other side of the mountain, killing the crew of three and destroying the airplane.

Other speculation has it that the pilot was affected by "Last Flight Syndrome" because this was to have been his last flight with this unit.

For about six months the crash site could not be located, although the search included overflights by Lockheed SR-71 Blackbirds and other military airplanes. On 2 August, some snow trekkers who had studied the details of the crash information and had pinpointed the location went into the area and found the wreckage. Military investigators reached the site on 16 August. The human remains were removed and transported for identification and burial, while the destroyed airframe was left in place. The final call sign of the flight was "Marry 24".

Fatalities:

(To be added)

55-3122 - (KC-135A, JKC-135A, NKC-135A)

BN = 17238	CN = T0005	RO = 8 Feb 57	FF = 20 Mar 57
AC = 29 Apr 57	FL = 30 Apr 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

This plane was used as a test bed for the engine and related systems for the exotic B-2A Stealth Bomber. It was known as the "5-engine tanker" partly because a chemical tank was hung on the bottom of the left wing between engine number 2 and the fuselage. This extra equipment was used for testing the Contrail Suppression System to be used on the B-2A. In place of the number 2 engine was hung a General Electric F28 engine, now properly named the F118-GE-100, the Stealth Bomber powerplant.

Later on, the plane was used as the test plane for the Advanced Technology Fighter program, and carried the engine on the same pylon as the CSS pod, above, hence more indication that it appeared to be equipped with 5 engines. The F404-GE-100 engine was later mounted in the number 2 position to test both the engine and the two-dimensional vectored thrust nozzle.

55-3123 * (KC-135A, JKC-135A, NKC-135A) (Airborne Laser Laboratory - ALL)

BN = 17239	CN = T0006	RO = 1 Mar 57	FF = 5 Apr 57
AC = 18 May 57	FL = 18 May 57	AT = 4 May 88	LS = 30y 11m 17d
PC = 7	MO = F	CK = 0	PK = 0
		OK = 0	TK = 0
			FH = 6,550.0

The last assignment for this plane was as an Airborne Laser Laboratory (ALL). Since extensive modifications were done to install the ALL equipment, it was deemed far too expensive to convert this low-time airframe any other use. It's last flight was from Kirtland AFB NM to Wright-Patterson AFB OH for the purpose of becoming a static display item in the U. S. Air Force Museum. It became the first C-135 type airframe to be assigned to a museum.

55-3124 * (KC-135A, JKC-135A, NKC-135A, GNKC-135A)

BN = 17240	CN = T0007	RO = 13 Mar 57	FF = 27 Apr 57
AC = 31 May 57	FL = 4 Apr 57	AT = 7 Mar 91	LS = 33y 11m 3d
PC = 8	MO = F	CK = 0	PK = 0
		OK = 0	TK = 0
			FH = 9,316.4

This airframe was the test plane for the Advanced Aerial Refueling Boom (AARB) that is now installed on KC-10s. The AARB was installed at Wright-Patterson AFB, Ohio in mid-77 and was first flown on 23 Sep 77. After the second flight from Wright-Patterson, 3124 was flown to Edwards AFB, California for the full test program, which was a team effort between the USAF and Douglas Aircraft.

There were 47 flights in the program, testing compatibility of the AARB with various airplanes, including F-4, A-10, B-52, C-5 and F-15. The last flight of the AARB testing was on 4 April 78. In early 1991, the plane was declared to be an excess asset and was flown to Sheppard AFB, TX to be used as a ground trainer. Last flight: 7 Mar 91.

3125 - (KC-135A, JKC-135A, NKC-135A, EC-135Y) {VIP Transport - Commander-in-Chief Central American Forces - CINCCENT} {"Storm Chaser"}
BN = 17241 CN = T0008 RO = 22 Mar 57 FF = 10 May 57
AC = 31 May 57 FL = 4 Jun 57 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

only EC-135Y model. Serves as command post for CINCCENT with 61-0327, which is not a Y but an EC-135N, the last with that MDS. Early in its career, this plane was known as "Storm Chaser", because of the instrument package in the boom and its unusual mission profile.

3126 * (KC-135A) {Ex-VIP Transport - Headquarters USAF}
BN = 17242 CN = T0009 RO = 29 Mar 57 FF = 17 May 57
AC = 25 Jun 57 FL = 26 Jun 57 AT = 31 Jul 75 LS = 18y 7d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 9,057.0

This plane was the first "Speckled Trout". She went to MASDC (now AMARC) at Davis-Monthan AFB, AZ on 31 Jul 1975 for storage, and was assigned Storage Code CA004. According to the crew chief on 3126 at the time it went to MASDC, the engines were pickled, and the following items were removed within a week: glare shield, navigator's station, control columns, instrument panels, black boxes, Mark III Anti-skid System and many other parts and pieces for spares for the new Speckled Trout, 61-2669.

At one point, the Department of Energy wanted a test plane to carry radioactive material in a special container, then crash the plane to test the integrity of the container. A letter from the DOE in Mercury, NV states that the aircraft evaluated (55-3126) was not a suitable airframe for their purposes, and therefore was not used.

Boeing document defines an engineering task to restore a cockpit from a KC-135 to be used as a mock-up in support of fleet programs. The document, dated March 1979, states that the nose section was from airplane 55-3126. The cockpit section is still located at the Boeing Wichita facility. Both wingtips from this plane were used for the winglet program, flown on 55-3129. During transport to Boeing at Wichita, they were damaged when the overpass was not as tall as the wingtips, but the damage was repaired and the winglet test went on as planned. The winglets were removed from 3129 and are reportedly still in storage at AMARC, after many hours of flight testing.

The story of 3126 continues to unfold, more reports come to light. The Tenth Air Force has a KC-135 vertical stabilizer assembly which it uses for training purposes. It is said that it came from 3126. The right wing assembly from the fuselage to at least the production break fitting was transported to Boeing Wichita for use as a mock-up for the CFM56 (F108) engine program. Last Flight: 31 Jul 1975.

BN = 17243 CN = T0010 RO = 4 Apr 57 FF = 27 May 57
 AC = 28 Jun 57 FL = 28 Jun 57 AT = 31 Aug 92 LS = 35y 2m 3
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane was the first tanker delivered to the USAF: 28 Jun 1957, Cast AFB, CA, 93rd BMW. Last served at Wright-Patterson AFB, OH. On August 1992, this plane was flown to Davis-Monthan AFB in Arizona to stored as excess under AMARC code number CA040.

55-3128 - (KC-135A, NKC-135A)

BN = 17244 CN = T0011 RO = 22 Apr 57 FF = 3 Jun 57
 AC = 27 Jun 57 FL = 28 Jun 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

55-3129 * (KC-135A, JKC-135A, NKC-135A, NKC-135E, EC-135P)

BN = 17245 CN = T0012 RO = 30 Apr 57 FF = 11 Jun 57
 AC = 28 Jun 57 FL = 28 Jun 57 AT = 31 Jan 92 LS = 34y 7m 3
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane was the first Weightless Wonder (WW-I) used by NASA for astronaut weightlessness training. During its tenure with NASA (1959-60) it completed 12,500 parabolas of weightless flight. 3129 was also the winglet test plane. Replaced 58-0007, the EC-135P which was gutted by fire in 1980 at Langley AFB, VA. On 31 Jan 92, this plane was flown to Davis-Monthan AFB, AZ to be stored as surplus under storage code CA008.

55-3130 * (KC-135A)

BN = 17246 CN = T0013 RO = 7 May 57 FF = 28 Jun 57
 AC = 30 Jul 57 FL = 1 Aug 57 AT = 15 Dec 92 LS = 35y 4m 14
 PC = 7 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane, the oldest operational tanker, was called Old Granddad, and had beautiful nose art reflecting that theme. On 15 December 1992, at 07:00 hours, this last plane to fly from the defunct 7th BMW was flown out of Carswell AFB, TX to become a static display article. She was flown to March AFB, CA, and is awaiting display in the March Field Museum.

55-3131 * (KC-135A, JKC-135A, NKC-135A)

BN = 17247 CN = T0014 RO = 13 May 57 FF = 9 Jul 57
 AC = 31 Jul 57 FL = 13 Aug 57 AT = 19 Oct 92 LS = 35y 2m 6
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On the 19th of October, 1992, this old testbed flew her last mission and become salvage material at AMARC, under storage code CA053.

55-3132 - (KC-135A, NKC-135A, NKC-135E) {"BIG CROW"}

BN = 17248 CN = T0015 RO = 3 Jun 57 FF = 12 Jul 57
 AC = 30 Jul 57 FL = 1 Aug 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

This special purpose plane operates from Offutt AFB, NE. On 5 Feb 1975, the #4 engine departed the wing in flight, damaging strut and wing components. A field team from OCAMA (now OC-ALC) repaired the damage and installed another engine at Kirtland AFB, NM, and the plane continued in service.

5-3133 * (KC-135A)

BN = 17249 CN = T0016 RO = 14 Jun 57 FF = 18 Jul 57
 AC = 31 Jul 57 FL = 5 Aug 57 AT = 24 Sep 68 LS = 11y 1m 19d
 PC = 1 MO = E CK = 0 PK = 11 OK = 0 TK = 11 FH = 6,681.2

This plane was on a passenger/cargo over-water mission with a crew of 4 and 52 passengers aboard. The flight was in support of the B-52 deployment at Guam. The maintenance crews rotated every 6 months, and the passengers were part of the B-52 maintenance team going to Guam. After 2 hours of routine flight, number 4 engine oil pressure dropped and the engine was shut down. The pilot was directed to land at an enroute island base (Wake Island). Fuel was dumped, descent and approach was initiated.

Near touchdown, the plane began to settle prematurely and all attempts to accomplish a go-around were unsuccessful. The plane first struck the runway with gear up on the boom pod, 975 feet short of the approach end of the runway. On the second touchdown fire broke out in the aft section as the plane then settled and skidded 3450 feet down the left edge of the runway. Smoke and fire made escape difficult, and 11 persons were trapped in the burning fuselage. 12 others were injured, and the rest escaped without serious injury.

The speed brakes were not retracted after the descent was made toward Wake Island, thus causing unexpected control problems during the landing attempt. The loss of the number 4 engine may have been a distraction to the pilot and crew, contributing to the mishap situation.

Fatalities:

TSgt. Gene A. Laver	AlC Paul D. Grosick
SSgt. John M. Quigley	AlC Allen S. Major
Sgt. Alfred I. Brooks	AlC Kenneth W. Shook
Sgt. Arthur B. Crews	AlC Larry E. Wright
Sgt. Carl V. Hansen	Amn Richard L. Halgren
Sgt. John L. Johnson	

5-3134 - (KC-135A, JKC-135A, NKC-135A) {"KING CROW"}

BN = 17250 CN = T0017 RO = 25 Jun 57 FF = 1 Aug 57
 AC = 28 Aug 57 FL = 28 Aug 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Loaned to US Navy for Electronic Counter-Counter Measures (ECCM) testing and training. This plane is known as King Crow I.

5-3135 - (KC-135A, JKC-135A, NKC-135A, NKC-135E)

BN = 17251 CN = T0018 RO = 8 Jul 57 FF = 7 Aug 57
 AC = 3 Sep 57 FL = 4 Sep 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

AFFTC refueling support airplane. This plane has refueled the B-2A as well as many other new and different airplanes while serving at Edwards Air Force Base. 3135 will be one of the first planes featured in a Fleet Update in a regular feature entitled "Plane Profile".

BN = 17252 CN = T0019 RO = 18 Jul 57 FF = 13 Aug 57
 AC = 16 Sep 57 FL = 18 Sep 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Configured similar to Combat Lightning airframes.

55-3137 - (KC-135A)

BN = 17253 CN = T0020 RO = 24 Jul 57 FF = 28 Aug 57
 AC = 19 Sep 57 FL = 19 Sep 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

55-3138 * (KC-135A)

BN = 17254 CN = T0021 RO = 1 Aug 57 FF = 9 Sep 57
 AC = 20 Sep 57 FL = 28 Sep 57 AT = 1 Oct 68 LS = 11y 7d
 PC = 2,3 MO = A CK = 4 PK = 0 OK = 0 TK = 4 FH = 6,999.6

U-Tapao, Royal Thailand AB, Thailand:

This tanker was scheduled for a fighter refueling mission and was heavily loaded with JP-4. On the take off roll, number 4 engine failed at or immediately after S-1, just short of the 4,000 foot marker. Radio contact from the crew stated that they had lost #4 engine. Assymetric thrust at a critical phase of operation combined with the heavy weight of the plane caused the right nose wheel tire to blow out just short of the 5,000 foot marker. As more weight transferred to the left nose wheel, its tire blew out at about the 6,000 foot marker.

With flat tires on the nose gear, the friction and resistance began to reduce airspeed. The crew had made correct adjustments to fly, and had kept the throttles fully open on the remaining engines, with the airplane centered on the runway. Lift off occurred with only a few feet of runway left. The crew did everything right, but the plane hit reinforced concrete and steel strobe light stanchions 1,800 feet from liftoff, making continued flight impossible. Final impact was 3,000 feet from the departure end of the runway, left wing down.

Fatalities:

Maj. Dean L. Beach	Aircraft Commander
1Lt. Richard M. Welch	Co-pilot
1Lt. Robert C. Profilet	Navigator
TSgt. Earl B. Estep, Jr.	Boom Operator

55-3139 - (KC-135A)

BN = 17255 CN = T0022 RO = 8 Aug 57 FF = 18 Sep 57
 AC = 4 Oct 57 FL = 8 Oct 57 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

55-3140 * (KC-135A)

BN = 17256 CN = T0023 RO = 19 Aug 57 FF = 24 Sep 57
 AC = 11 Oct 57 FL = 16 Oct 57 AT = 19 Apr 67 LS = 9y 6m 3d
 PC = 5 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 6,550.0

3140 was on a refueling mission from Hickam AFB HI, arriving at Wake Island on 15 Apr 67. A severe hydraulic leak was found on the right MLG strut by Facilities Management Corporation (FMC) employees while they were parking the plane. The crew chief decided to inflate and deflate the strut a few times to try to stop the leak. When that procedure did not cure the leak, it was decided to allow FMC personnel to repair the strut.

The crew chief removed some of the fuel from the tanks and configured the plane for jacking, then turned it over to FMC workers. The MLG struts were then inflated to the fully extended position. Air was closed off from the struts, but the right MLG strut continued to leak badly, so pressurized air was again applied to the strut. This time, the high pressure air cart was left unattended with high pressure air being pumped into the strut. When the strut exploded, it caused the wing fuel tanks to rupture, spilling and igniting the fuel. The plane was destroyed in the inferno, very little remaining intact following the fire. There were no fatalities, though several of the maintenance workers were burned.

A couple in a nearby vehicle was able to photograph the plane while it burned, a rare event to capture on film. Some of these and other unusual photographs will be included in the a new companion publication to this Fleet Report, the C-135 Fleet Update. See inside back cover for details.

3141 - (KC-135A, KC-135E)

BN = 17257	CN = T0024	RO = 25 Aug 57	FF = 30 Sep 57
AC = 17 Oct 57	FL = 21 Oct 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

earliest serial number to serve ANG.

3142 - (KC-135A)

BN = 17258	CN = T0025	RO = 28 Aug 57	FF = 3 Oct 57
AC = 23 Oct 57	FL = 25 Oct 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

3143 - (KC-135A, KC-135E)

BN = 17259	CN = T0026	RO = 9 Sep 57	FF = 10 Oct 57
AC = 28 Oct 57	FL = 30 Oct 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

144 * (KC-135A)

BN = 17260	CN = T0027	RO = 13 Sep 57	FF = 16 Oct 57
AC =	FL = 12 Nov 57	AT = 8 Aug 62	LS = 5y 8m 27d
PC = 9	MO = D	CK = 3	PK = 0
		OK = 0	TK = 3
			FH = Unknown

mission was to land at Hanscom Field, pick up passengers and take them to another base. The plane was assigned to Wright-Patterson AFB OH and configured as an Airborne Diagnostic Laboratory, working temporarily at the Air Force Cambridge Research Laboratory (AFCRL) at Hanscom Field. The plane had special windows, probably for photography and/or mapping purposes. It can be seen in the movie, "Dr. Strangelove".

After being cleared for a straight-in approach and landing, the plane had full flaps and gear down, and the flight crew reported no problems. Impact was nose-down by about 8 degrees attitude in very rough terrain, just short of the main runway. The plane was destroyed and the 3 crew members were killed.

Fatalities:
(To be added)

55-3145 - (KC-135A, KC-135E)

BN = 17261	CN = T0028	RO = 18 Sep 57	FF = 25 Oct 57
AC = 16 Dec 57	FL = 18 Dec 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

55-3146 - (KC-135A, KC-135E)

BN = 17262	CN = T0029	RO = 23 Sep 57	FF = 29 Oct 57
AC =	FL = 26 Nov 57	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

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1956 MODELS

(68 Built - 39 Remain Active)

91 - (KC-135A)

N = 17340 CN = T0030 RO = 27 Sep 57 FF = 31 Oct 57
C = 1 Nov 57 FL = 11 Mar 57 AT = LS =
C = MO = CK = PK = OK = TK = FH =

92 * (KC-135A)

N = 17341 CN = T0031 RO = 3 Oct 57 FF = 14 Nov 57
C = 27 Nov 57 FL = 6 Dec 57 AT = 4 Oct 89 LS = 31y 9m 29d
C = 3 MO = D CK = 4 PK = 0 OK = 0 TK = 4 FH = Unk.

shed 6 mi. north of Loring AFB, ME on 4 Oct 89. The crash site was
ingford, New Brunswick, located on the border between the U.S. and
da. The plane was on a normal glide slope and heading for a landing
Loring AFB, ME after a six-hour refueling mission over Canada. At about
.m. and approximately 2,700 feet altitude an explosion occurred aboard
craft.

cause is suspected to have been a hydraulically driven fuel pump which
operating with no fuel in the tank, allowing the pump to become
r-heated in a fuel vapor area. (That type of pump relies on fuel for
ication and cooling). This situation eventually led to the explosion,
n destroyed the airplane and killed the crew members.

same scenario has occurred several times, resulting the loss of
anes and crew members in some cases. Other serial numbers suspected
iving the same cause for the loss include: 57-1481, 58-0031 & 60-0330.

ities:

Col. William H. Northcutt, 42 Oklahoma City, OK Aircraft Commander
ain Robert D. Weinman, 27 Milwaukee, WI Co-Pilot
Lt. Alfred H. Taft, 25 Urbana, NY Navigator
1st Class Jack D. Cupp, 23 Athens, TN Boom Operator

- (KC-135A, KC-135E)

N = 17342 CN = T0032 RO = 7 Oct 57 FF = 23 Nov 57
C = 28 Dec 57 FL = 3 Jan 58 AT = LS =
C = MO = CK = PK = OK = TK = FH =

* (KC-135A)

N = 17343 CN = T0033 RO = 14 Oct 57 FF = 26 Nov 57
C = 28 Dec 57 FL = 3 Jan 58 AT = 17 Sep 92 LS = 34y 8m 14d
C = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

September 1992, this plane flew to AMARC to be stored as excess under
e code CA047.

(KC-135A)

N = 17344 CN = T0034 RO = 17 Oct 57 FF = 9 Dec 57
C = 31 Dec 57 FL = 17 Jan 57 AT = LS =
C = MO = CK = PK = OK = TK = FH =

Robert A. Ginsburg
Glenn A. Williams
James M'Connaughey
Robert Sibley
William Cochran
William Enyart

U. S. News & World Report
U. S. News & World Report
Time Magazine
Boston Herald-Traveler
National Aeronautical Association
National Aeronautical Association

56-3600 - (KC-135A)

BN = 17349 CN = T0039 RO = 11 Nov 57 FF = 20 Dec 57
AC = 30 Jan 58 FL = 31 Jan 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3601 - (KC-135A)

BN = 17350 CN = T0040 RO = 13 Nov 57 FF = 26 Dec 57
AC = 31 Jan 58 FL = 6 Feb 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

WR - "JET STREAM"; 7-8 Apr 1958.

56-3602 * (KC-135A)

BN = 17351 CN = T0041 RO = 10 Nov 57 FF = 30 Dec 57
AC = 30 Jan 58 FL = 6 Feb 58 AT = 25 Mar 69 LS = 10y 1m 2
PC = 2 MO = A CK = 0 PK = 0 OK = 0 TK = 0 FH = 3,712.

This plane was departing on a night training mission, but take off was delayed due to an aileron problem. When the maintenance was completed the CPC reminded the pilot that only 8 minutes remained on take off time. The runway centerline was not visible due to falling snow and icy conditions, so the pilot oriented using runway clearance lights, which was an acceptable procedure.

S-1 speed was obtained within tolerance but there was a lack of acceleration at 130 knots. A drop in EPR on engines 1 and 2 was apparent and the co-pilot announced the loss of water injection on the left side. (This mishap and several other similar incidents led to the reconfiguration of the water injection system. Now one pump supplies both inboard engines and the other supplies both outboard engines, so that if one pump fails water injection will still be supplied to both sides of the wing instead of both left or both right engines losing water injection at the same time.) Some lessons are learned at a dear cost.

The pilot aborted the take off, but could not stop the heavy tanker due to the plane's speed and the icy conditions on the runway. The airplane continued off the end of runway 19, proceeded down an embankment and separated into two sections. The forward fuselage broke off just ahead of the wing center section. Amazingly, there was no fire and there were no fatalities, but the airplane was too badly damaged to repair.

56-3603 * (KC-135A)

BN = 17352 CN = T0042 RO = 21 Nov 57 FF = 31 Dec 57
AC = 31 Jan 58 FL = 6 Feb 58 AT = 21 Jul 92 LS = 34y 5m 15
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 21 July 1992, this plane flew to AMARC, to be stored as excess under code CA029.

ilities:

tain John P. Eifolla, 41	River Grove, IL	Aircraft Commander
Lt. Donald R. Gladding, 29	Matawan, NJ	Co-pilot
or John B. Brown, 39	San Benito, TX	Navigator
yt. Ronald Leroy Champion, 26	Eau Claire, WI	Boom Operator
tain Bernard E. Morgan, 40	Hope, KS	Instructor/Pilot

vivors:

tain Herman J. Dosenbach, 35	Loring, ME	Instructor/Navigator
yt. Charles A. Holsclaw, 31	Limestone, ME	Instructor/Boom Op.

99 * (KC-135A)

W = 17348	CN = T0038	RO = 6 Nov 57	FF = 18 Dec 57
C = 30 Jan 58	FL = 31 Jan 58	AT = 27 Jun 58	LS = 4m 27d
C = 1,3 MO = A	CK = 7	PK = 8	OK = 0 TK = 15 FH = Unk.

rary to some reports, this plane is indeed the first one lost from the
et. The loss date was early on 27 Jun 58, half past midnight. News
ries from period newspapers and personal interviews firmly establish
n the date and the location of the mishap as reported herein. It was
third plane in a four-ship attempt at world speed records, carrying 8
ilians and 7 military personnel.

aboard were killed in the fiery crash of the plane, which had failed to
ar trees just off the end of the runway. It was later determined that
flaps were set at 40 degrees instead of the recommended 30 degrees for
take off situation. Striking the trees caused further loss of
speed and altitude. The plane hit the ground, struck power lines,
nced and dragged across Massachusetts Turnpike on fire, barely missed
ar on the toll road and exploded in a cornfield just a few hundred yards
a the Machowski farm house, located on Fuller Road in Chicopee Falls,

1 pieces of metal fragments can still be found in the field behind the
se where the present owner (Sep 90) grows nursery stock for the business
owns and operates at that location. At the time of the crash this man
11 years old and said that he was awakened by the terrific
osions and remembers well the bright red-orange flames. For several
rs after the crash, he experienced nightmares about plane crashes.

had just taken off from Westover AFB, MA as "OPERATION TOP SAIL"
a; "TOP SAIL" ships Alpha (56-3630) and Bravo (xx-xxxx) went on to set
records. Delta (xx-xxxx) did not take off after the crash. So sure
e Air Force Officials that the new speed records would be set, the
ion was originally named "OPERATION SURE THING".

ilities:

g. Gen. Donald W. Saunders, 45	Mission Cmdr.	C/O 57th Air Division
Col. George M. Broutsas, 39	A/C Comdr.	C/O 99th Air Ref. Sq.
Lt. Joe C. Sweet, 26	Pilot	
yt. James E. Shipman, 35	Navigator	
yt. John B. Gordon, 30	3rd Pilot	
yt. Donald H. Gabbard, 36	Boom Operator	
yt. Joseph G. Hutter	Crew Chief	
iel J. Coughlin, 31	Associated Press	
man Montelliere	United Press International	

3604 - (KC-135A, KC-135E)

BN = 17353 CN = T0043 RO = 25 Nov 57 FF = 7 Jan 58
 AC = 31 Jan 58 FL = 6 Feb 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

6-3605 * (KC-135A)

BN = 17354 CN = T0044 RO = 2 Dec 57 FF = 9 Jan 58
 AC = 30 Jan 58 FL = 7 Feb 58 AT = 18 Nov 60 LS = 2y 9m 11d
 PC = 1 MO = E CK = 1 PK = 0 OK = 0 TK = 1 FH = Unknown

After a normal 6 1/2 hour refueling mission, 3605 was instructed to return to Loring AFB ME, although an alternate site had been considered. As the flight crew brought the plane into the GCA control, it was below glide path. Stabilizer trim and response was thought to be "mushy" or slow. The pilot asked for a trim switch actuation and a check on stabilizer trim wheel movement to confirm correct function. Copilot called out correct response to trim switch activation and reported approximately 1 unit of nose up trim. The plane deviated 50 feet below glide path, but corrected and continued to descend for landing. At GCA minimum, pilot called for full flaps, and the copilot lowered them to 50 degrees.

Approach was continued and the pilot started his landing flare by reducing power and pulling back on the control column. There was no response, so the pilot frantically pulled again, this time to full travel, but no change in the sink rate was effected. The plane continued at the same excessive sink rate, until runway contact was made.

Initial contact was nose wheel first, with 4 3/4 degrees crab to the left, extremely hard, with a bounce back into the air. This first contact drove the nose wheel and strut back and up into the forward fuel tank area. The second contact was 900 feet down the runway, after which the plane skidded to a stop 3,000 feet from the end of Loring's 12,100 foot runway. Sparks ignited the leaking fuel, causing an inferno which destroyed the plane. One crew member was killed, but the rest aboard were able to escape, though two were hospitalized with burns.

Fatality:

Capt. Homer G. Bonin

Sturbridge, MA

Survivors:

Capt. Jack B. Dougherty
 Capt. Henry M. Enterline
 Capt. Lonnie Nelms Jr.
 MSgt. Lloyd J. Estes
 SSgt. James L. Mitchell
 Major Bert S. Sanborn
 Capt. Thomas Luparello
 Major William R. Wilson Jr.
 Major Stanley R. Potts
 2nd Lt. Arthur G. Elser
 TSgt. Marvin R. Baker

A/C Commander
 Co-Pilot
 Navigator (Hospitalized with burns)
 Boom Operator (Hospitalized with burns)
 Ass't. Boom Operator

SSgt. Bennie J. Ashworth
 TSgt. William L. Hoots
 MSgt. Paul Chitwood
 TSgt. Fred H. Patton Jr.
 SSgt. Francis S. Whitbeck

3606 - (KC-135A, KC-135E)

BN = 17355 CN = T0045 RO = 6 Dec 57 FF = 17 Jan 58
 AC = 31 Jan 5 FL = 7 Feb 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3607 - (KC-135A, KC-135E)
 BN = 17356 CN = T0046 RO = 10 Dec 57 FF = 20 Jan 58
 AC = 26 Feb 58 FL = 4 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3608 * (KC-135A)
 BN = 17357 CN = T0047 RO = 13 Dec 57 FF = 20 Jan 58
 AC = 25 Feb 58 FL = 27 Feb 58 AT = 23 Jul 92 LS = 34y 4m 27
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 23 July 1992, this plane was flown to AMARC to be stored as excess under storage code CA030.

56-3609 - (KC-135A, KC-135E)
 BN = 17358 CN = T0048 RO = 12 Dec 57 FF = 21 Jan 58
 AC = 27 Feb 58 FL = 4 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3610 * (KC-135A)
 BN = 17359 CN = T0049 RO = 20 Dec 57 FF = 23 Jan 58
 AC = 13 Mar 58 FL = 16 Mar 58 AT = 4 Nov 92 LS = 34y 7m 1
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 4 November 1992, this plane was flown to AMARC to be stored as excess under storage code CA055.

56-3611 - (KC-135A, KC-135E)
 BN = 17360 CN = T0050 RO = 24 Dec 57 FF = 24 Jan 58
 AC = 25 Feb 58 FL = 27 Feb 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3612 - (KC-135A, KC-135E)
 BN = 17361 CN = T0051 RO = 30 Dec 57 FF = 27 Jan 58
 AC = 26 Feb 58 FL = 9 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3613 * (KC-135A)
 BN = 17362 CN = T0052 RO = 6 Jan 58 FF = 31 Jan 58
 AC = 20 Feb 58 FL = 21 Feb 58 AT = 19 Jan 67 LS = 8y 10m
 PC = 1 MO = D CK = 4 PK = 5 OK = 0 TK = 9 FH = 4,300

This airplane was on a normal refueling mission, returning to Fairchild AFB, WA. The pilot acknowledged inbound ILS (GCA) control and received instructions per instructions. Clearance was received for jet penetration and final descent was begun. During approach, the plane impacted the north side of Shadow Mountain at approximately 4340 feet elevation and was destroyed.

It has been speculated that the pilot experienced some medical problem such as a heart attack or recurring cardiac trauma which caused turbulence in the cockpit at a critical phase of operation, thus leading to the mishap. When more is learned about this crash, it will be reported in the next Update, then added to the next annual Fleet Report.

Fatalities: (To be added)

6-3614 - (KC-135A)

BN = 17363 CN = T0053 RO = 8 Jan 58 FF = 4 Feb 58
AC = 28 Feb 58 FL = 5 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

6-3615 * (KC-135A)

BN = 17364 CN = T0054 RO = 16 Jan 58 FF = 5 Feb 58
AC = 28 Feb 58 FL = 5 Mar 58 AT = 30 Jul 92 LS = 34y 4m 25d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 30 July 1992, this plane was flown to AMARC to be stored as excess under storage code CA032.

6-3616 - (KC-135A)

BN = 17365 CN = T0055 RO = 20 Jan 58 FF = 7 Feb 58
AC = 27 Feb 58 FL = 4 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

6-3617 - (KC-135A)

BN = 17366 CN = T0056 RO = 21 Jan 58 FF = 11 Feb 58
AC = 10 Mar 58 FL = 11 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

6-3618 * (KC-135A)

BN = 17367 CN = T0057 RO = 22 Jan 58 FF = 13 Feb 58
AC = 28 Feb 58 FL = 6 Mar 58 AT = 9 Mar 58 LS = 4y 2m 3d
PC = 1,2 MO = A CK = 4 PK = 2 OK = 0 TK = 6 FH = Unk.

A normal refueling mission was scheduled to begin in the early hours of the day. The morning weather was clear, and visibility was at 10 miles. Wind was 10 knots, temperature was at the freezing point. There were no abnormal tendencies or unusual circumstances encountered. The plane weighed 281,000 pounds and used water augmentation on take off. All was well...so far. At some point beyond S-1, the angle drive shaft on No. 2 engine failed, disrupting thrust as the engine spooled down.

Loss of thrust from one engine on take off is a recoverable condition, clearly covered in the Dash One manual, but for some reason this pilot did not take immediate preventive action to safely recover the abnormal take off.

The plane then continued to yaw to the left, losing airspeed and lift, finally crashing 1500 feet from the departure end of the runway. The plane ripped through about 200 feet of scrub, crossed a dirt road and continued through 400 feet of evergreen as explosions broke up the plane. Duration of the flight was 25 seconds.

Fatalities:

Capt. Robert M. Predmesky, 31	Detriot, MI	A/C Commander
Capt. James S. Tewart, 30	Hamilton, OH	Pilot
Capt. Ronald Lee Cantrell, 29	Kewanee, IL	Navigator
SSgt. Wallace R. Adams, 27	Benson, NC	Boom Operator
MSgt. George T. Edmiston, 33	Golden Bridge, NY	42nd OMS
TSgt. Raymond J. Brugioni, 43	Granger, IA	42nd OMS

56-3619 - (KC-135A)
 BN = 17368 CN = T0058 RO = 23 Jan 58 FF = 18 Feb 58
 AC = 18 Mar 58 FL = 20 Mar 58 AT = 7 Oct 92 LS = 34y 6m 1
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 7 October 1992, this plane was flown to AMARC to be stored as excess under storage code CA051.

56-3620 - (KC-135A)

BN = 17369 CN = T0059 RO = 27 Jan 58 FF = 24 Feb 58
 AC = 6 Mar 58 FL = 7 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Castle AFB, CA: On 2 Apr 1968, after a touch and go landing and climb out a turn was initiated with gear down and flaps at 30 degrees. An explosion occurred and the airplane shuddered. The instructor pilot and the boom operator scanned the left wing and saw engine cowling missing on number two engine, and vapor trailing from the engine. Engine was shut down and a uneventful three-engine full-flap landing was made.

Post-flight inspection revealed that there was a massive engine failure at the combustion chamber section causing the cowling to be blown off, and other damage: Scratched and bent left leading edge flap, dents and scoring to left leading edge of the wing, a two inch hole in the top of the wing, scores and dents to left inboard and outboard flaps with holes, and a small puncture in one panel of the #2 strut. The engine change and all repairs were accomplished by the 93rd BW at Castle AFB, CA and the airplane was back in service by 5 April.

This incident points out again that it is not necessary to lose a C-135 type airplane due to the loss of a single engine, thus proving again Boeing's sound engineering in the design of this plane.

This mishap and others similar to it with the same failure mode helped to bring about the introduction of seamless outer combustion cases on all J57 engines. Previous cases were made from a sheet of steel wrapped around and welded at the ends to form the outer combustion case. Over time the heating and cooling which caused normal expansion and contraction caused the seamed case to eventually fail violently, and usually in flight. The failure was always at or close to the seam. New seamless cases solved that explosion problem.

56-3621 - (KC-135A)

BN = 17370 CN = T0060 RO = 29 Jan 58 FF = 18 Feb 58
 AC = 12 Mar 58 FL = 14 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3622 - (KC-135A, KC-135E)

BN = 17371 CN = T0061 RO = 31 Jan 58 FF = 25 Feb 58
 AC = 24 Mar 58 FL = 25 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

56-3623 - (KC-135A, KC-135E)

BN = 17372 CN = T0062 RO = 4 Feb 58 FF = 29 Feb 58
 AC = 13 Mar 58 FL = 16 Mar 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

6-3624 - (KC-135A)

BN = 17373	CN = T0063	RO = 6 Feb 58	FF = 3 Mar 58
AC = 27 Mar 58	FL = 28 Mar 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

6-3625 - (KC-135A)

BN = 17374	CN = T0064	RO = 10 Feb 58	FF =
AC =	FL =	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

6-3626 - (KC-135A, KC-135E)

BN = 17375	CN = T0065	RO = 11 Feb 58	FF = 10 Mar 58
AC = 20 Mar 58	FL = 21 Mar 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

6-3627 * (KC-135A)

BN = 17376	CN = T0066	RO = 13 Feb 58	FF = 11 Mar 58
AC = 2 Apr 58	FL = 3 Apr 58	AT = 21 Oct 92	LS = 34y 6m 18d
PC = 6	MO = F	CK = 0	PK = 0 OK = 0 TK = 0 FH = Unk.

On 21 October 1992 this plane was flown to AMARC to be stored as excess under storage code CA054.

6-3628 * (KC-135A)

BN = 17377	CN = T0067	RO = 18 Feb 58	FF = 14 Mar 58
AC = 2 Apr 58	FL = 3 Apr 58	AT = 3 Feb 60	LS = 1y 9m
PC = 1,3	MO = A	CK = 5	PK = 3 OK = 0 TK = 8 FH = Unk.

Walker AFB, NM - 3 Feb 1960. Wind: 70 degrees off runway heading @ 27 knots with gusts up to 34 knots, which was within the safe operating limits for the take off configuration. Eleven hours fuel was on board for a planned six-hour mission.

The 6BW Commander had ordered that an IP (Instructor Pilot) was to be sent on all missions that day due to the crosswind conditions. This IP was instructed to be in the pilot's seat, but took his place at the IP seat instead.

The plane proceeded along the take off roll but encountered control problems after traveling 3550 feet. As the control problem increased, evidenced by tire skid marks, it appears that an early rotation was initiated. After rotation the airplane yawed rapidly to the left and continued to yaw after becoming airborne. It then rolled back and settled onto the dirt beside the runway, ripping off both engines on the left wing. After leaving the runway, it collided with two parked tankers on the ramp and continued to skid on until it struck hangar 74, destroying the hangar and itself, plus the crew.

There was a crab angle of 25 degrees from the runway heading just prior to leaving the runway after rolling 5000 feet. The computed take off ground run was 5900 feet. It was further determined that the airplane had been rotated 5 to 9 knots early. After this early rotation, control of the plane was never regained.

Other tankers destroyed: 57-1449 and 57-1457.

Casualties: (To be Added)

56-3629 * (KC-135A)

BN = 17378 CN = T0068 RO = 19 Feb 58 FF = 18 Mar 58
AC = 8 Apr 58 FL = 9 Apr 58 AT = 19 Dec 69 LS = 10y 8m
PC = 4 MO = B CK = 4 PK = 0 OK = 0 TK = 4 FH = 6,79

Airplane: TDY to 4252 SW, Ching Chang Kang AB, Republic Of China from 97th BW, Castle AFB, CA. Crew: TDY to 4220 AREFS from 7th AREFS, Carswell AFB, Texas. A three-plane cell departed an island base to support an aerial refueling mission on 19 Dec 69. About 5 minutes after take off the cell flew through severe turbulence. Moderate turbulence had been predicted, but the crew members reported much heavier than expected disturbances, in fact, some of the worst low-level problems encountered by them. The first two planes passed through successfully, No. 3 ship did not. An acknowledgement to change radio frequency to Rapid was the last heard from the mishap plane and crew.

Some 5 hours after the take off, debris was sighted in the water, neither the plane nor the crew of four was ever found.

Fatalities:

Maj. Gene T. Wright
Capt. Jon M. Olsson
Capt. Douglas W. Murphey, Jr.
SMSgt. Howard G. Benford

A/C Commander
Copilot
Navigator
Boom Operator

56-3630 - (KC-135A, KC-135E)

BN = 17379 CN = T0069 RO = 20 Feb 58 FF = 19 Mar 58
AC = 8 Apr 58 FL = 12 Apr 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

WR - "OPERATION TOP SAIL"; 26 through 29 June, 1958. Helped set world speed record for jets, as ship "Alpha", along with "Bravo" (xx-xxxx). "Coco" (56-3599) crashed just after take off, and "Delta" (xx-xxxx) aborted flight. 3630 now serves with the 171st AREFW, Pennsylvania ANG.

56-3631 - (KC-135A, KC-135E)

BN = 17380 CN = T0070 RO = 24 Feb 58 FF = 21 Mar 58
AC = 10 Apr 58 FL = 11 Apr 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3632 - (KC-135A)

BN = 17381 CN = T0071 RO = 25 Feb 58 FF = 13 Mar 58
AC = 25 Mar 58 FL = 26 Mar 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3633 * (KC-135A)

BN = 17382 CN = T0072 RO = 1 Mar 58 FF = 28 Mar 58
AC = 29 Apr 58 FL = 1 May 58 AT = 20 Aug 92 LS = 34y 3m 1
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 20 August 1992 this plane was flown to AMARC to be stored as excess under storage code CA037.

56-3634 * (KC-135A)

BN = 17383 CN = T0073 RO = 5 Mar 58 FF = 21 Mar 58
AC = 29 Apr 58 FL = 1 May 58 AT = 22 Sep 92 LS = 34y 4m 21d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 22 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA049.

56-3635 * (KC-135A)

BN = 17384 CN = T0074 RO = 6 Mar 58 FF = 3 Apr 58
AC = 30 Apr 58 FL = 5 May 58 AT = 25 Aug 92 LS = 34y 3m 20d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 25 August 1992 this plane was flown to AMARC to be stored as excess under storage code CA038.

56-3636 * (KC-135A)

BN = 17385 CN = T0075 RO = 10 Mar 58 FF = 4 Apr 58
AC = 30 Apr 58 FL = 3 May 58 AT = 28 Jul 92 LS = 34y 2m 25d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 28 July 1992 this plane was flown to AMARC to be stored as excess under storage code CA031.

56-3637 * (KC-135A)

BN = 17386 CN = T0076 RO = 13 Mar 58 FF = 8 Apr 58
AC = 29 Apr 58 FL = 3 May 58 AT = 6 Aug 92 LS = 34y 3m 3d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 6 August 1992 this plane was flown to AMARC to be stored as excess under storage code CA033.

56-3638 - (KC-135A, KC-135E)

BN = 17387 CN = T0077 RO = 17 Mar 58 FF = 9 Apr 58
AC = 30 Apr 58 FL = 3 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3639 - (KC-135A)

BN = 17388 CN = T0078 RO = 19 Mar 58 FF = 11 Apr 58
AC = 29 Apr 58 FL = 29 Apr 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3640 - (KC-135A, KC-135E)

BN = 17389 CN = T0079 RO = 21 Mar 58 FF = 15 Apr 58
AC = 13 May 58 FL = 14 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3641 - (KC-135A, KC-135E)

BN = 17390 CN = T0080 RO = 24 Mar 58 FF = 17 Apr 58
AC = 8 May 58 FL = 9 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3642 - (KC-135A)

BN = 17391 CN = T0081 RO = 26 Mar 58 FF = 21 Apr 58
AC = 13 May 58 FL = 15 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3643 - (KC-135A, KC-135E)

BN = 17392 CN = T0082 RO = 20 Mar 58 FF = 24 Apr
AC = 14 May 58 FL = 16 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3644 * (KC-135A)

BN = 17393 CN = T0083 RO = 1 Apr 58 FF = 28 Apr
AC = 7 May 58 FL = 9 May 58 AT = 16 Jul 92 LS = 34y 2m
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk

On 16 July 1992 this plane was flown to AMARC to be stored as excess under storage code CA028.

56-3645 - (KC-135A, KC-135E)

BN = 17394 CN = T0084 RO = 2 Apr 58 FF = 28 Apr
AC = 8 May 58 FL = 12 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3646 * (KC-135A)

BN = 17395 CN = T0085 RO = 4 Apr 58 FF = 29 Apr
AC = 21 May 58 FL = 22 May 58 AT = 11 Aug 92 LS = 34y 2m
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk

On 11 August 1992 this plane was flown to AMARC to be stored as excess under storage code CA034.

56-3647 * (KC-135A)

BN = 17396 CN = T0086 RO = 7 Apr 58 FF = 30 Apr
AC = 19 May 58 FL = 21 May 58 AT = 10 Sep 92 LS = 34y 3m
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk

On 10 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA044.

56-3648 - (KC-135A, KC-135E)

BN = 17397 CN = T0087 RO = 9 Apr 58 FF = 1 May
AC = 23 May 58 FL = 23 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3649 - (KC-135A)

BN = 17398 CN = T0088 RO = 10 Apr 58 FF = 2 May
AC = 19 May 58 FL = 23 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3650 - (KC-135A, KC-135E)

BN = 17399 CN = T0089 RO = 14 Apr 58 FF = 6 May
AC = 22 May 58 FL = 23 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3651 * (KC-135A)

BN = 17400 CN = T0090 RO = 16 Apr 58 FF = 8 May
AC = 2 Jun 58 FL = 5 Jun 58 AT = 1 Sep 92 LS = 34y 3m
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk

On 1 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA041.

56-3652 - (KC-135A)

BN = 17401 CN = T0091 RO = 17 Apr 58 FF = 13 May 58
AC = 26 May 58 FL = 29 May 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3653 * (KC-135A)

BN = 17402 CN = T0092 RO = 23 Apr 58 FF = 14 May 58
AC = 26 May 58 FL = 3 Jun 58 AT = 7 Jul 92 LS = 34y 1m 4d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 7 July 1992 this plane was flown to AMARC to be stored as excess under storage code CA025.

56-3654 - (KC-135A, KC-135E)

BN = 17403 CN = T0093 RO = 24 Apr 58 FF = 16 May 58
AC = 18 Jun 58 FL = 19 Jun 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

56-3655 * (KC-135A)

BN = 17404 CN = T0094 RO = 25 Apr 58 FF = 19 May 58
AC = 18 Jun 58 FL = 19 Jun 58 AT = 30 Jul 68 LS = 34y 1m 11d
PC = 1,2 MO = C CK = 4 PK = 5 OK = 0 TK = 9 FH = 6,089.0

This plane was on an S-1 daytime training mission, and was the first flight for the student crew with the student pilot (over 6,000 hours total time and 8 hours first pilot time in the KC-135) in the left seat. The IP in the right seat had over 2,500 hours in the KC-135. The flight progressed in a routine manner for just over 4 hours. A practice emergency descent was made from FL 390 to FL 230 during which a series of turns, severe in nature, were accomplished.

During one turn, the vertical stabilizer separated from the fuselage. Not being capable of controlled flight, the tanker flew "crazily" as described by one witness, then rolled over and crashed inverted just west of Turner Mountain, about 20 miles southwest of Mineral, or about 30 miles northeast of Red Bluff, and about 2 miles south of Highway 36. The crash started a 10-acre grass and brush fire which had to be brought under control before recovery operations could begin.

The crash was reported to authorities at 12:01 PM, just over 4 hours after the plane took off from Castle AFB at 7:40 AM for the training flight. Some witnesses said they saw two planes collide, but it was later learned that the tail had separated from the fuselage, thus appearing to be two planes, because of the size of the fin.

An engineering statement from a laboratory contains, in part, the following: "...apparent uncoordinated maneuver just prior to fin failure..." and "Stress analysis, testing, and fleet experience indicate adequate residual strength in the fitting for normal loads with an existing crack."

Fatalities:

Lt. Col. Glenn T. Rolph, 42	Winton, CA	Instructor Pilot
Capt. Dale A. Lotterer, 39	Winton, CA	Instructor Navigator
TSgt. Hurschel D. Priddy, 28	Atwater, CA	Instructor Boom Operator
Lt. Col. Laval D. Tremblay, 47	Atwater, CA	Student Pilot
Lt. Gail M. Blakeley, Jr., 26	Atwater, CA	Student Navigator
Sgt. Charles A. Olivis, Jr., 25	Winton, CA	Student Boom Operator

Sgt. Daryl D. Dix, 21
Sgt. David W. Decante, 26
AIC. Benson M. Shames, 21

Atwater, CA
Merced, CA
Atwater, CA

Maintenance Specialist
Maintenance Specialist
Maintenance Specialist

56-3656 - (KC-135A)

BN = 17405	CN = T0095	RO = 29 Apr 58	FF = 20 May 58
AC = 20 Jun 58	FL = 23 Jun 58	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

56-3657 * (KC-135A)

BN = 17406	CN = T0096	RO = 30 Apr 58	FF = 22 May 58
AC = 4 Jun 58	FL = 6 Jun 58	AT = 25 Jan 62	LS = 3y 7m 19d
PC = 2	MO = F	CK = 0	PK = 0
		OK = 0	TK = 0
			FH = Unknown

During ground maintenance, the Hamilton-Standard fuel-air starter on No. 4 engine had been changed. The engine was started to test the starter, which proved to be good up to the point of release at the RPM limitation. However, this starter did NOT disengage from the gearbox, and was subjected to excessive RPM as the engine spooled up toward idle RPM.

As the engine drove the starter beyond the operating limits it then disintegrated, sending pieces through the engine cowling and the lower wing skin, releasing fuel onto the ramp. Fire broke out immediately. Firefighters were called, but it was not possible to extinguish the flames before the airplane was destroyed. There were no fatalities or injuries.

56-3658 - (KC-135A, KC-135E)

BN = 17407	CN = T0097	RO = 2 May 58	FF = 26 May 58
AC = 5 Jun 58	FL = 6 Jun 58	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1957 MODELS

(118 Built - 100 Remain Active)

-1418 - (KC-135A, KC-135R)

BN = 17489 CN = T0098 RO = 5 May 58 FF = 28 May 58
AC = 19 Jun 58 FL = 20 Jun 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-1419 - (KC-135A, KC-135R)

BN = 17490 CN = T0099 RO = 7 May 58 FF = 29 May 58
AC = 27 Jun 58 FL = 27 Jun 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-1420 * (KC-135A)

BN = 17491 CN = T0100 RO = 9 May 58 FF = 4 Jun 58
AC = 20 Jun 58 FL = 24 Jun 58 AT = 15 Sep 92 LS = 34y 2m 22d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 15 September 1992, this plane was flown to AMARC to be stored as excess under storage code CA046.

-1421 - (KC-135A, KC-135E)

BN = 17492 CN = T0101 RO = 12 May 58 FF = 5 Jun 58
AC = 18 Jun 58 FL = 19 Jun 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-1422 - (KC-135A, KC-135E)

BN = 17493 CN = T0102 RO = 13 May 58 FF = 9 Jun 58
AC = 27 Jun 58 FL = 2 Jul 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-1423 - (KC-135A, KC-135E)

BN = 17494 CN = T0103 RO = 15 May 58 FF = 10 Jun 58
AC = 19 Jun 58 FL = 20 Jun 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-1424 * (KC-135A)

BN = 17495 CN = T0104 RO = 16 May 58 FF = 11 Jun 58
AC = 25 Jun 58 FL = 26 Jun 58 AT = 17 May 66 LS = 7y 10m 23d
PC = 1 MO = E CK = 4 PK = 1 OK = 0 TK = 5 FH = 3,482.1

The last flight for 1424 was a combat crew readiness training flight (CCR). The mission included a four-hour refueling sortie. Upon returning to base, the crew practiced touch and go maneuvers. On the third touch and go, during the landing phase, the pilot allowed the plane to go into the dreaded "Dutch Roll", a series of oscillations side to side that often is an unrecoverable situation.

During one wingtip "dip" to the right, the wing struck the ground 961 feet from the threshold on the overrun. The plane then flipped left, striking the boom and the left wingtip, after which it began to break apart. Spilled fuel ignited, engulfing the whole airplane. The cockpit was torn from the fuselage, and the rest was broken into two sections and then scattered over a 200 yard area, burning. Approximately 17,500 pounds of fuel remained on board at the time of the crash.

The airplane was a total loss, and the four crew members and one passenger were killed in the crash.

"Miss Amarillo" was the name inscribed on the nose of this plane, and is believed to be the first KC-135 assigned to Amarillo AFB, TX.

Fatalities:

Capt. Thomas W. Burt, 34	Ft. Worth, TX	Pilot
Capt. Max J. Katz, 30	Little Neck, NY	Co-Pilot
Capt. Richard H. Doughty, 35	New York, NY	Navigator
TSgt. Harry L. Alexander, 29	Amarillo, TX	Boom Operator
A2C Stephen M. Mulvenna, 19	Baltimore, MD	Passenger

57-1425 - (KC-135A, KC-135E)

BN = 17496	CN = T0105	RO = 20 MAY 58	FF = 12 JUN 58
AC = 9 JUL 58	FL = 9 JUL 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1426 - (KC-135A, KC-135E)

BN = 17497	CN = T0106	RO = 21 MAY 58	FF = 16 Jun 58
AC = 30 Jun 58	FL = 3 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1427 - (KC-135A, KC-135R)

BN = 17498	CN = T0107	RO = 23 May 58	FF = 23 Jun 58
AC = 8 Jul 58	FL = 9 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1428 - (KC-135A, KC-135E)

BN = 17499	CN = T0108	RO = 26 May 58	FF = 18 Jun 58
AC = 15 Jul 58	FL = 18 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1429 - (KC-135A, KC-135E)

BN = 17500	CN = T0109	RO = 28 May 58	FF = 20 Jun 58
AC = 14 Jul 58	FL = 15 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1430 - (KC-135A, KC-135R)

BN = 17501	CN = T0110	RO = 3 Jun 58	FF = 25 Jun 58
AC = 15 Jul 58	FL = 17 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1431 - (KC-135A, KC-135E)

BN = 17502	CN = T0111	RO = 3 Jun 58	FF = 25 Jun 58
AC = 15 Jul 58	FL = 17 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1432 - (KC-135A)

BN = 17503	CN = T0112	RO = 4 Jun 58	FF = 27 Jun 58
AC = 22 Jul 58	FL = 24 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1433 - (KC-135A, KC-135E)

BN = 17504	CN = T0113	RO = 6 Jun 58	FF = 1 Jul 58
AC = 15 Jul 58	FL = 18 Jul 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

1434 - (KC-135A, KC-135E)
 BN = 17505 CN = T0114 RO = 9 Jun 58 FF = 2 Jul 58
 AC = 30 Jul 58 FL = 1 Aug 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1435 - (KC-135A, KC-135R)
 BN = 17506 CN = T0115 RO = 11 Jun 58 FF = 3 Jul 58
 AC = 23 Jul 58 FL = 24 Jul 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1436 - (KC-135A, KC-135E)
 BN = 17507 CN = T0116 RO = 12 Jun 58 FF = 8 Jul 58
 AC = 21 Jul 58 FL = 25 Jul 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1437 - (KC-135A, KC-135R)
 BN = 17508 CN = T0117 RO = 16 Jun 58 FF = 9 Jul 58
 AC = 31 Jul 58 FL = 1 Aug 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1438 - (KC-135A, KC-135E)
 BN = 17509 CN = T0118 RO = 18 Jun 58 FF = 11 Jul 58
 AC = 23 Jul 58 FL = 1 Aug 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1439 - (KC-135A, KC-135R)
 BN = 17510 CN = T0119 RO = 19 Jun 58 FF = 14 Jul 58
 AC = 26 Jul 58 FL = 31 Jul 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1440 - (KC-135A, KC-135R)
 BN = 17511 CN = T0120 RO = 20 Jun 58 FF = 16 Jul 58
 AC = 30 Jul 58 FL = 31 Jul 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1441 - (KC-135A, KC-135E)
 BN = 17512 CN = T0121 RO = 24 Jun 58 FF = 16 Jul 58
 AC = 1 Aug 58 FL = 24 Aug 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1442 * (KC-135A)
 BN = 17513 CN = T0122 RO = 26 Jun 58 FF = 18 Jul 58
 AC = 1 Aug 58 FL = 1 Aug 58 AT = 16 Jan 65 LS = 6y 5m 15d
 PC = 3,1 MO = C CK = 7 PK = 0 OK = 23 TK = 30 FH = Unk.

This tanker was participating in refueling mission with a B-52 which was involved in a test program at Boeing Wichita. The B-52 departed McConnell AFB KS, followed by 1442. Initial climbout was uneventful. Shortly after take off, the pilot reported "trouble" with the lateral control of the plane. Possible rudder problems were also reported.

After flying north several miles, the pilot asked permission to execute a left turn to return to McConnell AFB for corrective action to be performed on the airplane's control problems. Because the flight crew had been distracted by the control problems, they had failed to maintain adequate flight altitude and airspeed. The left bank was more than the plane could do given the lower altitude and airspeed, and it stalled in the turn.

Impact was in a residential area, left wing first, typical of the stall characteristics of the Stratotanker. As it impacted the ground and houses in the area, 15 residences were destroyed and 23 persons on the ground were killed, as well as the crew of seven. The crash was one of the worst air disasters in Kansas history, and the worst ever in Wichita.

Near 21st and Piatt Streets in Wichita, there is now a park called Piatt Park where several of the houses stood. On the East side of Piatt Street there is now a newer 2-story apartment complex, the only one in the immediate area, signifying where other houses had been before the crash.

George Hundley related the following information: He was assigned to the 352 TFW, which was stationed at McConnell AFB at the time of this crash. F-105s were the airplanes being flown at that time by the 352nd, and there were many flights in and out of McConnell by the three squadrons stationed there.

Always, the F-105 used drag chutes upon landing to help slow the heavy plane, also known as the "Lead Sled". The day before this crash, F-105s had been flying, and as was their procedure, they "dropped" the drag chutes just after exiting the runway, always on the East side of the runway. That fact could account for the number 4 engine having ingested a chute on take off, and maybe suggest that the control problems experienced by the flight crew could have been caused by the trailing cords interfering with control surfaces on the wing.

George was told that 1442 had picked up one of the drag chutes that had accidentally been left there by the Fire Department or the crash crew when they picked up the chutes. This would support the pilot's report that there was aileron control difficulty as well as possible rudder control problems.

Fatalities: (KC-135 Crew Members)

Capt. Chester Szmuc, 25	Pilot
Capt. C. J. Wedseth, 26	Co-Pilot
Lt. Arthur W. Sullivan, 22	Navigator
Ssgt. R. Went, 34	Boom Operator
Ssgt. J. W. Jenkins	Crew Chief
A1C P. M. Kenenski, 20	Asst. Crew Chief
A2C J. L. Davidson, 21	Asst. Crew Chief

(Civilians)

To be added.....Watch in the Updates for this information.

57-1443 - (KC-135A, KC-135E)

BN = 17514	CN = T0123	RO = 27 Jun 58	FF = 22 Jul 58
AC = 14 Aug 58	FL = 15 Aug 58	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

57-1444 * (KC-135A)

BN = 17515	CN = T0124	RO = 1 Jul 58	FF = 24 Jul 58
AC = 14 Aug 58	FL = 15 Aug 58	AT = 18 May 66	LS = 7y 9m 3d
PC = 9	MO = A	CK = 5	PK = 8 OK = 1 TK = 14 FH = 3,387.2

Kadena AB, Okinawa; 18 May 1966. Airplane serving in some secret capacity, with many missions classified. Little info is available about this crash.

The last mission for 1444 was classified, so few details are available, but here is what can be released: During a wet take off in rain, the plane became airborne at approximately the 7000 foot marker, (which for crosswind operation at that time under those conditions was early by about 100 then settled back to the runway. It then became airborne again about a 100 foot altitude, where further attempts to climb were successful. Contact with the ground was about 300 feet left of the runway centerline and 450 feet beyond the departure end. The plane was destroyed by impact and fire.

Thirteen persons were killed in the crash, plus an observer in a car parked at the end of the runway. (Another report shows total 12-Checking).

Speculation has it that the plane was enroute to Eielson AFB, Alaska on a reconnaissance-related mission and may also have been carrying an engine from Kadana to Eielson. One person also indicated that the plane may have struck a flock of birds on take off.

Fatalities: (to be added when available)

45 - (KC-135A, KC-135E)

N = 17516	CN = T0125	RO = 2 Jul 58	FF = 24 Jul 58
C = 8 Aug 58	FL = 12 Aug 58	AT =	LS =
C = MO =	CK =	PK =	OK = TK = FH =

46 * (KC-135A)

N = 17517	CN = T0126	RO = 7 Jul 58	FF = 29 Jul 58
C = 7 Aug 58	FL = 8 Aug 58	AT = 22 Jun-59	LS = 10m 14d
C = 5 MO = F	CK = 0	PK = 0	OK = 0 TK = 0 FH = Unk.

Maintenance hangar, Walker AFB, NM, 22 June, 1959:

During a full cell repair, a ground air cart was being used to supply fresh air to the technicians working inside the tank. These air carts are provided with heavy wires, firmly attached to the cart, with a gripper on the other end of the wires to firmly attach to at least two ground points, one at the ground, and one at the airplane. For some reason, a gripper was not firmly attached to a ground, or one of the wires was loose at one end or the other. (We presume the technicians would not have forgotten to ground the cart).

For whatever reason, a spark was created at the fuel tank entry, igniting fumes near the entry door of a wing tank. The initial explosion did extensive damage to the wing, allowing more fuel to be spilled out, which ignited immediately. Investigation revealed that the maintenance crew failed to properly ground the air blower, allowing the static electricity which is always created by the rush of air through the ducting) to build up a discharge of energy, rather than be drained off through the grounding points.

Fortunately, there were no fatalities, but the airplane was destroyed by fire.

47 - (KC-135A)

N = 17518	CN = T0127	RO = 8 Jul 58	FF = 4 Aug 58
C = 29 Aug 58	FL = 4 Sep 58	AT =	LS =
C = MO =	CK =	PK =	OK = TK = FH =

5-29

1458 - (KC-135A, KC-135E)
 BN = 17529 CN = T0138 RO = 30 Jul 58 FF = 21 Aug 58
 AC = 8 Sep 58 FL = 21 Aug 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1459 - (KC-135A, KC-135E)
 BN = 17530 CN = T0139 RO = 31 Jul 58 FF = 21 Aug 58
 AC = 12 Sep 58 FL = 16 Sep 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1460 - (KC-135A, KC-135E)
 BN = 17531 CN = T0140 RO = 1 Aug 58 FF = 26 Aug 58
 AC = 29 Aug 58 FL = 5 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1461 - (KC-135A, KC-135R)
 BN = 17532 CN = T0141 RO = 5 Aug 58 FF = 27 Aug 58
 AC = 11 Sep 58 FL = 11 Sep 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1462 - (KC-135A, KC-135R)
 BN = 17533 CN = T0142 RO = 6 Aug 58 FF = 27 Aug 58
 AC = 15 Sep 58 FL = 19 Sep 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1463 - (KC-135A, KC-135E)
 BN = 17534 CN = T0143 RO = 7 Aug 58 FF = 29 Aug 58
 AC = 28 Sep 58 FL = 4 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = ~~TK~~ TK = FH =

1464 - (KC-135A, KC-135E)
 BN = 17535 CN = T0144 RO = 11 Aug 58 FF = 2 Sep 58
 AC = 29 Sep 58 FL = 3 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1465 - (KC-135A, KC-135E)
 BN = 17536 CN = T0145 RO = 12 Aug 58 FF = 3 Sep 58
 AC = 29 Sep 58 FL = 3 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1466 * (KC-135A)
 BN = 17537 CN = T0146 RO = 14 Aug 58 FF = 4 Sep 58
 AC = 29 Sep 58 FL = 3 Oct 58 AT = 8 Mar 60 LS = 1y 5m 5d
 PC = 1 MO = D CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane had accomplished a normal refueling mission, delivering 105,000 pounds of fuel to the receiver. On final approach after starting descent, at about 11:15 PM, the pilot was instructed by the control room to execute a go-around due to the amount of heavy fog on the runway and in the area. Weather was closing in on the runway, and the situation was deteriorating, already having been rated near 0-0 on approach. A go-around was accomplished, and the pilot requested another GCA approach, stating that the plane was low on fuel, besides, he said, he could see the runway.

1475 - (KC-135A, KC-135E)
 BN = 17546 CN = T0155 RO = 2 Sep 58 FF = 22 Sep 58
 AC = 21 Oct 58 FL = 23 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1476 * (KC-135A)
 BN = 17547 CN = T0156 RO = 3 Sep 58 FF = 24 Sep 58
 AC = 14 Oct 58 FL = 16 Oct 58 AT = 13 Aug 92 LS = 33y 9m 29d
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 2 Nov 1982, this airplane experienced a period of supersonic flight over the state of Michigan as a result of an unscheduled input from the autopilot. This is the plane that almost hit a windmill. (Story to follow)

On 13 August 1992, this plane was flown to AMARC to be stored as excess under storage code CA035.

1477 * (KC-135A)
 BN = 17548 CN = T0157 RO = 5 Sep 58 FF = 25 Sep 58
 AC = 28 Oct 58 FL = 29 Oct 58 AT = 19 Aug 92 LS = 33y 9m 21d
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 19 August 1992 this plane was flown to AMARC to be stored as excess under storage code CA036.

1478 - (KC-135A, KC-135E)
 BN = 17548 CN = T0158 RO = 8 Sep 58 FF = 29 Sep 58
 AC = 8 Oct 58 FL = 12 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1479 - (KC-135A, KC-135E)
 BN = 17549 CN = T0159 RO = 9 Sep 58 FF = 3 Oct 58
 AC = 21 Oct 58 FL = 23 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1480 - (KC-135A, KC-135E)
 BN = 17550 CN = T0160 RO = 11 Sep 58 FF = 7 Oct 58
 AC = 27 Oct 58 FL = 26 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1481 * (KC-135A, KC-135E)
 BN = 17551 CN = T0161 RO = 12 Sep 58 FF = 10 Oct 58
 AC = 27 Oct 58 FL = 29 Oct 58 AT = 21 Sep 89 LS = 30y 11m 23d
 PC = 5 MO = F CK = 2 PK = 0 OK = 0 TK = 2 FH = Unk.

Burned on the ramp at Eielson AFB, AK on 21 Sep 1989. (More to follow - watch the C-135 Fleet Updates for further information about this mishap.)

1482 - (KC-135A, KC-135E)
 BN = 17552 CN = T0162 RO = 16 Sep 58 FF = 16 Oct 58
 AC = 29 Oct 58 FL = 31 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1483 - (KC-135A, KC-135R)
 BN = 17553 CN = T0163 RO = 17 Sep 58 FF = 16 Oct 58
 AC = 28 Oct 58 FL = 31 Oct 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =
 5-33

57-1484 - (KC-135A, KC-135E)

BN = 17554 CN = T0164 RO = 18 Sep 58 FF = 20 Oct 58
AC = 31 Oct 58 FL = 3 Nov 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

This plane was involved with an F-111 in a mid-air collision during Gulf War, Operation Desert Storm. During a pre-contact position for refueling operation, the F-111 lost IFF, but the pilot did not realize failure and thought another airplane on emergency was coming in behind for fuel. The pilot goosed his plane ahead to get out of the way and caught in the tanker slipstream.

The F-111 then hit the bottom of the tanker, and in an attempt to away, moved left, contacting the inboard left engine. The Aardvark, s affected by the slipstream of the bigger plane, rolled over the top of tanker, striking the left forward fuselage, gouging a rip several in long. The tanker flight crew realized that their plane had been hit the fighter, but could not immediately determine the extent of the damage. As the smaller plane moved rapidly away, the tanker crew got a face of afterburner. Both planes landed safely.

Repairs to 1484 were done by the 2953rd CLSS from Tinker AFB, OK, who had an Aircraft Battle Damage Repair (ABDR) team stationed on-site in Saudi. They returned the plane to full mission capability after which completed 29 more missions prior to cease-fire and return to the U. S.

57-1485 - (KC-135A, KC-135E)

BN = 17555 CN = T0165 RO = 22 Sep 58 FF = 21 Oct 58
AC = 31 Oct 58 FL = 7 Nov 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

57-1486 - (KC-135A, KC-135R)

BN = 17556 CN = T0166 RO = 23 Sep 58 FF = 23 Oct 58
AC = 10 Nov 58 FL = 12 Nov 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

57-1487 - (KC-135A, KC-135R)

BN = 17557 CN = T0167 RO = 24 Sep 58 FF = 24 Oct 58
AC = 7 Nov 58 FL = 13 Nov 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

57-1488 - (KC-135A, KC-135R)

BN = 17558 CN = T0168 RO = 26 Sep 58 FF = 27 Oct 58
AC = 12 Nov 58 FL = 15 Nov 58 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

57-1489 * (KC-135A)

BN = 17559 CN = T0169 RO = 29 Sep 58 FF = 30 Oct 58
AC = 10 Nov 58 FL = 12 Nov 58 AT = 13 Mar 82 LS = 23y 4m
PC = 1 MO = C CK = 4 PK = 0 OK = 2 TK = 6 FH = 10,

57-1491 - (KC-135A, KC-135E)
 BN = 17561 CN = T0171 RO = 2 Oct 58 FF = 31 Oct 58
 AC = 17 Nov 58 FL = 19 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1492 - (KC-135A, KC-135E)
 BN = 17562 CN = T0172 RO = 3 Oct 58 FF = 31 Oct 58
 AC = 14 Nov 58 FL = 19 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1493 - (KC-135A, KC-135R)
 BN = 17563 CN = T0173 RO = 7 Oct 58 FF = 3 Nov 58
 AC = 21 Nov 58 FL = 24 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1494 - (KC-135A, KC-135E)
 BN = 17564 CN = T0174 RO = 8 Oct 58 FF = 4 Nov 58
 AC = 19 Nov 58 FL = 21 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1495 - (KC-135A, KC-135E)
 BN = 17565 CN = T0175 RO = 9 Oct 58 FF = 6 Nov 58
 AC = 26 Nov 58 FL = 3 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1496 - (KC-135A, KC-135E)
 BN = 17566 CN = T0176 RO = 13 Oct 58 FF = 7 Nov 58
 AC = 21 Nov 58 FL = 21 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1497 - (KC-135A, KC-135E)
 BN = 17567 CN = T0177 RO = 14 Oct 58 FF = 12 Nov 58
 AC = 21 Nov 58 FL = 25 Nov 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1498 * (KC-135A)
 BN = 17568 CN = T0178 RO = 15 Oct 58 FF = 8 Nov 58
 AC = 25 Nov 58 FL = 26 Nov 58 AT = 21 Jun 63 LS = 4y 5m 25d
 PC = 1 MO = D CK = 1 PK = 0 OK = 0 TK = 1 FH = Unk.

Westover AFB, MA, 21 June 1963:

This plane had been on a routine air refueling support mission. The flight and refueling went routinely until final approach. The pilot was making an airborne radar approach in heavy rain, and was lined up to land. As the pilot attempted to make an unauthorized approach (perhaps through error reading the charts) he permitted the airplane to descend below published approach altitudes for this base. The plane struck a 790 foot hill approximately 6 miles north of the base, and about a mile left of the runway centerline. Three of the four crew members escaped with minor injuries. One was unable to get away from the burning wreckage and perished in the fire. The plane was a total loss.

Fatality: (to be added)

57-1501 - (KC-135A, KC-135E)
 BN = 17571 CN = T0181 RO = 22 Oct 58 FF = 17 Nov 58
 AC = 4 Dec 58 FL = 9 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1502 - (KC-135A, KC-135R)
 BN = 17572 CN = T0182 RO = 23 Oct 58 FF = 18 Nov 58
 AC = 8 Dec 58 FL = 16 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1503 - (KC-135A, KC-135E)
 BN = 17573 CN = T0183 RO = 24 Oct 58 FF = 19 Nov 58
 AC = 4 Dec 58 FL = 9 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1504 - (KC-135A, KC-135E)
 BN = 17574 CN = T0184 RO = 26 Oct 58 FF = 21 Nov 58
 AC = 11 Dec 58 FL = 16 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1505 - (KC-135A, KC-135E)
 BN = 17575 CN = T0185 RO = 29 Oct 58 FF = 21 Nov 58
 AC = 22 Dec 58 FL = 26 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1506 - (KC-135A, KC-135R)
 BN = 17576 CN = T0186 RO = 31 Oct 58 FF = 24 Nov 58
 AC = 12 Dec 58 FL = 16 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1507 - (KC-135A, KC-135E)
 BN = 17577 CN = T0187 RO = 3 Nov 58 FF = 24 Nov 58
 AC = 2 Jan 59 FL = 7 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

First KC-135 to serve the ANG; Rickenbacker AFB, OH on 18 Apr 1975.

57-1508 - (KC-135A, KC-135R)
 BN = 17578 CN = T0188 RO = 4 Nov 58 FF = 26 Nov 58
 AC = 12 Dec 58 FL = 16 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1509 - (KC-135A, KC-135E)
 BN = 17579 CN = T0189 RO = 6 Nov 58 FF = 26 Nov 58
 AC = 23 Dec 58 FL = 30 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1510 - (KC-135A, KC-135E)
 BN = 17580 CN = T0190 RO = 7 Nov 58 FF = 3 Dec 58
 AC = 26 Dec 58 FL = 5 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-1511 - (KC-135A, KC-135E)
 BN = 17581 CN = T0191 RO = 10 Nov 58 FF = 3 Dec 58
 AC = 29 Dec 58 FL = 5 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

512 - (KC-135A, KC-135E)
 BN = 17582 CN = T0192 RO = 12 Nov 58 FF = 5 Dec 58
 AC = 7 Jan 59 FL = 8 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

reported to be the "Haunted Tanker". (Stories to follow in the Updates.)

513 * (KC-135A)
 BN = 17583 CN = T0193 RO = 13 Nov 58 FF = 8 Dec 58
 AC = 19 Dec 58 FL = 27 Dec 58 AT = 15 Oct 59 LS = 9m 19d
 PC = 1 MO = C CK = 4 PK = 0 OK = 0 TK = 4 FH = Unk.

air collision with B-52 over Leitchfield, KY on 15 Oct 1959.

514 - (KC-135A, KC-135R)
 BN = 17584 CN = T0194 RO = 17 Nov 58 FF = 12 Dec 58
 AC = 22 Dec 58 FL = 27 Dec 58 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

589 - (KC-135A, KC-135E) (VIP Transport - CINCSAC - Commander-in-Chief Strategic Air Command)

BN = 17725 CN = T0195 RO = 18 Nov 58 FF = 13 Dec 58
 AC = 16 Jan 59 FL = 21 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

own as "Casey-01".

90 * (KC-135A)
 N = 17726 CN = T0196 RO = 19 Nov 58 FF = 15 Dec 58
 C = 29 Dec 58 FL = 5 Jan 59 AT = 3 Sep 92 LS = 33y 7m 29d
 C = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

3 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA042.

91 - (KC-135A)
 N = 17727 CN = T0197 RO = 21 Nov 58 FF = 13 Dec 58
 C = 23 Dec 58 FL = 30 Dec 58 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

92 - (KC-135A)
 N = 17728 CN = T0198 RO = 24 Nov 58 FF = 19 Dec 58
 C = 15 Jan 59 FL = 29 Jan 59 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

93 - (KC-135A, KC-135R)
 N = 17729 CN = T0199 RO = 25 Nov 58 FF = 19 Dec 58
 C = 30 Dec 58 FL = 5 Jan 59 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

94 - (KC-135A, KC-135E)
 N = 17730 CN = T0200 RO = 1 Dec 58 FF = 27 Dec 58
 C = 13 Jan 59 FL = 14 Jan 59 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

57-2595 - (KC-135A, KC-135E)
 BN = 17731 CN = T0201 RO = 2 Dec 58 FF = 23 Dec 58
 AC = 15 Jan 59 FL = 19 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2596 - (KC-135A)
 BN = 17732 CN = T0202 RO = 4 Dec 58 FF = 29 Dec 58
 AC = 21 Jan 59 FL = 23 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2597 - (KC-135A, KC-135R)
 BN = 17733 CN = T0203 RO = 5 Dec 58 FF = 29 Dec 58
 AC = 12 Jan 59 FL = 14 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2598 - (KC-135A, KC-135E)
 BN = 17734 CN = T0204 RO = 8 Dec 58 FF = 2 Jan 59
 AC = 20 Jan 59 FL = 22 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2599 - (KC-135A, KC-135R)
 BN = 17735 CN = T0205 RO = 10 Dec 58 FF = 2 Jan 59
 AC = 15 Jan 59 FL = 17 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2600 - (KC-135A, KC-135E)
 BN = 17736 CN = T0206 RO = 11 Dec 58 FF = 6 Jan 59
 AC = 22 Jan 59 FL = 27 Jan 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2601 - (KC-135A, KC-135E)
 BN = 17737 CN = T0207 RO = 12 Dec 58 FF = 8 Jan 59
 AC = 28 Jan 59 FL = 4 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2602 - (KC-135A, KC-135E)
 BN = 17738 CN = T0208 RO = 16 Dec 58 FF = 8 Jan 59
 AC = 27 Jan 59 FL = 4 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2603 - (KC-135A, KC-135E)
 BN = 17739 CN = T0209 RO = 17 Dec 58 FF = 12 Jan 59
 AC = 30 Jan 59 FL = 13 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2604 - (KC-135A, KC-135E)
 BN = 17740 CN = T0210 RO = 19 Dec 58 FF = 13 Jan 59
 AC = 29 Jan 59 FL = 4 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

57-2605 - (KC-135A, KC-135R)
 BN = 17741 CN = T0211 RO = 19 Dec 58 FF = 13 Jan 59
 AC = 6 Feb 59 FL = 10 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

606 - (KC-135A, KC-135E)
BN = 17742 CN = T0212 RO = 26 Dec 58 FF = 14 Jan 59
AC = 3 Feb 59 FL = 6 Feb 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

607 - (KC-135A, KC-135E)
BN = 17743 CN = T0213 RO = 30 Dec 58 FF = 19 Jan 59
AC = 6 Feb 59 FL = 12 Feb 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

608 - (KC-135A, KC-135E)
BN = 17744 CN = T0214 RO = 31 Dec 58 FF = 20 Jan 59
AC = 11 Feb 59 FL = 12 Feb 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

609 - (KC-135A)
BN = 17745 CN = T0215 RO = 5 Jan 59 FF = 21 Jan 59
AC = 13 Feb 59 FL = 19 Feb 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

5-42 (Blank)

107

1958 MODELS

(130 Built - 116 Remain Active)

3-0001 - (KC-135A, KC-135R)

BN = 17746	CN = T0216	RO = 6 Jan 59	FF = 4 Feb 59
AC = 20 Feb 59	FL = 25 Feb 59	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

3-0002 * (KC-135A)

BN = 17747	CN = T0217	RO = 8 Jan 59	FF = 26 Jan 59
AC = 11 Feb 59	FL = 17 Feb 59	AT = 31 Mar 59	LS = 1m 12d
PC = 1	MO = C	CK = 4	PK = 0
		OK = 0	TK = 4
			FH = Apx. 45

A non-ready crew departed Berstrom AFB Texas for a normal refueling and navigation mission on 31 March, 1959. After completing the refueling portion of the flight, the plane departed to complete the navigational practice. During the next few hours the crew operated in the vicinity of very heavy thunderstorms around Gray AFB, TX near the city of Killeen. Several calls were made to Bergstrom to keep abreast of the weather situation.

Nearing the end of the celestial leg the pilot requested a nearby GCI site to score the leg. The scoring site was using only standby radar and could not read the weather except at close range and therefore did not have the total picture. This local site was unable to give the plane the true severity of the storms in the area, although other sites in the area tracked the KC-135 and picked up the weather indications.

After seven hours and 40 minutes of flight, and four minutes after completing the nav leg, the airplane entered the core of the storm. Turbulence caused two engines to depart the wing, one striking the tail section. The plane crashed in an inverted position in a cedar-covered area on the Pink Stone Ranch, 10 miles southwest of Belton, Texas.

Several witnesses who had heard the plane flying in a westerly direction said that they had heard an explosion before the plane crashed, and saw an accompanying "ball of fire" in the air. They all said that when the plane actually hit the hillside, there was a tremendous explosion and a very bright light from the direction of the crash. This could be seen in spite of the heavy thunderstorms in the area.

Investigators believe that the severe turbulence could have been a tornado and that when the engines departed the wing, fuel tanks were opened, allowing fuel to be ignited. This would explain the witness' accounts of an explosion in the air. It is believed that the airplane was breaking up in flight, afire, when it crashed into the hillside. The plane could have been struck by lightning during its descent.

With the delivery date of 17 February, this plane had only been in service for 43 days. That gives it the dubious record of being the shortest-lived tanker in the fleet, with less than 50 flying hours on the airframe.

Fatalities:

Maj. Jesse L. E. Myrick, 41
1st Lt. Rodney Anderlitch, 25
1st Lt. Philip C. De Bonis, 25
TSgt. Herman Allison Clark, 45

Wichita Falls, TX
San Antonio, TX
Newark, NJ
Tampa, FL
5-43

Pilot
Co-Pilot
Navigator
Boom Operator

58-0003 - (KC-135A, KC-135E)
 BN = 17748 CN = T0218 RO = 9 Jan 59 FF = 28 Jan 59
 AC = 10 Feb 59 FL = 13 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0004 - (KC-135A, KC-135R)
 BN = 17749 CN = T0219 RO = 13 Jan 59 FF = 29 Jan 59
 AC = 17 Feb 59 FL = 19 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0005 - (KC-135A, KC-135E)
 BN = 17750 CN = T0220 RO = 14 Jan 59 FF = 4 Feb 59
 AC = 18 Feb 59 FL = 20 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0006 - (KC-135A, KC-135E)
 BN = 17751 CN = T0221 RO = 16 Jan 59 FF = 4 Feb 59
 AC = 23 Feb 59 FL = 26 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0007 * (KC-135A, EC-135A, EC-135P) {Ex-VIP Transport - Commander-in-Chief
 Pacific - CINCPAC} {LOOKING GLASS ABNCP airframe}
 BN = 17752 CN = T0222 RO = 19 Jan 59 FF = 5 Feb 59
 AC = 20 Feb 59 FL = 26 Feb 59 AT = 3 Jan 80 LS = 20y 10m 8d
 PC = 2 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 16,896.6

The last flight of 0007 was on 2 Jan 1980 in the afternoon. During the evening of the 2nd, she was being refueled and serviced with water. A maintenance engine run was accomplished to check out no. 1 engine. The engine was out of trim, so water was retained and topped off so the next trim run would not be delayed waiting for water service. The OAT was below freezing, requiring water heaters to be used to prevent the water from freezing in the tank.

Water heating began at 0415 with a full tank of water, and was not interrupted until power was lost at 0930. At 0935, technicians were unable to restore power to the plane with the ground power unit they had been using, so a replacement unit was ordered. As they waited for the replacement, the ground crew smelled smoke. The fire was already seriously advanced when they discovered the source of the smoke. Fire had broken out between the fuselage and the interior coverings, starting at body station 880, where the water heater wiring crossed a bridge assembly (electronic cable mounting support).

Attempts were made to get at the fire, but because of the location, all early efforts to put it out were in vain. After three hours, control was gained and the fire was out. Extensive damage was done to the interior of the fuselage and the fuselage skin, so that the plane was too badly damaged to repair. Landing gear, engines, wings and empennage were salvaged for spares.

There were no fatalities or serious injuries caused by this fire.

58-0008 - (KC-135A, KC-135E)
 BN = 17753 CN = T0223 RO = 20 Jan 59 FF = 11 Feb 59
 AC = 24 Feb 59 FL = 26 Feb 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

0009 - (KC-135A, KC-135R)

BN = 17754 CN = T0224 RO = 22 Jan 59 FF = 11 Feb 59
AC = 5 Mar 59 FL = 9 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0010 - (KC-135A, KC-135R)

BN = 17755 CN = T0225 RO = 23 Jan 59 FF = 12 Feb 59
AC = 4 Mar 59 FL = 9 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0011 - (KC-135A, EC-135A, EC-135P, KC-135A, KC-135R) (First Airborne Command Post (ABNCP)) (LOOKING GLASS Airframe)

BN = 17756 CN = T0226 RO = 27 Jan 59 FF = 12 Feb 59
AC = 27 Feb 59 FL = 3 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0012 - (KC-135A, KC-135E)

BN = 17757 CN = T0227 RO = 28 Jan 59 FF = 13 Feb 59
AC = 25 Feb 59 FL = 27 Feb 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0013 - (KC-135A, KC-135E)

BN = 17758 CN = T0228 RO = 29 Jan 59 FF = 19 Feb 59
AC = 10 Mar 59 FL = 13 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

During the Persian Gulf war, this plane experienced severe turbulence while in formation with another tanker. The oscillations were so severe (90 degrees each way) that both left engines were detached from the wing. The integrity of the airframe and the skills of the pilot and crew combined to save this plane from certain doom. The crew was able to bring the plane safely down with no further mishap.

A maintenance team from OC-ALC went to Saudia Arabia with an engineering plan and spare parts sufficient to completely repair the airplane and bring it back to a totally serviceable condition. This incident serves to demonstrate that even with two engines not operating (in this case, missing) the plane can still fly enough to return safely to base. It was not easy to recover, but it was recoverable, given the airframe's ability to sustain damage and still function when being handled by an alert and capable crew.

The October 1992 issue of Reader's Digest contains a story of this incident which is quite accurate and makes additional interesting reading. However, the accompanying photo is of an entirely different KC-135, and shows that the boom has been removed, probably violently...wonder what story awaits there to be told?

0014 - (KC-135A, KC-135E)

BN = 17759 CN = T0229 RO = 2 Feb 59 FF = 19 Feb 59
AC = 9 Mar 59 FL = 10 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

Wurtsmith AFB, MI, October 85: The left wing was overpressurized during a fueling operation and burst open, spilling fuel on the ramp. The wing was too badly damaged to repair, so a wing section was brought to Wurtsmith AFB from storage at Tinker AFB, OK. That wing section was salvaged from the tanker which burned at Cairo, Egypt. (See 61-0316).

58-0015 - (KC-135A, KC-135R)

BN = 17760 CN = T0230 RO = 3 Feb 59 FF = 20 Feb 59
AC = 11 Mar 59 FL = 12 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0016 - (KC-135A, KC-135R)

BN = 17761 CN = T0231 RO = 4 Feb 59 FF = 20 Feb 59
AC = 9 Mar 59 FL = 10 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0017 - (KC-135A, KC-135E)

BN = 17762 CN = T0232 RO = 6 Feb 59 FF = 25 Feb 59
AC = 16 Mar 59 FL = 16 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0018 - (KC-135A, EC-135A, EC-135P, KC-135A, KC-135R) {LOOKING GLASS ABNCP airframe}

BN = 17763 CN = T0233 RO = 9 Feb 59 FF = 25 Feb 59
AC = 4 Mar 59 FL = 11 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0019 * (KC-135A, EC-135A, EC-135P) {LOOKING GLASS ABNCP airframe}

BN = 17764 CN = T0234 RO = 10 Feb 59 FF = 26 Feb 59
AC = 5 Mar 59 FL = 10 Mar 59 AT = 12 Feb 92 LS = 32y 11m 2d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH =

On 12 Feb 92, balls-19 made her last flight. She checked in to Davis-Monthan retirement village under number CA009, to be stored as an excess airframe. This and the two other EC-135P models @ AMARC are "pickled", possibly to be used in another or the same role later. Why just these 3 planes? Why not others?

58-0020 - (KC-135A, KC-135E)

BN = 17765 CN = T0235 RO = 12 Feb 59 FF = 27 Feb 59
AC = 10 Mar 59 FL = 11 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0021 - (KC-135A, KC-135R)

BN = 17766 CN = T0236 RO = 13 Feb 59 FF = 3 Mar 59
AC = 19 Mar 59 FL = 19 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0022 * (KC-135A, EC-135A, EC-135P) {LOOKING GLASS ABNCP airframe}

BN = 17767 CN = T0237 RO = 17 Feb 59 FF = 4 Mar 59
AC = 19 Mar 59 FL = 20 Mar 59 AT = 5 Mar 92 LS = 32y 11m 16d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 5 Mar 92 this airframe made the last flight of her long career with the U. S. Air Force. She is now stored at Davis-Monthan AFB AZ under storage code CA011. This EC-P and the two others are "pickled"...Why?

0023 - (KC-135A, KC-135R)

BN = 17768 CN = T0238 RO = 18 Feb 59 FF = 5 Mar 59
AC = 19 Mar 59 FL = 20 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0024 - (KC-135A, KC-135E)

BN = 17769 CN = T0239 RO = 19 Feb 59 FF = 10 Mar 59
AC = 24 Mar 59 FL = 26 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0025 - (KC-135A)

BN = 17770 CN = T0240 RO = 23 Feb 59 FF = 11 Mar 59
AC = 24 Mar 59 FL = 26 Mar 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0026 * (KC-135A)

BN = 17771 CN = T0241 RO = 24 Feb 59 FF = 12 Mar 59
AC = 3 Apr 59 FL = 8 Apr 59 AT = 17 Jan 68 LS = 8y 9m 9d
PC = 1 MO = A CK = 5 PK = 8 OK = 0 TK = 13 FH = 4,996.8

The last flight of 0026 was to have been in support of a numbered Air Force mission (Administratively directed). The flight crew members, the passengers and the airplane were all assigned to the 22 AREFS @ March AFB, A. The control tower operator cleared the plane for take-off at 0930 ST. The wind was calm with a snowstorm approaching from the Northwest.

The tower controllers were observing the plane as it lifted out of the fog about halfway down the runway. Take-off roll, rotation and liftoff all appeared to be normal. The plane was airborne less than half a minute when it crashed, broke up and burned. All 5 crew members and all 8 passengers were killed due to the impact and fire.

The general officer made the take-off under total instrument conditions and over-rotated the plane, causing an unrecoverable stall. This mishap reportedly spawned the installation of the FD-109 RGA flight director. This is unconfirmed conjecture.

Casualties:

Lt. Col. Jack A. Mercer, 44	Atwater, CA	Pilot
Capt. James A Sullivan, 28	Flushing, NY	Co-Pilot
Lt. Col. Clifford V. McConnico, 46	Long Beach, CA	Navigator
TSgt. Charles C. Chaplin, 36	Newkirk, OK	Boom Operator
SSgt. William F. Mason, Jr., 32	Kimberly, ID	Crew Chief
Sgt. Thomas A. Powers, 26	G....., MA	Ass't Crew Chief
Maj. Gen. Charles M. Eisenhart, 53	McCook, NE	Vice Commander, 15th
		Air Force, March AFB
Col. Rex E. Zepp, 49	Hedrick, IA	Dep. Dir. Personnel,
		15th Air Force, March
Col. Charles S. Rathbun, 48	Newport, NY	Dep. Dir. Ops & Plans
		15th Air Force, March
Col. William H. Davidson, 50	Whittier, CA	Ch., Dir. Supply and
		Services, 15th AF
Lt. Col. Fred G. Mauck, 51	Edmondton, Canada	
Maj. Paul E. Davis, 37	Yakima, WA	
TSgt. William T. Wright, 34	Long Beach, CA	

All the above were killed instantly in the crash except Sgt. Wright. was first taken to John Moses Air Force Hospital, and later airlifted to the Brooke Army Medical Center in San Antonio, Texas. His wife was flown to San Antonio to be with him. A doctor on the staff of Brooke reported Sgt. Wright's condition as "very critical", and did not expect him to live. Sgt. Wright died later without regaining consciousness.

58-0027 - (KC-135A, KC-135R)

BN = 17772 CN = T0242 RO = 25 Feb 59 FF = 13 Mar 59
AC = 1 Apr 59 FL = 2 Apr 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0028 - (KC-135A)

BN = 17773 CN = T0243 RO = 27 Feb 59 FF = 17 Mar 59
AC = 1 Apr 59 FL = 2 Apr 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0029 * (KC-135A)

BN = 17774 CN = T0244 RO = 2 Mar 59 FF = 18 Mar 59
AC = 7 Apr 59 FL = 8 Apr 59 AT = 2 Dec 92 LS = 33y 7m 2s
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unl

On 2 December 1992, this plane was flown to AMARC to be stored as excess under storage code CA056.

58-0030 - (KC-135A, KC-135R)

BN = 17775 CN = T0245 RO = 3 Mar 59 FF = 19 Mar 59
AC = 8 Apr 59 FL = 10 Apr 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0031 * (KC-135A)

BN = 17776 CN = T0246 RO = 5 Mar 59 FF = 24 Mar 59
AC = 15 Apr 59 FL = 16 Apr 59 AT = 19 Mar 82 LS = 22y 11m
PC = 3 MO = D CK = 4 PK = 23 OK = 0 TK = 27 FH = 9,24

This plane was scheduled for two sorties the day of the mishap. The first was unremarkable, with the plane landing at 1519 CST and a through-flight being accomplished by qualified maintenance personnel. Fuel for second sortie was scheduled at 85,000 pounds, and an actual 86,000 pound load was pumped on.

The second sortie included air refueling, transition to K. I. Sawyer AFB, then return to home base. Departure was at 1756 CST with arrival at K. I. Sawyer at 1835 CST. The plane made several touch-and-go landings and the decision was made to pick up 23 passengers stranded at K. I. Sawyer, and fly them back to O'Hare. The C-130 transport carrying them had required unscheduled maintenance at Sawyer.

0031 picked up the passengers after the crew deplaned and filed brief flight plans. Departure was at 2020 CST during rain showers, but severe weather was in the area. At about 46 miles out from O'Hare, pilot cleared with approach control. The rate of descent was about 2 feet per minute. At 2108, control center requested that the airspeed be reduced to 210 KIAS, so the pilot slowed to 210 Kts. At 2109 the last transponder position was recorded. At 13,700 feet with 33 miles to go, the plane exploded violently, scattering wreckage over a 4 square mile area, killing all 27 persons aboard.

The cockpit was found in the back yard of 4413 Greenwood Road in Greenwood Village by a 16-year-old resident at that address. From the Rockford Register Star dated 20 March, 1982: Greenwood - "The doors of the house just blew open," Gina Felmeten, 16, said after a 35-foot-long section of an Air Force tanker plane dropped in her family's back yard Friday night.

Felmeten was home when she said the sky lit up over the small village of Greenwood. "I saw the whole sky turn a really bright orange. Then I heard a really loud bang and the doors of the house just blew open," she added.

"I thought it was lightning," she continued. "Then the doorbell rang and somebody said a plane crashed in our back yard." The Felmeten's back yard was dark when she walked out the back door but the nose section of the plane was visible, she said. "We had the whole front end."

Part of a parachute - the strings but not the top - was lying in the debris along with a shredded Air Force coat, she said. "Everything was just kind of smashed." Luckily, the plane part smashed into their back yard without damaging anything but the ground and one tree.

But McHenry County sheriff's deputies, who quickly cordoned off the back yard and street to keep onlookers away from the nose section, said there are bodies in the section, she said. Felmeten's mother, Sharon, was out picking up pizza for the kids when she said there was a bright glow in the sky. She rushed home to find part of the crash in her back yard. "It almost fell straight down. It didn't slide or anything," she said.

Neighbors told her the tail section of the plane fell into a field west of Greenwood and the main section with the wings crashed into another field east of Greenwood. She estimated that section was less than a mile east of her home.

The exact cause of this mishap was difficult to pinpoint, and as far as is known here, no cause was cited initially. A later mishap, the Alaska explosion (see 57-1481) finally yielded the elusive pump which proved to be the exact cause of the explosion. In previous mishaps, the pumps were too badly damaged to make a determination, or were not clearly suspect as the cause. This discovery may help to solve some previously unexplained explosions, or at least offer a credible theory for cause. For a long time, the problem was thought to be corroded and/or missing fasteners between fuel areas and the cargo area. Much work was done to correct that problem, and the work was not wasted. It may even have prevented some mishap or trouble later.

Investigators now believe that the fuel pump scenario is probably the cause of this tragic accident. That problem consists of one or two hydraulically-driven fuel pumps running dry (normally lubricated by fuel in the tanks) in an empty fuel tank. Much hard work has gone into several preventive measures and operational changes involving these pumps since the Alaska explosion and fire. Because the culprit evaded detection for so long, managers have now really taken exhaustive steps to ensure that the same type of mishap which might be caused by the suspect pumps never occurs again.

Fatalities:

Crew Members:

Maj. William S. Dixon, 35	Hoffman Estates, IL	Pilot
Capt. Robert Nicosia, 33	Algonquin, IL	Co-Pilot
Capt. Kenneth L. Herrick, 36	Urbana, IL	Navigator
MSgt. Richard Crome, 39	Wilmette, IL	Boom Operator

Passengers:

(All were newmembers of the 928th Tactical Airlift Group, O'Hare, AFR)

SrA. Spyridon Agnopoulos	Chicago, IL
MSgt. James A. Alexander, Jr.	Evanston, IL
Sgt. Frank C. Badoni, Jr.	Chicago, IL
SrA. Frank Barbenni	Elmwood Park, IL
AlC. Joe L. Branch	Chicago, IL
SSgt. Eugene W. Grygiel	Chicago, IL
SrA. Haunani A. Holt	Chicago, IL
TSgt. Kenneth J. Jarecki	Chicago, IL
AlC. Orval D. Jones	Chicago, IL
Amn. Carlos R. Melendez	Chicago, IL
Sgt. Stephen J. Olezyk	Carol Stream, IL
AlC. John A. Powell, Jr., 22	Rockton, IL
Sgt. Augustine J. Salinas	Chicago, IL
TSgt. Allen R. Woodin, 33	Milledgeville, IL
SSgt. Ronald W. Walker, 36	Esmond, IL
SSgt. Jose Sandovalgarcia	Chicago, IL
SSgt. James A. Vance, 111	Chicago, IL
Amn. Anita L. Walton	Chicago, IL
MSgt. Frederic C. Willhoit	Wood Dale, IL
SSgt. John Lee Woolridge	Orland Park, IL
Capt. Frank J. C. Patton	Prospect Heights, IL
Maj. Richard A. Stark	Winnetka, IL
Capt. Richard W. Sunderman	St. Ann, MO

58-0032 - (KC-135A, KC-135E)

BN = 17777	CN = T0247	RO = 6 Mar 59	FF = 24 Mar 59
AC = 10 Apr 59	FL = 14 Apr 59	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

58-0033 * (KC-135A)

BN = 17778	CN = T0248	RO = 10 Mar 59	FF = 26 Mar 59
AC = 22 Apr 59	FL = 24 Apr 59	AT = 9 Jul 92	LS = 33y 2m 15d
PC = 6	MO = F	CK = 0	PK = 0 OK = 0 TK = 0 FH = Unk.

On 9 July 1992 this plane was flown to AMARC to be stored as excess und storage code CA026.

58-0034 - (KC-135A)

BN = 17779	CN = T0249	RO = 11 Mar 59	FF = 27 Mar 59
AC = 27 Apr 59	FL = 1 May 59	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

58-0035 - (KC-135A, KC-135R)

BN = 17780	CN = T0250	RO = 12 Mar 59	FF = 20 Mar 59
AC = 7 Apr 59	FL = 9 Apr 59	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

3-0036 - (KC-135A, KC-135R)

BN = 17781 CN = T0251 RO = 16 Mar 59 FF = 21 Mar 59
AC = 29 Apr 59 FL = 1 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0037 - (KC-135A, KC-135E)

BN = 17782 CN = T0252 RO = 17 Mar 59 FF = 4 Apr 59
AC = 20 Apr 59 FL = 21 Apr 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0038 - (KC-135A, KC-135R)

BN = 17783 CN = T0253 RO = 19 Mar 59 FF = 6 Apr 59
AC = 20 Apr 59 FL = 1 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0039 * (KC-135A, KC-135Q)

BN = 17784 CN = T0254 RO = 20 Mar 59 FF = 7 Apr 59
AC = 23 Apr 59 FL = 1 May 59 AT = 3 Jun 71 LS = 12y 1m 2d
PC = MO = D CK = 5 PK = 0 OK = 0 TK = 5 FH = 5,406.1

Crashed near Torrejon AB, Spain on 3 Jun 1971.

3-0040 - (KC-135A, KC-135E)

BN = 17785 CN = T0255 RO = 23 Mar 59 FF = 9 Apr 59
AC = 20 Apr 59 FL = 7 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0041 - (KC-135A, KC-135E)

BN = 17786 CN = T0256 RO = 25 Mar 59 FF = 10 Apr 59
AC = 4 May 59 FL = 6 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0042 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17787 CN = T0257 RO = 27 Mar 59 FF = 13 Apr 59
AC = 4 May 59 FL = 7 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0043 - (KC-135A, KC-135E)

BN = 17788 CN = T0258 RO = 30 Mar 59 FF = 15 Apr 59
AC = 4 May 59 FL = 6 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0044 - (KC-135A, KC-135E)

BN = 17789 CN = T0259 RO = 31 Mar 59 FF = 17 Apr 59
AC = 6 May 59 FL = 8 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0045 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17790 CN = T0260 RO = 1 Apr 59 FF = 17 Apr 59
AC = 13 May 59 FL = 16 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0046 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17791 CN = T0261 RO = 3 Apr 59 FF = 20 Apr 59
AC = 19 May 59 FL = 20 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0047 - (KC-135A, KC-135Q)

BN = 17792 CN = T0262 RO = 6 Apr 59 FF = 23 Apr 59
AC = 21 May 59 FL = 26 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0048 * (KC-135A)

BN = 17793 CN = T0263 RO = 7 Apr 59 FF = 29 Apr 59
AC = 14 May 59 FL = 19 May 59 AT = 13 Mar 72 LS = 12y 9m 23d
PC = MO = CK = 5 PK = 0 OK = 0 TK = 5 FH = Unk.

Crashed at Carswell AFB, TX on 13 Mar 1972.

58-0049 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17794 CN = T0264 RO = 9 Apr 59 FF = 24 Apr 59
AC = 15 May 59 FL = 20 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0050 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17795 CN = T0265 RO = 9 Apr 59 FF = 1 May 59
AC = 21 May 59 FL = 21 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0051 - (KC-135A, KC-135R)

BN = 17796 CN = T0266 RO = 13 Apr 59 FF = 4 May 59
AC = 21 May 59 FL = 21 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0052 - (KC-135A, KC-135E)

BN = 17797 CN = T0267 RO = 14 Apr 59 FF = 4 May 59
AC = 26 May 59 FL = 28 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0053 - (KC-135A, KC-135E)

BN = 17798 CN = T0268 RO = 16 Apr 59 FF = 5 May 59
AC = 4 Jun 59 FL = 5 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0054 - (KC-135A, KC-135Q)

BN = 17799 CN = T0269 RO = 17 Apr 59 FF = 7 May 59
AC = 26 May 59 FL = 28 May 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0055 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17800 CN = T0270 RO = 21 Apr 59 FF = 8 May 59
AC = 28 May 59 FL = 2 Ju 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0056 - (KC-135A, KC-135R)

BN = 17801 CN = T0271 RO = 22 Apr 59 FF = 12 May 59
AC = 28 May 59 FL = 3 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0057 - (KC-135A, KC-135E)

BN = 17802 CN = T0272 RO = 24 Apr 59 FF = 18 May 59
AC = 3 Jun 59 FL = 5 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

8-0058 - (KC-135A, KC-135E)

BN = 17803 CN = T0273 RO = 27 Apr 59 FF = 18 May 59
AC = 9 Jun 59 FL = 11 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

8-0059 - (KC-135A, KC-135R)

BN = 17804 CN = T0274 RO = 29 Apr 59 FF = 19 May 59
AC = 5 Jun 59 FL = 8 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

8-0060 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17805 CN = T0275 RO = 30 Apr 59 FF = 20 May 59
AC = 18 Jun 59 FL = 24 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

8-0061 - (KC-135A, KC-135Q)

BN = 17806 CN = T0276 RO = 4 May 59 FF = 21 May 59
AC = 12 Jun 59 FL = 16 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0062 - (KC-135A, KC-135Q)

BN = 17807 CN = T0277 RO = 5 May 59 FF = 22 May 59
AC = 12 Jun 59 FL = 16 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0063 - (KC-135A, KC-135R)

BN = 17808 CN = T0278 RO = 7 May 59 FF = 26 May 59
AC = 12 Jun 59 FL = 16 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0064 - (KC-135A, KC-135E)

BN = 17809 CN = T0279 RO = 8 May 59 FF = 27 May 59
AC = 23 Jun 59 FL = 30 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0065 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17810 CN = T0280 RO = 12 May 59 FF = 28 May 59
AC = 19 Jun 59 FL = 24 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0066 - (KC-135A)

BN = 17811 CN = T0281 RO = 13 May 59 FF = 2 Jun 59
AC = 17 Jun 59 FL = 19 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

067 - (KC-135A, KC-135E)

BN = 17812 CN = T0282 RO = 15 May 59 FF = 5 Jun 59
AC = 24 Jun 59 FL = 25 Jun 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

068 - (KC-135A, KC-135E)

BN = 17813 CN = T0283 RO = 18 May 59 FF = 5 Jun 59
AC = 30 Jun 59 FL = 7 Jul 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0069 - (KC-135A, KC-135Q) [Partial "Q"]
 BN = 17814 CN = T0284 RO = 20 May 59 FF = 9 Jun 59
 AC = 25 Jun 59 FL = 26 Jun 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0070 * (KC-135A GKC-135A)
 BN = 17815 CN = T0285 RO = 21 May 59 FF = 10 Jun 59
 AC = 30 Jun 59 FL = 7 Jul 59 AT = 15 Oct 92 LS = 33y 3m 8s
 PC = 8 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 15 October 1992 this plane flew to Sheppard AFB, TX to become the permanently grounded "buck" tanker for ground maintenance school. It takes her place alongside two former EC-H models (61-0282 & 61-0286) and one former NKC-A (55-3124). These four planes are all identified by the prefix "G", meaning "Permanently Grounded", and are the only ones in the fleet to be identified as such. Those planes at AMARC are still identified by their last-used MDS, because that is their current configuration, and they are not officially "permanently" grounded.

58-0071 - (KC-135A, KC-135Q)
 BN = 17816 CN = T0286 RO = 25 May 59 FF = 11 Jun 59
 AC = 2 Jul 59 FL = 7 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0072 - (KC-135A, KC-135Q)
 BN = 17817 CN = T0287 RO = 26 May 59 FF = 15 Jun 59
 AC = 7 Jul 59 FL = 9 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0073 - (KC-135A, KC-135R)
 BN = 17818 CN = T0288 RO = 28 May 59 FF = 18 Jun 59
 AC = 10 Jul 59 FL = 14 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0074 - (KC-135A, KC-135Q)
 BN = 17819 CN = T0289 RO = 1 Jun 59 FF = 17 Jun 59
 AC = 7 Jul 59 FL = 14 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0075 - (KC-135A, KC-135R)
 BN = 17820 CN = T0290 RO = 3 Jun 59 FF = 19 Jun 59
 AC = 13 Jul 59 FL = 14 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0076 - (KC-135A, KC-135R)
 BN = 17821 CN = T0291 RO = 5 Jun 59 FF = 22 Jun 59
 AC = 27 Jul 59 FL = 29 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0077 - (KC-135A, KC-135Q)
 BN = 17822 CN = T0292 RO = 8 Jun 59 FF = 24 Jun 59
 AC = 23 Jul 59 FL = 24 Jul 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

3-0078 - (KC-135A, KC-135E)

BN = 17823 CN = T0293 RO = 9 Jun 59 FF = 26 Jun 59
AC = 14 Jul 59 FL = 15 Jul 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0079 - (KC-135A, KC-135R)

BN = 17824 CN = T0294 RO = 11 Jun 59 FF = 30 Jun 59
AC = 22 Jul 59 FL = 28 Jul 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

On 17 Aug 76, this plane was involved in a mid-air collision with an F-4C during a refueling operation NW of Luke AFB, AZ. The refueling boom was detached from the tanker. There was damage to the fuselage under the left side, and to the tail cone, but the crew was able to bring the plane to a safe landing.

3-0080 - (KC-135A, KC-135E)

BN = 17825 CN = T0295 RO = 12 Jun 59 FF = 30 Jun 59
AC = 15 Jul 59 FL = 17 Jul 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0081 * (KC-135A)

BN = 17826 CN = T0296 RO = 14 Jun 59 FF = 1 Jul 59
AC = 15 Jul 59 FL = 21 Jul 59 AT = 16 Oct 92 LS = 33y 2m 23d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 16 October 1992 this plane was flown to AMARC to be stored as excess under storage code CA052.

3-0082 - (KC-135A, KC-135E)

BN = 17827 CN = T0297 RO = 17 Jun 59 FF = 6 Jul 59
AC = 31 Jul 59 FL = 6 Aug 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0083 - (KC-135A, KC-135R)

BN = 17828 CN = T0298 RO = 19 Jun 59 FF = 8 Jul 59
AC = 22 Jul 59 FL = 24 Jul 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0084 - (KC-135A, KC-135Q)

BN = 17829 CN = T0299 RO = 22 Jun 59 FF = 9 Jul 59
AC = 30 Jul 59 FL = 4 Aug 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0085 - (KC-135A, KC-135E)

BN = 17830 CN = T0300 RO = 24 Jun 59 FF = 14 Jul 59
AC = 29 Jul 59 FL = 4 Aug 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3-0086 - (KC-135A, KC-135Q)

BN = 17831 CN = T0301 RO = 26 Jun 59 FF = 16 Jul 59
AC = 7 Aug 59 FL = 10 Aug 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0087 - (KC-135A, KC-135E)
 BN = 17832 CN = T0302 RO = 30 Jun 59 FF = 21 Jul 59
 AC = 21 Aug 59 FL = 25 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0088 - (KC-135A, KC-135Q)
 BN = 17833 CN = T0303 RO = 2 Jul 59 FF = 22 Jul 59
 AC = 21 Aug 59 FL = 25 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0089 - (KC-135A, KC-135Q)
 BN = 17834 CN = T0304 RO = 7 Jul 59 FF = 27 Jul 59
 AC = 21 Aug 59 FL = 26 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0090 - (KC-135A, KC-135E)
 BN = 17835 CN = T0305 RO = 9 Jul 59 FF = 28 Jul 59
 AC = 21 Aug 59 FL = 27 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0091 - (KC-135A)
 BN = 17836 CN = T0306 RO = 13 Jul 59 FF = 29 Jul 59
 AC = 21 Aug 59 FL = 28 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0092 - (KC-135A, KC-135R)
 BN = 17837 CN = T0307 RO = 15 Jul 59 FF = 4 Aug 59
 AC = 21 Aug 59 FL = 26 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0093 - (KC-135A, KC-135R)
 BN = 17838 CN = T0308 RO = 20 Jul 59 FF = 5 Aug 59
 AC = 21 Aug 59 FL = 26 Aug 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0094 - (KC-135A, KC-135Q)
 BN = 17839 CN = T0309 RO = 21 Jul 59 FF = 7 Aug 59
 AC = 26 Aug 59 FL = 1 Sep 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0095 - (KC-135A, KC-135Q)
 BN = 17840 CN = T0310 RO = 23 Jul 59 FF = 11 Aug 59
 AC = 28 Aug 59 FL = 1 Sep 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0096 - (KC-135A, KC-135E)
 BN = 17841 CN = T0311 RO = 27 Jul 59 FF = 17 Aug 59
 AC = 28 Aug 59 FL = 2 Sep 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0097 * (KC-135A)
 BN = 17842 CN = T0312 RO = 30 Jul 59 FF = 18 Aug 59
 AC = 31 Aug 59 FL = 2 Sep 59 AT = 8 Sep 92 LS = 33y 7d
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 8 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA043.

-0098 - (KC-135A, KC-135R)

BN = 17843 CN = T0313 RO = 31 Jul 59 FF = 19 Aug 59
AC = 21 Sep 59 FL = 23 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0099 - (KC-135A, KC-135Q)

BN = 17844 CN = T0314 RO = 4 Aug 59 FF = 20 Aug 59
AC = 21 Sep 59 FL = 23 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0100 - (KC-135A, KC-135R)

BN = 17845 CN = T0315 RO = 7 Aug 59 FF = 24 Aug 59
AC = 21 Sep 59 FL = 23 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0101 * (KC-135A)

BN = 17846 CN = T0316 RO = 10 Aug 59 FF = 27 Aug 59
AC = 21 Sep 59 FL = 25 Sep 59 AT = 29 Apr 77 LS = 17y 7m 4d
PC = MO = CK = PK = OK = TK = FH = 7,821.5

Destroyed at Beale AFB, CA on 29 Apr 1977. No human fatalities occurred in this crash, but five head of cattle died when struck by the airplane as it attempted a go-around.

-0102 - (KC-135A, KC-135R)

BN = 17847 CN = T0317 RO = 12 Aug 59 FF = 1 Sep 59
AC = 21 Sep 59 FL = 24 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0103 - (KC-135A, KC-135Q)

BN = 17848 CN = T0318 RO = 14 Aug 59 FF = 2 Sep 59
AC = 21 Sep 59 FL = 23 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0104 - (KC-135A, KC-135R)

BN = 17849 CN = T0319 RO = 18 Aug 59 FF = 8 Sep 59
AC = 23 Sep 59 FL = 1 Oct 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0105 - (KC-135A)

BN = 17850 CN = T0320 RO = 20 Aug 59 FF = 9 Sep 59
AC = 20 Sep 59 FL = 29 Sep 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0106 - (KC-135A, KC-135R)

BN = 17851 CN = T0321 RO = 24 Aug 59 FF = 15 Sep 59
AC = 30 Sep 59 FL = 2 Oct 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0107 - (KC-135A, KC-135E)

BN = 17852 CN = T0322 RO = 27 Aug 59 FF = 16 Sep 59
AC = 30 Sep 59 FL = 6 Oct 59 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

58-0108 - (KC-135A, KC-135E)

BN =	17853	CN =	T0323	RO =	28 Aug 59	FF =	17 Sep 59
AC =	14 Oct 59	FL =	15 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0109 - (KC-135A, KC-135R)

BN =	17854	CN =	T0324	RO =	1 Sep 59	FF =	21 Sep 59
AC =	7 Oct 59	FL =	12 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0110 - (KC-135A)

BN =	17855	CN =	T0325	RO =	3 Sep 59	FF =	23 Sep 59
AC =	15 Oct 59	FL =	23 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0111 - (KC-135A, KC-135E)

BN =	17856	CN =	T0326	RO =	4 Sep 59	FF =	24 Sep 59
AC =	8 Oct 59	FL =	14 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0112 - (KC-135A, KC-135Q)

BN =	17857	CN =	T0327	RO =	10 Sep 59	FF =	28 Sep 59
AC =	15 Oct 59	FL =	26 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0113 - (KC-135A, KC-135R)

BN =	17858	CN =	T0328	RO =	11 Sep 59	FF =	30 Sep 59
AC =	23 Oct 59	FL =	28 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0114 - (KC-135A, KC-135R)

BN =	17859	CN =	T0329	RO =	14 Sep 59	FF =	2 Oct 59
AC =	23 Oct 59	FL =	28 Oct 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0115 - (KC-135A, KC-135E)

BN =	17860	CN =	T0330	RO =	18 Sep 59	FF =	6 Oct 59
AC =	23 Oct 59	FL =	4 Nov 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0116 - (KC-135A, KC-135E)

BN =	17861	CN =	T0331	RO =	18 Sep 59	FF =	9 Oct 59
AC =	30 Oct 59	FL =	4 Nov 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0117 - (KC-135A, KC-135Q)

BN =	17862	CN =	T0332	RO =	24 Sep 59	FF =	14 Oct 59
AC =	3 Nov 59	FL =	4 Nov 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

58-0118 - (KC-135A, KC-135R)

BN =	17863	CN =	T0333	RO =	28 Sep 59	FF =	15 Oct 59
AC =	4 Nov 59	FL =	6 Nov 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =		TK =	FH =

-0119 - (KC-135A, KC-135R)
 BN = 17864 CN = T0334 RO = 30 Sep 59 FF = 19 Oct 59
 AC = 13 Nov 59 FL = 19 Nov 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0120 - (KC-135A, KC-135R)
 BN = 17865 CN = T0335 RO = 2 Oct 59 FF = 22 Oct 59
 AC = 10 Nov 59 FL = 12 Nov 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0121 - (KC-135A, KC-135R)
 BN = 17866 CN = T0336 RO = 6 Oct 59 FF = 27 Oct 59
 AC = 17 Nov 59 FL = 20 Nov 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0122 - (KC-135A, KC-135R)
 BN = 17867 CN = T0337 RO = 8 Oct 59 FF = 20 Oct 59
 AC = 18 Nov 59 FL = 20 Nov 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0123 - (KC-135A, KC-135R)
 BN = 17868 CN = T0338 RO = 12 Oct 59 FF = 30 Oct 59
 AC = 23 Nov 59 FL = 25 Nov 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0124 - (KC-135A, KC-135R)
 BN = 17869 CN = T0339 RO = 14 Oct 59 FF = 4 Nov 59
 AC = 25 Nov 59 FL = 3 Dec 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0125 - (KC-135A, KC-135Q)
 BN = 17870 CN = T0340 RO = 16 Oct 59 FF = 5 Nov 59
 AC = 2 Dec 59 FL = 8 Dec 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-0126 - (KC-135A, KC-135R, KC-135A, KC-135R)
 BN = 17871 CN = T0341 RO = 22 Oct 59 FF = 10 Nov 59
 AC = 7 Dec 59 FL = 8 Dec 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

The first appearance of KC-135R on this airplane was not as a re-engined airframe, but as a special-purpose configuration. See 59-1465.

-0127 * (KC-135A)
 BN = 17872 CN = T0342 RO = 27 Oct 59 FF = 12 Nov 59
 AC = 2 Dec 59 FL = 4 Dec 59 AT = 19 Sep 79 LS = 19y 5m 15d
 PC = MO = CK = 5 PK = 0 OK = 0 TK = 5 FH = 8046.9

This plane crashed at Castle AFB, CA on 19 Sep 1979. The five crew members were killed in the crash.

-0128 - (KC-135A, KC-135R)
 BN = 17873 CN = T0343 RO = 30 Oct 59 FF = 17 Nov 59
 AC = 28 Dec 59 FL = 31 Dec 59 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

58-0129 - (KC-135A, KC-135Q)

BN =	17874	CN =	T0344	RO =	4 Nov 59	FF =	25 Nov 59
AC =	15 Dec 59	FL =	23 Dec 59	AT =		LS =	-
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

58-0130 - (KC-135A, KC-135R)

BN =	17875	CN =	T0345	RO =	9 Nov 59	FF =	25 Nov 59
AC =	28 Dec 59	FL =	31 Dec 59	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

1959 MODELS

(81 Built - 77 Remain Active)

1443 * (KC-135A)

BN = 17931	CN = T0346	RO = 12 Nov 59	FF = 8 Dec 59
AC = 30 Dec 59	FL = 5 Jan 60	AT = 27 Aug 85	LS = 25y 7m 22d
PC = 1	MO = B	CK = 7	PK = 0
		OK = 0	TK = 7
			FH = 9,936.7

This flight was a Combat Crew Training School (CTTS) sortie. Mission profile consisted of aerial refueling, celestial navigation, transition at Beale AFB and then Stockton Metropolitan Airport, then return to Castle.

All phases were successfully accomplished except the last touch and go at Beale. Approach was normal until glide path interception. Deviation began with slightly below, then below, then well below, followed by a rapid climb to glide path, then to above glide path. At one mile to touchdown, the plane was slightly above glide path, then slightly below by decision height. Near decision height, wing rock was observed and became more pronounced as the plane neared the runway.

Just prior to touchdown, a significant roll to the right occurred followed by a rapid correction which placed the left wing very low. At the same time, the pitch attitude was described as being higher than normal. As the left wing dropped, the number one engine contacted the runway, shearing the angle drive gearbox, which shut down the engine and started a fire. After the engine contact, the plane slammed down on the landing gear and bounced back into the air. No further runway contact was observed.

Bounce recovery was executed by IP, apparently, who flew the plane straight and level for several thousand feet. He then initiated a climbing left bank, into the "dead" engine, and much steeper than should have been done under the circumstances. This bank was initiated before the total runway length was used for level flight, where better control and additional airspeed could have made the flight totally recoverable, even with an engine on fire.

As the sharp banking turn continued from about 250 feet altitude, the plane continued to lose airspeed and controllability, finally leading to a typical KC-135 stall condition: left wing down, nose over to the left and inverted. However, the already too-low altitude did not allow enough time for the plane to become completely inverted, so the crash occurred left wing down to vertical, wing and nose contacting the ground almost at the same time. Pieces of the plane were scattered over a wide area just east of the runway. The crew of seven was killed instantly.

It is the opinion of many who saw the crash that the IP simply did not maintain control during the last descent, which was apparently made by one of the student pilots. After the botched landing attempt, he could have initiated the sharp left bank as a sort of "knee jerk" reaction, due to his displeasure with either himself or the student pilot, and then just did not use the best judgement in an emergency situation.

Fatalities:
(To be added)

59-1444 - (KC-135A, KC-135R)
 BN = 17932 CN = T0347 RO = 16 Nov 59 FF = 8 Dec 59
 AC = 30 Dec 59 FL = 5 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1445 - (KC-135A, KC-135E)
 BN = 17933 CN = T0348 RO = 23 Nov 59 FF = 16 Dec 59
 AC = 7 Jan 60 FL = 9 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1446 - (KC-135A, KC-135R)
 BN = 17934 CN = T0349 RO = 25 Nov 59 FF = 16 Dec 59
 AC = 8 Jan 60 FL = 14 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1447 - (KC-135A, KC-135E)
 BN = 17935 CN = T0350 RO = 2 Dec 59 FF = 18 Dec 59
 AC = 11 Jan 60 FL = 14 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1448 - (KC-135A, KC-135E)
 BN = 17936 CN = T0351 RO = 7 Dec 59 FF = 28 Dec 59
 AC = 14 Jan 60 FL = 19 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1449 - (KC-135A)
 BN = 17937 CN = T0352 RO = 10 Dec 59 FF = 31 Dec 59
 AC = 19 Jan 60 FL = 21 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1450 - (KC-135A, KC-135E)
 BN = 17938 CN = T0353 RO = 15 Dec 59 FF = 14 Jan 60
 AC = 26 Jan 60 FL = 29 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1451 - (KC-135A, KC-135E)
 BN = 17939 CN = T0354 RO = 18 Dec 59 FF = 8 Jan 60
 AC = 21 Jan 60 FL = 27 Jan 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1452 - (KC-135A, KC-135E)
 BN = 17940 CN = T0355 RO = 23 Dec 59 FF = 14 Jan 60
 AC = 29 Jan 60 FL = 1 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1453 - (KC-135A, KC-135R)
 BN = 17941 CN = T0356 RO = 30 Dec 59 FF = 19 Jan 60
 AC = 9 Feb 60 FL = 12 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1454 - (KC-135A)
 BN = 17942 CN = T0357 RO = 5 Jan 60 FF = 22 Jan 60
 AC = 8 Feb 60 FL = 9 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1455 - (KC-135A, KC-135R)
 BN = 17943 CN = T0358 RO = 8 Jan 60 FF = 27 Jan 60
 AC = 11 Feb 60 FL = 12 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1456 - (KC-135A, KC-135E)
 BN = 17944 CN = T0359 RO = 13 Jan 60 FF = 3 Feb 60
 AC = 16 Feb 60 FL = 17 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1457 - (KC-135A, KC-135E)
 BN = 17945 CN = T0360 RO = 18 Jan 60 FF = 3 Feb 60
 AC = 12 Feb 60 FL = 16 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1458 - (KC-135A, KC-135R)
 BN = 17946 CN = T0361 RO = 21 Jan 60 FF = 11 Feb 60
 AC = 19 Feb 60 FL = 24 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1459 - (KC-135A, KC-135R)
 BN = 17947 CN = T0362 RO = 26 Jan 60 FF = 11 Feb 60
 AC = 26 Feb 60 FL = 29 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1460 - (KC-135A, KC-135Q)
 BN = 17948 CN = T0363 RO = 29 Jan 60 FF = 16 Feb 60
 AC = 25 Feb 60 FL = 26 Feb 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1461 - (KC-135A, KC-135R)
 BN = 17949 CN = T0364 RO = 3 Feb 60 FF = 18 Feb 60
 AC = 3 Mar 60 FL = 14 Mar 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1462 - (KC-135A, KC-135Q)
 BN = 17950 CN = T0365 RO = 8 Feb 60 FF = 25 Feb 60
 AC = 11 Mar 60 FL = 4 Apr 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1463 - (KC-135A, KC-135R)
 BN = 17951 CN = T0366 RO = 11 Feb 60 FF = 26 Feb 60
 AC = 11 Mar 60 FL = 30 Mar 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1464 - (KC-135A, KC-135Q)
 BN = 17952 CN = T0367 RO = 16 Feb 60 FF = 3 Mar 60
 AC = 11 Mar 60 FL = 1 Apr 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1465 * (KC-135A, KC-135R)
 BN = 17953 CN = T0368 RO = 19 Feb 60 FF = 3 Mar 60
 AC = 28 Mar 60 FL = 31 Mar 60 AT = 17 Jul 67 LS = 7y 3m 18d
 PC = 1 MO = A CK = 1 PK = 0 OK = 0 TK = 1 FH = 4,107.4

This plane crashed at Offutt AFB, NE while configured as an "R" model, but it was not a reengined bird as the present "R". There were 4 planes designated KC-135R during the mid 60s. The others (55-3121, 58-0126, 59-1514) were converted back to the basic KC-135A configuration.

The mission was to have been a "round robin" training flight. On takeoff, the pilot rotated to an excessively nose high attitude from which recovery was not possible. The instructor pilot tried to regain control of the plane by taking immediate recovery action, but the plane had already been flown into a near-stall condition. The wings oscillated back and forth and side-to-side (Dutch Roll) just before impact. Four crew members were able to escape the burning plane. One crew member perished in the crash and fire.

Fatality: (to be added)

59-1466 - (KC-135A, KC-135R)

BN = 17954	CN = T0369	RO = 24 Feb 60	FF = 11 Mar 60
AC = 31 Mar 60	FL = 1 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1467 - (KC-135A, KC-135Q) Partial "Q".

BN = 17955	CN = T0370	RO = 29 Feb 60	FF = 6 Mar 60
AC = 29 Mar 60	FL = 1 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1468 - (KC-135A, KC-135Q)

BN = 17956	CN = T0371	RO = 2 Mar 60	FF = 18 Mar 60
AC = 8 Apr 60	FL = 12 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

75

59-1469 - (KC-135A, KC-135R)

BN = 17957	CN = T0372	RO = 8 Mar 60	FF = 23 Mar 60
AC = 8 Apr 60	FL = 14 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1470 - (KC-135A, KC-135Q)

BN = 17958	CN = T0373	RO = 11 Mar 60	FF = 28 Mar 60
AC = 15 Apr 60	FL = 15 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1471 - (KC-135A, KC-135Q) [Partial "Q"]

BN = 17959	CN = T0374	RO = 16 Mar 60	FF = 31 Mar 60
AC = 18 Apr 60	FL = 21 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1472 - (KC-135A, KC-135R)

BN = 17960	CN = T0375	RO = 22 Mar 60	FF = 7 Apr 60
AC = 15 Apr 60	FL = 19 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1473 - (KC-135A, KC-135E)

BN = 17961	CN = T0376	RO = 21 Mar 60	FF = 4 Apr 60
AC = 22 Apr 60	FL = 27 Apr 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

-1474 - (KC-135A, KC-135Q)
 BN = 17962 CN = T0377 RO = 24 Mar 60 FF = 13 Apr 60
 AC = 28 Apr 60 FL = 3 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1475 - (KC-135A, KC-135R)
 BN = 17963 CN = T0378 RO = 29 Mar 60 FF = 18 Apr 60
 AC = 4 May 60 FL = 6 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1476 - (KC-135A, KC-135R)
 BN = 17964 CN = T0379 RO = 1 Apr 60 FF = 21 Apr 60
 AC = 10 May 60 FL = 11 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1477 - (KC-135A, KC-135E)
 BN = 17965 CN = T0380 RO = 6 Apr 60 FF = 25 Apr 60
 AC = 18 May 60 FL = 19 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1478 - (KC-135A, KC-135R)
 BN = 17966 CN = T0381 RO = 11 Apr 60 FF = 26 Apr 60
 AC = 18 May 60 FL = 19 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1479 - (KC-135A, KC-135E)
 BN = 17967 CN = T0382 RO = 14 Apr 60 FF = 29 Apr 60
 AC = 17 May 60 FL = 19 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1480 - (KC-135A, KC-135Q)
 BN = 17968 CN = T0383 RO = 19 Apr 60 FF = 4 May 60
 AC = 18 May 60 FL = 18 May 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1481 - (KC-135A)
 BN = 17969 CN = T0384 RO = 22 Apr 60 FF = 10 May 60
 AC = 20 May 60 FL = 1 Jun 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

This plane served as FAA N98, companion ship to N96, (59-1518). Since 1973, it has been serving NASA as Weightless Wonder IV and has completed over 40,000 parabolas of weightless flight. Even though it is designated KC-135A, there is no boom installed because the mission of this plane does not include refueling activity.

-1482 - (KC-135A, KC-135R)
 BN = 17970 CN = T0385 RO = 27 Apr 60 FF = 13 May 60
 AC = 2 Jun 60 FL = 3 Jun 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

-1483 - (KC-135A, KC-135R)
 BN = 17971 CN = T0386 RO = 2 May 60 FF = 18 May 60
 AC = 1 Jun 60 FL = 3 Jun 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

59-1484 - (KC-135A, KC-135E)

BN = 17972	CN = T0387	RO = 5 May 60	FF = 20 May 60
AC = 8 Jun 60	FL = 10 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1485 - (KC-135A, KC-135E)

BN = 17973	CN = T0388	RO = 10 May 60	FF = 25 May 60
AC = 13 Jun 60	FL = 14 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1486 - (KC-135A)

BN = 17974	CN = T0389	RO = 13 May 60	FF = 31 May 60
AC = 8 Jun 60	FL = 10 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1487 - (KC-135A, KC-135E)

BN = 17975	CN = T0390	RO = 18 May 60	FF = 6 Jun 60
AC = 17 Jun 60	FL = 22 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1488 - (KC-135A, KC-135R)

BN = 17976	CN = T0391	RO = 23 May 60	FF = 8 Jun 60
AC = 24 Jun 60	FL = 25 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1489 - (KC-135A, KC-135E)

BN = 17977	CN = T0392	RO = 26 May 60	FF = 13 Jun 60
AC = 23 Jun 60	FL = 24 Jun 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1490 - (KC-135A, KC-135Q)

BN = 17978	CN = T0393	RO = 1 Jun 60	FF = 17 Jun 60
AC = 1 Jul 60	FL = 1 Jul 60	AT =	LS =
PC =	MO =	CK =	PK = OK = TK = FH =

59-1491 * (KC-135A, RC-135D, RC-135S) {Rivet Ball}

BN = 17979	CN = T0394	RO = 6 Jun 60	FF = 21 Jun 60
AC = 5 Jul 60	FL = 6 Jul 60	AT = 13 Jan 69	LS = 8y 6m 7d
PC = 1,4	MO = E	CK = 0	PK = 0 OK = 0 TK = 0 FH = UNK

This plane was returning from a 4 1/2 hour flight, a round robin night mission. One hour prior to the arrival of the in-bound plane maintenance crews were battling ice and snow accumulation on the runways. Propanol was used as the de-icing agent to increase the runway RCR. The treated area was the middle 4000 feet of the 10,000 foot runway. Work was stopped minutes prior to landing of the inbound plane with the average RCR improved to "icy runway 16 patchy, 45 percent of the runway bare." With an added safety factor, ground roll was computed as 7000 feet.

Eleven minutes prior to touch down there was a light snow shower, which with the blowing snow and propanol became slush. The slush formation was not detected. At touchdown, 2400 ft down the runway indicating poor judgement and bad technique, the speed brakes were extended and maximum braking was applied. The anti-skid system cycled rapidly and the pilot sensed that stopping might be marginal, so the inboard engines were shut down.

When convinced the stop could not be made, the pilot steered the plane off the runway to the right to prevent crashing into the top of approach light poles off the end of the runway. The plane was destroyed by the rough terrain. There were no fatalities in this crash.

1492 - (KC-135A, KC-135R)

BN = 17980	CN = T0395	RO = 9 Jun 60	FF = 24 Jun 60
AC = 13 Jul 60	FL = 14 Jul 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1493 - (KC-135A, KC-135E)

BN = 17981	CN = T0396	RO = 14 Jun 60	FF = 29 Jun 60
AC = 13 Jul 60	FL = 15 Jul 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1494 * (KC-135A, KC-135E)

BN = 17982	CN = T0397	RO = 17 Jun 60	FF = 6 Jul 60
AC = 14 Jul 60	FL = 22 Jul 60	AT = 11 Jan 90	LS = 29y 5m 20d
PC = 3,5	MO = F	CK = 0	PK = 0
		OK = 0	TK = 0
			FH = UNK

Two crew members were servicing Gaseous Oxygen (GOX) after completing a CTO which removed the Liquid Oxygen (LOX) components. A fire started inside the fuselage around the aft section of the plane, inside. The crewmen tried to extinguish the flames, but it quickly got out of control, probably being fed by escaping GOX. By the time fire fighters could get to the plane, much damage had already been done, and it took several minutes to get the fire put out. Explosions did occur, probably from fuel tanks being invaded by the fire.

The fuselage was gutted and much structural damage was done. The plane could not be restored. Fortunately, there were no fatalities in this incident. Only 1 person was injured, that being a fire fighter.

Last flight: UNK

1495 - (KC-135A, KC-135R)

BN = 17983	CN = T0398	RO = 22 Jun 60	FF = 12 Jul 60
AC = 25 Jul 60	FL = 26 Jul 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1496 - (KC-135A, KC-135E)

BN = 17984	CN = T0399	RO = 27 Jun 60	FF = 14 Jul 60
AC = 25 Jul 60	FL = 26 Jul 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1497 - (KC-135A, KC-135E)

BN = 17985	CN = T0400	RO = 30 Jun 60	FF = 19 Jul 60
AC = 3 Aug 60	FL = 4 Aug 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

1498 - (KC-135A, KC-135R)

BN = 17986	CN = T0401	RO = 6 Jul 60	FF = 22 Jul 60
AC = 2 Aug 60	FL = 5 Aug 60	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

59-1499 - (KC-135A, KC-135E)

BN = 17987 CN = T0402 RO = 11 Jul 60 FF = 27 Jul
AC = 10 Aug 60 FL = 11 Aug 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1500 - (KC-135A)

BN = 17988 CN = T0403 RO = 14 Jul 60 FF = 29 Jul
AC = 10 Aug 60 FL = 11 Aug 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1501 - (KC-135A, KC-135R)

BN = 17989 CN = T0404 RO = 19 Jul 60 FF = 3 Aug
AC = 12 Aug 60 FL = 17 Aug 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1502 - (KC-135A, KC-135R)

BN = 17990 CN = T0405 RO = 22 Jul 60 FF = 8 Aug
AC = 19 Aug 60 FL = 22 Aug 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1503 - (KC-135A, KC-135E)

BN = 17991 CN = T0406 RO = 27 Jul 60 FF = 11 Aug
AC = 24 Aug 60 FL = 26 Aug 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1504 - (KC-135A, KC-135Q)

BN = 17992 CN = T0407 RO = 1 Aug 60 FF = 17 Aug 6
AC = 2 Sep 60 FL = 9 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1505 - (KC-135A, KC-135E)

BN = 17993 CN = T0408 RO = 4 Aug 60 FF = 19 Aug 6
AC = 7 Sep 60 FL = 8 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1506 - (KC-135A, KC-135E)

BN = 17994 CN = T0409 RO = 9 Aug 60 FF = 24 Aug 6
AC = 9 Sep 60 FL = 14 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1507 - (KC-135A, KC-135R)

BN = 17995 CN = T0410 RO = 12 Aug 60 FF = 1 Sep 6
AC = 13 Sep 60 FL = 15 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1508 - (KC-135A, KC-135R)

BN = 17996 CN = T0411 RO = 17 Aug 60 FF = 8 Sep 6
AC = 19 Sep 60 FL = 20 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

59-1509 - (KC-135A, KC-135E)

BN = 17997 CN = T0412 RO = 22 Aug 60 FF = 13 Sep 6
AC = 21 Sep 60 FL = 23 Sep 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

1510 - (KC-135A, KC-135Q)
 BN = 17998 CN = T0413 RO = 25 Aug 60 FF = 15 Sep 60
 AC = 23 Sep 60 FL = 23 Sep 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1511 - (KC-135A, KC-135R)
 BN = 17999 CN = T0414 RO = 30 Aug 60 FF = 20 Sep 60
 AC = 3 Oct 60 FL = 5 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1512 - (KC-135A, KC-135Q)
 BN = 18000 CN = T0415 RO = 2 Sep 60 FF = 23 Sep 60
 AC = 3 Oct 60 FL = 4 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1513 - (KC-135A, KC-135Q)
 BN = 18001 CN = T0416 RO = 8 Sep 60 FF = 28 Sep 60
 AC = 10 Oct 60 FL = 11 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1514 - (KC-135A, KC-135R, KC-135A, KC-135E)
 BN = 18002 CN = T0417 RO = 13 Sep 60 FF = 4 Oct 60
 AC = 18 Oct 60 FL = 20 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

First "E" model, BMAC Wichita, KS, Jan 82. This plane was one of the four
 "R" models in the recon configuration. Also was SAC command support
 airplane.

1515 - (KC-135A, KC-135R)
 BN = 18003 CN = T0418 RO = 16 Sep 60 FF = 7 Oct 60
 AC = 17 Oct 60 FL = 20 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1516 - (KC-135A, KC-135E)
 BN = 18004 CN = T0419 RO = 21 Sep 60 FF = 12 Oct 60
 AC = 26 Oct 60 FL = 28 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1517 - (KC-135A, KC-135R)
 BN = 18005 CN = T0420 RO = 26 Sep 60 FF = 13 Oct 60
 AC = 25 Oct 60 FL = 28 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

1518 - (KC-135A, EC-135K)
 BN = 18006 CN = T0421 RO = 29 Sep 60 FF = 14 Oct 60
 AC = 19 Oct 60 FL = 20 Oct 60 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Was FAA "Ol Smokey", Number N96. This plane has been assigned on Tinker
 AFB, OK for its entire service life. Between serving with the FAA and the
 STDCS, she was parked on the ramp at Tinker in storage. No potential owner
 wanted to spend the amount of money required to de-mod and reconfigure to
 KC-135A standard, so she sat for several years at Tinker on the flight
 line with the windows and doors sealed. Flight line personnel would go
 out and run the engines once a month, and the "movers" would come out and
 reposition the plane, to prevent tire damage.

Finally, after the loss of 62-3536, the then-new AWACS organization at the runway from the flight line announced the need for a replacement the lost ECK. This was a perfect assignment for 1518. That organization had plenty of money at the time to allocate as they needed, so 1518 had a new lease on life as an EC-135K, where she still serves.

59-1519 - (KC-135A, KC-135E)

BN =	18007	CN =	T0422	RO =	4 Oct 60	FF =	25 Oct 60
AC =	3 Nov 60	FL =	8 Nov 60	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

59-1520 - (KC-135A, KC-135Q)

BN =	18008	CN =	T0423	RO =	7 Oct 60	FF =	27 Oct 60
AC =	3 Nov 60	FL =	7 Nov 60	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

59-1521 - (KC-135A, KC-135R)

BN =	18009	CN =	T0424	RO =	17 Oct 60	FF =	4 Nov 60
AC =	17 Nov 60	FL =	17 Nov 60	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

59-1522 - (KC-135A, KC-135R)

BN =	18010	CN =	T0425	RO =	12 Oct 60	FF =	1 Nov 60
AC =	14 Nov 60	FL =	14 Nov 60	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

59-1523 - (KC-135A, KC-135Q)

BN =	18011	CN =	T0426	RO =	20 Oct 60	FF =	11 Nov 60
AC =	21 Nov 60	FL =	22 Nov 60	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

1960 MODELS

(66 Built - 55 Remain Active)

-0313 - (KC-135A, KC-135R)

BN = 18088 CN = T0429 RO = 2 Nov 60 FF = 22 Nov 60
AC = 29 Nov 60 FL = 1 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0314 - (KC-135A, KC-135R)

BN = 18089 CN = T0428 RO = 28 Oct 60 FF = 28 Oct 60
AC = 30 Nov 60 FL = 9 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0315 - (KC-135A, KC-135R)

BN = 18090 CN = T0435 RO = 30 Nov 60 FF = 20 Dec 60
AC = 29 Dec 60 FL = 29 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0316 - (KC-135A, KC-135E)

BN = 18091 CN = T0430 RO = 7 Nov 60 FF = 29 Nov 60
AC = 7 Dec 60 FL = 12 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-0317 * (KC-135A)

BN = 18092 CN = T0431 RO = 10 Nov 60 FF = 5 Dec 60
AC = 16 Dec 60 FL = 20 Dec 60 AT = 11 Oct 88 LS = 27y 9m 21d
PC = 1,4 MO = E CK = 6 PK = 0 OK = 0 TK = 6 FH = Unk.

Wurtsmith AFB, MI - This plane left Wurtsmith to pick up passengers at K.I. Sawyer AFB and transport them back to Wurtsmith. During the landing attempt in a 35 Kt crosswind (risky, at best) the plane was allowed to hit the runway hard and bounce once. It then departed the runway to the left side. The plane broke into three sections, giving the 10 passengers a way to escape the crash, though 2 were seriously burned and the other 8 were treated for minor cuts, burns and abrasions. The crew of 6 perished in the burning wreckage.

Fatalities:

(To be added)

0318 - (KC-135A, KC-135R)

BN = 18093 CN = T0432 RO = 15 Nov 60 FF = 12 Dec 60
AC = 19 Dec 60 FL = 20 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0319 - (KC-135A, KC-135R)

BN = 18094 CN = T0433 RO = 18 Nov 60 FF = 13 Dec 60
AC = 21 Dec 60 FL = 22 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

320 - (KC-135A, KC-135R)

BN = 18095 CN = T0434 RO = 23 Nov 60 FF = 20 Dec 60
AC = 28 Dec 60 FL = 30 Dec 60 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0321 - (KC-135A, KC-135R)

BN = 18096 CN = T0441 RO = 28 Dec 60 FF = 18 Jan 61
AC = 25 Jan 61 FL = 27 Jan 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0322 - (KC-135A, KC-135R)

BN = 18097 CN = T0436 RO = 5 Dec 60 FF = 10 Jan 61
AC = 18 Jan 61 FL = 20 Jan 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0323 - (KC-135A, KC-135R)

BN = 18098 CN = T0437 RO = 8 Dec 60 FF = 6 Jan 61
AC = 13 Jan 61 FL = 16 Jan 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0324 - (KC-135A, KC-135R)

BN = 18099 CN = T0438 RO = 13 Dec 60 FF = 6 Jan 61
AC = 12 Jan 61 FL = 13 Janb 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0325 - (KC-135A)

BN = 18100 CN = T0439 RO = 16 Dec 60 FF = 12 Jan 61
AC = 18 Jan 61 FL = 1 Feb 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0326 - (KC-135A)

BN = 18101 CN = T0440 RO = 21 Dec 60 FF = 16 Jan 61
AC = 31 Jan 61 FL = 2 Feb 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0327 - (KC-135A, KC-135E)

BN = 18102 CN = T0447 RO = 24 Jan 61 FF = 16 Feb 61
AC = 28 Feb 61 FL = 3 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0328 - (KC-135A, KC-135R)

BN = 18103 CN = T0442 RO = 3 Jan 61 FF = 24 Jan 61
AC = 2 Feb 61 FL = 3 Feb 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0329 - (KC-135A, KC-135R)

BN = 18104 CN = T0443 RO = 6 Jan 61 FF = 26 Jan 61
AC = 6 Feb 61 FL = 8 Feb 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0330 * (KC-135A)

BN = 18105 CN = T0444 RO = 11 Jan 61 FF = 2 Feb 61
AC = 9 Feb 61 FL = 15 Feb 61 AT = 13 Feb 87 LS = 25y 11m 2
PC = 2 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 10,3

After a normal, uneventful refueling sortie, 330 touched down at Altus AFB OK, which was home base for the 340 AREFG, to which she was assigned. Shortly after landing, just as the pilot switched off approach control to go to ground control, an explosion occurred in the aft fuselage area, sending flames and smoke toward the cockpit in a ball of fire. The boom operator's right arm, right ear and right shoulder were burned in the flash fire. The navigator's right arm, right ear and back were burned at the same time. Pilot and Co-pilot were not severely burned, but were well informed that there was a fire aboard.

In the panic that followed, the crew exited the burning, exploding plane as fast as was possible, by the closest exit available. Boomer and nav went out the crew entry hatch, pilot and co-pilot out their respective sliding windows, assisted via rope. In the rush, and understandably so, the pilot failed to take the throttles "over the hump" and shut down the engines, leaving them in the idle position. Lock the brakes? Forget it!

So, not knowing anything else to do, while the frightened and injured crew mustered left and forward of the plane, 330 began to taxi! As she rolled along, fire and explosions continued while she veered off the runway toward the right side and bogged in the soft earth. There was no hope for saving the plane. Explosions continued one after the other as different tanks were invaded by the fire. All that remained was a bent tail and an imprint on the ground where there had once been a proud work horse of an airplane. There were no fatalities in this mishap.

Many man-hours were expended in trying to determine exactly what had caused the initial explosion and fire. Investigators finally agreed that some radio transmission cable had been severed or at least frayed enough to cause sparks during transmission. They felt that if such a spark or electric discharge occurred in a fuel-rich explosive environment, that would sufficiently explain what happened. Hundreds of cables and wiring were changed on the whole fleet to preclude any such mishap in the future. These were not wasted efforts. There was and still exists the potential for such an occurrence.

However, after the incidents in Alaska, over Illinois and approaching the northern base in Maine, new information has been gleaned about similar explosions which may shed new light on the possible cause of this loss. The Alaskan incident gave the first real evidence that the fuel pumps running without fuel for cooling and lubrication could be the true culprit. That was determined to be the cause, when the plane had just taxied up and shut down engines, then exploded.

At the Alaska mishap, the aft AR pump was recovered and lab analysis proved that the pump was indeed the cause of the explosion. As the facts came in, thoughts began to be expressed that just maybe there were other planes lost due to the same cause, since that scenario could be played out on any plane at any time.

There was a concentrated examination of all AR pumps. Replacement of older pumps, changes to the in-flight procedures to emphasize importance of securing the pumps after the tanks were emptied of and increased awareness by crew members of this lethal scenario has enough to preclude any further mishaps of this nature, so far. There also the fear that the FSAS/CSAS could possibly have been a contributing factor in making AR pumps operate where there is no fuel for cooling lubrication. This theory has yet to be proven.

There were no fatalities as a result of this mishap.

60-0331 - (KC-135A, KC-135R)

BN = 18106 CN = T0445 RO = 16 Jan 61 FF = 7 Feb 61
AC = 27 Feb 61 FL = 3 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0332 - (KC-135A, KC-135R)

BN = 18107 CN = T0446 RO = 19 Jan 61 FF = 8 Feb 61
AC = 28 Feb 61 FL = 2 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0333 - (KC-135A, KC-135R)

BN = 18108 CN = T0427 RO = 17 Feb 61 FF = 13 Mar 61
AC = 22 Mar 61 FL = 23 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0334 - (KC-135A, KC-135R)

BN = 18109 CN = T0448 RO = 27 Jan 61 FF = 22 Feb 61
AC = 3 Mar 61 FL = 6 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0335 - (KC-135A, KC-135Q)

BN = 18110 CN = T0449 RO = 1 Feb 61 FF = 22 Feb 61
AC = 14 Mar 61 FL = 15 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0336 - (KC-135A, KC-135Q)

BN = 18111 CN = T0450 RO = 6 Feb 61 FF = 28 Feb 61
AC = 9 Mar 61 FL = 10 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0337 - (KC-135A, KC-135Q)

BN = 18112 CN = T0451 RO = 9 Feb 61 FF = 1 Mar 61
AC = 13 Mar 61 FL = 14 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0338 * (KC-135A, KC-135Q) [Partial "Q"]

BN = 18113 CN = T0452 RO = 14 Feb 61 FF = 3 Mar 61
AC = 16 Mar 61 FL = 17 Mar 61 AT = 8 Feb 80 LS = 18y 10m 22d
PC = 2 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 8,015.

burned on the ramp at Plattsburgh AFB, NY on 8 Feb 1980. After the internal fuselage fire was extinguished, the damage done was too great to be repaired, so the plane was disassembled and transported from Plattsburgh AFB to Rome Air Development Center (by flatbed truck) where it serves the "upside down" Air Force. It has not been mounted on pedestals upside down as has a B-52, an F-4 and others, but rather sits on its landing gear to be used for testing of various antennae.

The right wing has been removed to be used as a donor for some other C-135 and a 707 wing has been bolted to the wing attachment points. The use of a 707 wing readily shows the inherent differences between the two types of wing. Last Flight: UNK

339 - (KC-153A, KC-135Q) [Partial "Q"]
BN = 18114 CN = T0453 RO = 17 Feb 61 FF = 8 Mar 61
AC = 3 Apr 61 FL = 8 Mar 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

340 * (KC-135A)
BN = 18115 CN = T0454 RO = 22 Feb 61 FF = 14 Mar 61
AC = 3 Apr 61 FL = 4 Apr 61 AT = 8 Jul 64 LS = 3y 3m 4d
PC = 1 MO = C CK = 4 PK = 0 OK = 1 TK = 5 FH = Unk.

Crashed at Death Valley, CA on 8 Jul 1964, after a mid-air collision with an F-105.

341 - (KC-135A, KC-135R)
BN = 18116 CN = T0455 RO = 27 Feb 61 FF = 17 Mar 61
AC = 3 Apr 61 FL = 5 Apr 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

342 - (KC-135A, KC-135Q)
BN = 18117 CN = T0456 RO = 2 Mar 61 FF = 22 Mar 61
AC = 4 Apr 61 FL = 6 Apr 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

343 - (KC-135A, KC-135Q) [Partial "Q"]
BN = 18118 CN = T0457 RO = 7 Mar 61 FF = 27 Mar 61
AC = 12 Apr 61 FL = 13 Apr 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

344 - (KC-135A, KC-135Q) [Partial "Q"]
BN = 18119 CN = T0458 RO = 10 Mar 61 FF = 31 Mar 61
AC = 18 Apr 61 FL = 18 Apr 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

345 - (KC-135A, KC-135Q)
BN = 18120 CN = T0459 RO = 15 Mar 61 FF = 7 Apr 61
AC = 9 May 61 FL = 12 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

346 - (KC-135A, KC-135Q)
BN = 18121 CN = T0460 RO = 20 Mar 61 FF = 11 Apr 61
AC = 3 May 61 FL = 5 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0347 - (KC-135A, KC-135R)

BN = 18122 CN = T0461 RO = 23 Mar 61 FF = 24 Apr 61
AC = 4 May 61 FL = 8 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0348 - (KC-135A, KC-135R)

BN = 18123 CN = T0462 RO = 28 Mar 61 FF = 19 Apr 61
AC = 2 May 61 FL = 3 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0349 - (KC-135A, KC-135R)

BN = 18124 CN = T0483 RO = 23 Jun 61 FF = 17 Jul 61
AC = 11 Sep 61 FL = 11 Sep 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0350 - (KC-135A, KC-135R)

BN = 18125 CN = T0464 RO = 5 Apr 61 FF = 26 Apr 61
AC = 15 May 61 FL = 15 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0351 - (KC-135A, KC-135R)

BN = 18126 CN = T0465 RO = 10 Apr 61 FF = 28 Apr 61
AC = 12 May 61 FL = 12 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0352 * (KC-135A)

BN = 18127 CN = T0466 RO = 13 Apr 61 FF = 3 May 61
AC = 1 Jun 61 FL = 1 Jun 61 AT = 10 Sep 62 LS = 1y 3m 9
PC = MO = CK = 4 PK = 40 OK = 0 TK = 44 FH = Apx.

Crashed on Mt. Kit Carson, WA on 10 Sep 1962. This plane was on approach to Fairchild AFB, WA when it struck the mountain.

60-0353 - (KC-135A, KC-135R)

BN = 18128 CN = T0467 RO = 18 Apr 61 FF = 8 May 61
AC = 1 Jun 61 FL = 5 Jun 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0354 * (KC-135A)

BN = 18129 CN = T0468 RO = 21 Apr 61 FF = 11 May 61
AC = 1 Jun 61 FL = 5 Jun 61 AT = 7 Dec 75 LS = 15y 6m 2
PC = MO = CK = 4 PK = 0 OK = 0 TK = 4 FH = 6,59

Crashed near Eielson AFB, AK on 7 Dec 1975, on the Tanana River.

60-0355 - (KC-135A)

BN = 18130 CN = T0469 RO = 26 Apr 61 FF = 16 May 61
AC = 6 Jun 61 FL = 7 Jun 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0356 - (KC-135A, C-135A{interim}, RC-135D, KC-135A, KC-135R) {Served as "OFFICE BOY" airframe}

BN = 18131 CN = T0470 RO = 1 May 61 FF = 19 May 61
AC = 2 Jun 61 FL = 6 Jun 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0357 - (KC-135A, C-135A(interim), RC-135D, KC-135A, KC-135R) (Served as
OFFICE BOY" airframe)

BN = 18132 CN = T0471 RO = 4 May 61 FF = 24 May 61
AC = 4 May 61 FL = 24 May 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0358 - (KC-135A, KC-135R)

BN = 18133 CN = T0472 RO = 9 May 61 FF = 29 May 61
AC = 3 Jul 61 FL = 6 Jul 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0359 - (KC-135A, KC-135R)

BN = 18134 CN = T0473 RO = 12 May 61 FF = 2 Jun 61
AC = 3 Jul 61 FL = 10 Jul 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0360 - (KC-135A, KC-135R)

BN = 18135 CN = T0474 RO = 17 May 61 FF = 7 Jun 61
AC = 10 Jul 61 FL = 11 Jul 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0361 * (KC-135A)

BN = 18136 CN = T0475 RO = 22 May 61 FF = 12 Jun 61
AC = 5 Jul 61 FL = 11 Jul 61 AT = 13 Mar 87 LS = 15y 8m 2d
PC = 3 MO = C CK = 7 PK = 0 OK = 1 TK = 8 FH = 10,956.0

Crashed at Fairchild AFB, WA on 13 Mar 1987. This plane was practicing a low-level flight demonstration routine with a B-52 for an upcoming air show. It was to have been SAC's answer for TAC's "Thunderbirds" and the Navy's "Blue Angels". They were to be known as the "Thunderhawks". During this low level fiasco, there was no allowance in altitude and/or airspeed for the unexpected.

When wake turbulence from the bomber combined with the low airspeed and altitude of the tanker, there was no chance to regain controlled flight. The KC-135 was never intended for low altitude flight. Flying at low levels should be reserved for take off and landing only. It is hoped that aircrews will never again be directed to fly in such an irresponsible manner.

0362 - (KC-135A, C-135A(interim), RC-135D, KC-135A, KC-135R) (Served as
OFFICE BOY" airframe)

BN = 18137 CN = T0476 RO = 25 May 61 FF = 14 Jun 61
AC = 5 Jul 61 FL = 5 Jul 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0363 - (KC-135A, KC-135R)

BN = 18138 CN = T0477 RO = 31 May 61 FF = 20 Jun 61
AC = 3 Aug 61 FL = 3 Aug 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0364 - (KC-135A, KC-135R)

BN = 18139 CN = T0478 RO = 5 Jun 61 FF = 22 Jun 61
AC = 3 Aug 61 FL = 3 Aug 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0365 - (KC-135A, KC-135R)

BN = 18140 CN = T0484 RO = 29 Jun 61 FF = 19 Jul 61
AC = 3 Oct 61 FL = 6 Oct 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0366 - (KC-135A, KC-135R)

BN = 18141 CN = T0480 RO = 13 Jun 61 FF = 30 Jun 61
AC = 3 Aug 61 FL = 3 Aug 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0367 - (KC-135A, KC-135R)

BN = 18142 CN = T0481 RO = 16 Jun 61 FF = 6 Jul 61
AC = 1 Sep 61 FL = 5 Sep 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

60-0368 * (KC-135A)

BN = 18143 CN = T0482 RO = 21 Jun 61 FF = 13 Jul 61
AC = 7 Sep 61 FL = 8 Sep 61 AT = 6 Feb 76 LS = 14y 4m 2s
PC = MO = CK = 6 PK = 1 OK = 0 TK = 7 FH = 5,48

Crashed near Torrejon AB, Spain on 6 Feb 1976.

60-0369 * (C-135A, NC-135A, GNC-135A)

BN = 18144 CN = C3001 RO = 14 Jun 61 FF = 23 Jun 61
AC = 6 Oct 61 FL = 6 Oct 61 AT = 9 Jun 76 LS = 14y 8m 3s
PC = MO = CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane is the first of ten C-135As to be built under Contract Num AF 33(600)40063(W.O. 6-9585). 56 KC-135As and 10 C-135As were included that contract.

From 9 June 1976, this plane had been a permanently grounded trainer Chanhute AFB, IL. In October of 1991, the tail section was removed behind the wings and taken to Wright-Patterson AFB, OH for a special project. The radome assembly from station 1 to station 188 been removed, as well as all 4 engines. The DRMO at Chanhute has sold remains to the general public as scrap aluminum. Last Flight: 9 Jun 19

60-0370 * (C-135A, NC-135A)

BN = 18145 CN = C3002 RO = 3 Jul 61 FF = 20 Jul 61
AC = 11 Aug 61 FL = 12 Aug 61 AT = 30 Jun 77 LS = 15y 10m 18s
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

Second C-135A built.

This plane was stored at AMARC on 30 June 1977 under storage code CA0. It has been cannibalized until it is now only a shell, barely recognizable as a C-135 type airplane. It is unknown why the remnants are scrapped. It appears that all usable parts and assemblies have been removed. Last Flight: 30 Jun 1977.

60-0371 - (C-135A, NC-135A)

BN = 18146 CN = C3003 RO = 18 Jul 61 FF = 9 Aug 61
AC = 23 Aug 61 FL = 23 Aug 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

Third C-135A built, and the only NC-135A still in service as that MDS.

72 - (C-135A, EC-135N, C-135E)
 BN = 18147 CN = C3004 RO = 1 Aug 61 FF = 24 Aug 61
 AC = 31 Aug 61 FL = 31 Aug 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Fourth C-135A built.

73 * (C-135A)
 BN = 18148 CN = C3005 RO = 14 Aug 61 FF = 5 Sep 61
 AC = 15 Sep 61 FL = 15 Sep 61 AT = 25 Jun 65 LS = 3y 9m 10d
 PC = 1 MO = B CK = 12 PK = 72 OK = 0 TK = 84 FH = Unk.

Fifth C-135A built.

Crashed just after takeoff from MCAS El Toro, CA on 25 Jun 1965.

374 - (C-135A, EC-135N, EC-135E)
 BN = 18149 CN = C3006 RO = 24 Aug 61 FF = 15 Sep 61
 AC = 22 Sep 61 FL = 25 Sep 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Sixth C-135A built.

375 - (C-135A, EC-135N, C-135E)
 BN = 18150 CN = C3007 RO = 7 Sep 61 FF = 22 Sep 61
 AC = 28 Sep 61 FL = 28 Sep 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Seventh C-135A built.

376 - (C-135A, C-135E) {VIP Transport - Space Command}
 BN = 18151 CN = C3008 RO = 13 Sep 61 FF = 11 Oct 61
 AC = 27 Oct 61 FL = 30 Oct 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Eighth C-135A built.

0377 - (C-135A)
 BN = 18152 CN = C3009 RO = 22 Sep 61 FF = 12 Oct 61
 AC = 31 Oct 61 FL = 1 Nov 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Ninth C-135A built.

This plane served as a Laser Communications testbed under a program called LASERCOM. It also served at Edwards AFB, CA for more than 5 years as a flying test bed for avionics installed on the B-2A. Certain other materials which are used on the exterior of the exotic stealth bomber were tested on the wings and fuselage of this plane.

0378 - (C-135A)
 BN = 18153 CN = C3010 RO = 28 Sep 61 FF = 17 Oct 61
 AC = 1 Nov 61 FL = 3 Nov 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Tenth C-135A built.

From 1969 through 1973, this plane served as Weightless Wonder III with NASA, and completed over 14,000 parabolas of weightlessness. Of the four planes serving in that capacity, this one holds the record for the number of weightless parabolas during one flight at 125.

1961 MODELS

(85 Built - 58 Remain Active)

1 * (KC-135A, EC-135L)

= 18168 CN = T0483 RO = 10 Jul 61 FF = 31 Jul 61
= 6 Oct 61 FL = 10 Oct 61 AT = 29 May 92 LS = 30y 7m 19d
= 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

29 May 1992 this plane was flown to AMARC to be stored as excess under
age code CA020.

2 * (KC-135A, EC-135A)

= 18169 CN = T0484 RO = 13 Jul 61 FF = 2 Aug 61
= 23 Jan 62 FL = 26 Jan 62 AT = 30 Mar 92 LS = 30y 2m 4d
= 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

ice the long time to get from first flight to acceptance date above.
der why? Anybody know?

30 March 1992 ownership of this plane was transferred to Ellsworth
Museum for use as a display item. She is now proudly serving as an
mple of the former glory of the unit in which she served for so long,
her original service colors and markings. Others should follow that
mple, ie., leave the plane painted in original colors and markings. To
so is to intelligently display an example of the rich heritage of our
ne's history; to do otherwise is to insult those who served so well in
many different ways.

3 * (KC-135A, EC-135L)

= 18170 CN = T0485 RO = 18 Jul 61 FF = 8 Aug 61
= 15 Oct 61 FL = 18 Oct 61 AT = 5 May 92 LS = 30y 6m 18d
= 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

4 - (KC-135A, KC-135R)

= 18171 CN = T0486 RO = 21 Jul 61 FF = 16 Aug 61
= 8 Nov 61 FL = 8 Nov 61 AT = LS =
= MO = CK = PK = OK = TK = FH =

5 * (KC-135A)

= 18172 CN = T0487 RO = 31 Jul 61 FF = 25 Aug 61
= 15 Nov 61 FL = 16 Nov 61 AT = 4 Jan 65 LS = 3y 1m 19d
= MO = CK = 4 PK = 0 OK = 0 TK = 4 FH = 1,353.0

ashed at Loring AFB, ME on 4 Jan 1965.

6 - (KC-135A, KC-135R)

= 18173 CN = T0488 RO = 3 Aug 61 FF = 29 Aug 61
= 17 Nov 61 FL = 21 Nov 61 AT = LS =
= MO = CK = PK = OK = TK = FH =

7 - (KC-135A, KC-135R)

= 18174 CN = T0489 RO = 16 Aug 61 FF = 8 Sep 61
= 27 Nov 61 FL = 27 Nov 61 AT = LS =
= MO = CK = PK = OK = TK = FH =

61-0268 - (KC-135A, KC-135E) {"Combat Lightning"}
 BN = 18175 CN = T0490 RO = 21 Aug 61 FF = 14 Sep 61
 AC = 28 Nov 61 FL = 30 Nov 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0269 * (KC-135A, EC-135L)
 BN = 18176 CN = T0491 RO = 5 Sep 61 FF = 26 Sep 61
 AC = 8 Dec 61 FL = 8 Dec 61 AT = 29 Jun 92 LS = 30y 6m 21
 PC = 7 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 29 June 1992, ownership was transferred to Grissom AFB Indiana for as a display item in the Grissom Museum.

61-0270 - (KC-135A, KC-135E) {"Combat Lightning"}
 BN = 18177 CN = T0492 RO = 12 Sep 61 FF = 29 Sep 61
 AC = 18 Dec 61 FL = 20 Dec 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0271 - (KC-135A, KC-135E) {"Combat Lightning"}
 BN = 18178 CN = T0493 RO = 15 Sep 61 FF = 20 Oct 61
 AC = 20 Dec 61 FL = 21 Dec 61 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0272 - (KC-135A, KC-135R)
 BN = 18179 CN = T0494 RO = 2 Oct 61 FF = 24 Oct 61
 AC = 28 Dec 61 FL = 9 Jan 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0273 * (KC-135A)
 BN = 18180 CN = T0495 RO = 10 Oct 61 FF = 1 Nov 61
 AC = 28 Dec 61 FL = 29 Dec 61 AT = 17 Jan 66 LS = 4y 0m 19
 PC = MO = CK = 4 PK = 0 OK = 3 TK = 7 FH = 1,94

Collision with B-52 near Palomares, Spain on 17 Jan 1966.

61-0274 * (KC-135A, EC-135H, EC-135P)
 BN = 18181 CN = T0496 RO = 19 Oct 61 FF = 17 Nov 61
 AC = 4 Jan 62 FL = 8 Jan 62 AT = 27 Feb 92 LS = 30y 1m 19
 PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = unk.

This airplane is now in storage at Davis-Monthan AFB AZ under storage c
 CA-010. Her last flight was on 27 Feb 92.

61-0275 - (KC-135A, KC-135R)
 BN = 18182 CN = T0497 RO = 27 Oct 61 FF = 22 Nov 61
 AC = 11 Jan 62 FL = 12 Jan 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0276 - (KC-135A, KC-135R)
 BN = 18183 CN = T0498 RO = 6 Nov 61 FF = 1 Dec 61
 AC = 16 Jan 62 FL = 19 Jan 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0277 - (KC-135A, KC-135R)
 BN = 18184 CN = T0499 RO = 13 Nov 61 FF = 12 Dec 61
 AC = 16 Jan 62 FL = 19 Jan 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

278 * (KC-135A, EC-135A)

BN = 18185 CN = T0500 RO = 20 Nov 61 FF = 21 Dec 61
AC = 1 Feb 62 FL = 2 Feb 62 AT = 18 Sep 92 LS = 30y 5m 16d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

18 September 1992 this plane was flown to AMARC to be stored as excess under storage code CA048.

279 * (KC-135A, EC-135L)

BN = 18186 CN = T0501 RO = 27 Nov 61 FF = 26 Dec 61
AC = 1 Feb 62 FL = 6 Feb 62 AT = 22 May 92 LS = 30y 3m 16d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

22 May 1992 this plane was flown to AMARC to be stored as excess under storage code CA018.

280 - (KC-135A, KC-135E) {"Combat Lightning"}

BN = 18187 CN = T0502 RO = 3 Dec 61 FF = 29 Dec 61
AC = 2 Feb 62 FL = 8 Feb 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

281 - (KC-135A, EC-135L, KC-135A, EC-135L, KC-135A, KC-135E)

BN = 18188 CN = T0503 RO = 7 Dec 61 FF = 4 Jan 62
AC = 8 Feb 62 FL = 12 Feb 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

282 * (KC-135A, EC-135H, GEC-135H) {Ex-VIP Transport - Commander-in-chief Europe - CINCEUR}

BN = 18189 CN = T0504 RO = 12 Dec 61 FF = 9 Jan 62
AC = 12 Feb 62 FL = 13 Feb 62 AT = 15 Nov 91 LS = 29y 9m 2d
PC = 8 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 17,103.8

11:15 Hours, CST on 15 Nov 91, this plane landed on the main runway at Sheppard AFB, TX to become a permanently grounded trainer. The MDS is now EC-135H, and will be accounted for in this document both as an MDS and as a dead bird, similar to the way 60-0369 was treated before it was scrapped. One of the instructors who saw the plane after it landed said that it was one of the cleanest he had ever seen, and that the wheel wells were so spotless that you could "eat out of them". A team that had come with the plane was to remove the rest of the equipment on the 16th that was not removed at Langley AFB, VA prior to this flight.

283 * (KC-135A, EC-135L)

BN = 18190 CN = T0505 RO = 14 Dec 61 FF = 10 Jan 62
AC = 1 Mar 62 FL = 2 Mar 62 AT = 6 May 92 LS = 30y 2m 4d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

6 May 1992 this plane was flown to AMARC to be stored as excess under storage code CA016.

284 - (KC-135A, KC-135R)

BN = 18191 CN = T0506 RO = 18 Dec 61 FF = 16 Jan 62
AC = 1 Mar 62 FL = 5 Mar 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0285 * (KC-135A, EC-135H)

BN = 18192 CN = T0507 RO = 21 Dec 61 FF = 18 Jan 62
AC = 12 Mar 62 FL = 18 Jan 62 AT = 9 Mar 92 LS = 30y 1m 2
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

This plane is now in storage @ Davis-Monthan AFB AZ under the code CA012.

61-0286 * (KC-135A, EC-135H, GEC-135H)

BN = 18193 CN = T0508 RO = 27 Dec 61 FF = 23 Jan 62
AC = 6 Mar 62 FL = 9 Mar 62 AT = 24 Jan 92 LS = 29y 10m 1
PC = 8 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

286 is now a static ground trainer parked next to 61-0282 @ Shepherd TX.

61-0287 * (KC-135A, EC-135A)

BN = 18194 CN = T0509 RO = 2 Jan 62 FF = 29 Jan 62
AC = 12 Mar 62 FL = 28 Mar 62 AT = 10 Feb 92 LS = 29y 10m 13
PC = 7 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 10 February 1992 ownership of -287 was transferred to Offutt AFB, NE use as a display item for the Offutt AFB Museum, not to be confused with the SAC Museum located at Offutt AFB. Last word (Early January '92) that the movers are waiting for frozen ground to move this plane to prominent display point, near the main gate.

61-0288 - (KC-135A, EC-135L, KC-135A, EC-135L, KC-135A, KC-135R)

BN = 18195 CN = T0510 RO = 5 Jan 26 FF = 31 Jan 62
AC = 2 Apr 62 FL = 4 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0289 * (KC-135A, EC-135A)

BN = 18196 CN = T0511 RO = 12 Jan 62 FF = 9 Feb 62
AC = 11 Apr 62 FL = 11 Apr 62 AT = 8 Jun 92 LS = 30y 1m 27
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 8 June 1992 this plane was flown to AMARC to be stored as excess and storage code CA022.

61-0290 - (KC-135A, KC-135R)

BN = 18197 CN = T0512 RO = 16 Jan 62 FF = 12 Feb 62
AC = 9 Apr 62 FL = 11 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0291 * (KC-135A, EC-135H)

BN = 18198 CN = T0513 RO = 19 Jan 62 FF = 13 Feb 62
AC = 13 Apr 62 FL = 20 Apr 62 AT = 30 May 91 LS = 29y 1m 10d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 16,520

This plane flew to AMARC @ Davis-Monthan AFB, AZ on 30 May 1991. It has been methodically disassembled to determine the extent of corrosion damage sustained as well as to develop new and better methods to repair airplanes which are severely corroded.

2292 - (KC-135A, KC-135R)

BN = 18199 CN = T0514 RO = 27 Jan 62 FF = 19 Feb 62
AC = 19 Mar 62 FL = 23 Mar 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2293 - (KC-135A, EC-135A, KC-135A, KC-135R)

BN = 18200 CN = T0515 RO = 3 Feb 62 FF = 23 Feb 62
AC = 4 May 62 FL = 7 May 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

This first tanker to be equipped with F108 engines was not the first to use the "R" suffix. The KC-135R MDS was first used in the mid '60s. Three of the four planes used (55-3121, 58-0126 & 59-1514) were converted back to KC-135A models. One crashed in the "R" configuration (See 9-1465).

2294 - (KC-135A, KC-135R)

BN = 18201 CN = T0516 RO = 9 Feb 62 FF = 5 Mar 62
AC = 18 Jun 62 FL = 19 Jun 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2295 - (KC-135A, KC-135R)

BN = 18202 CN = T0517 RO = 20 Feb 62 FF = 12 Mar 62
AC = 4 May 62 FL = 7 May 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2296 * (KC-135A)

BN = 18203 CN = T0518 RO = 1 Mar 62 FF = 28 Mar 62
AC = 4 May 62 FL = 7 May 62 AT = 26 Sep 76 LS = 14y 4m 19d
PC = MO = CK = 5 PK = 10 OK = 0 TK = 15 FH = 6,109.7

Crashed 29 miles NE of Wurtsmith AFB, MI on 26 Sep 1976.

2297 * (KC-135A, EC-135A)

BN = 18204 CN = T0519 RO = 13 Mar 62 FF = 9 Apr 62
AC = 9 May 62 FL = 11 May 62 AT = 2 Jun 92 LS = 30y 22d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 2 June 1992 this plane was flown to AMARC to be stored as excess under storage code CA021.

2298 - (KC-135A, KC-135R)

BN = 18205 CN = T0520 RO = 22 Mar 62 FF = 19 Apr 62
AC = 15 May 62 FL = 16 May 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2299 - (KC-135A, KC-135R)

BN = 18206 CN = T0521 RO = 3 Apr 62 FF = 30 Apr 62
AC = 9 May 62 FL = 9 May 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0300 - (KC-135A, KC-135R) {VIP Transport - Strategic Air Command - Air Force} {"Combat Lightning"}
 BN = 18207 CN = T0522 RO = 12 Apr 62 FF = 8 May 62
 AC = 5 Jun 62 FL = 8 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

This plane is known as "Casey 15".

61-0301 * (KC-135A)
 BN = 18208 CN = T0523 RO = 25 Apr 62 FF = 29 May 62
 AC = 8 Jun 62 FL = 8 Jun 62 AT = 22 Oct 68 LS = 6y 4m 1
 PC = MO = CK = 4 PK = 2 OK = 0 TK = 6 FH = Unk.

Crashed 47 miles from Ching Chuan Kang AB, Republic of Taiwan on 22 1968.

61-0302 - (KC-135A, EC-135L, KC-135A, KC-135R)
 BN = 18209 CN = T0524 RO = 3 May 62 FF = 1 Jun 62
 AC = 13 Jun 62 FL = 14 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0303 - (KC-135A, KC-135E) {"Combat Lightning"}
 BN = 18210 CN = T0525 RO = 17 May 62 FF = 8 Jun 62
 AC = 2 Jul 62 FL = 2 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0304 - (KC-135A, KC-135R)
 BN = 18211 CN = T0526 RO = 28 May 62 FF = 15 Jun 62
 AC = 28 Jun 62 FL = 29 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0305 - (KC-135A, KC-135R)
 BN = 18212 CN = T0527 RO = 6 Jun 62 FF = 21 Jun 62
 AC = 13 Jul 62 FL = 16 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0306 - (KC-135A, KC-135R)
 BN = 18213 CN = T0528 RO = 8 Jun 62 FF = 26 Jun 62
 AC = 10 Jul 62 FL = 12 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0307 - (KC-135A, KC-135R)
 BN = 18214 CN = T0529 RO = 14 Jun 62 FF = 3 Jul 62
 AC = 18 Jul 62 FL = 18 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0308 - (KC-135A, KC-135R)
 BN = 18215 CN = T0530 RO = 16 Jun 62 FF = 10 Jul 62
 AC = 19 Jul 62 FL = 23 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

61-0309 - (KC-135A, KC-135R)
 BN = 18216 CN = T0531 RO = 22 Jun 62 FF = 12 Jul 62
 AC = 20 Jul 62 FL = 23 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

0310 - (KC-135A, KC-135R) (Ex-VIP Transport - Commander-in-Chief Pacific Air Forces)

BN = 18217 CN = T0532 RO = 26 Jun 62 FF = 18 Jul 62
AC = 25 Jul 62 FL = 28 Jul 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0311 - (KC-135A, KC-135R)

BN = 18218 CN = T0533 RO = 2 Jul 62 FF = 31 Jul 62
AC = 6 Aug 62 FL = 8 Aug 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0312 - (KC-135A, KC-135R)

BN = 18219 CN = T0534 RO = 7 Jul 62 FF = 6 Aug 62
AC = 9 Aug 62 FL = 14 Aug 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0313 - (KC-135A, KC-135R)

BN = 18220 CN = T0535 RO = 17 Jul 62 FF = 10 Aug 62
AC = 17 Aug 62 FL = 20 Aug 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0314 - (KC-135A, KC-135R)

BN = 18221 CN = T0536 RO = 20 Jul 62 FF = 16 Aug 62
AC = 27 Aug 62 FL = 27 Aug 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0315 - (KC-135A, KC-135R)

BN = 18222 CN = T0537 RO = 25 Jul 62 FF = 22 Aug 62
AC = 29 Aug 62 FL = 29 Aug 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

0316 * (KC-135A) (VIP Transport - Strategic Air Command - 8th Air Force) (Strike Command ABNCP)

BN = 18223 CN = T0538 RO = 31 Jul 62 FF = 22 Aug 62
AC = 30 Aug 62 FL = 5 Sep 62 AT = 19 Mar 85 LS = 22y 6m 14d
PC = 2 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 10,235.0

burned on the ramp at Cairo International Airport, Egypt on 19 Mar 1985. During fueling, the APU was being used as a source of electric power when the interior of the plane caught fire. Seven days after the fire, the plane was towed across a runway about 1 Km away to Cairo East Air Base where the US Air Force has a MAC detachment in support of the US Embassy in Cairo. A team was sent from OC-ALC to assess the damage and make a damage list. Later the left outboard wing section was used at Wurtsmith AFB, MI to repair a KC-135A (58-0014) which had suffered a wing overpressure mishap.

0317 - (KC-135A, KC-135R) (Ex-VIP Transport - Commander-in-Chief Pacific - INCPAC)

BN = 18224 CN = T0539 RO = 2 Aug 62 FF = 28 Aug 62
AC = 4 Sep 62 FL = 5 Sep 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0318 - (KC-135A, KC-135R)

BN = 18225 CN = T0540 RO = 9 Aug 62 FF = 31 Aug 62
AC = 12 Sep 62 FL = 12 Sep 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0319 * (KC-135A)

BN = 18226 CN = T0541 RO = 10 Aug 62 FF = 6 Sep 62
AC = 6 Sep 62 FL = 6 Sep 62 AT = 28 Aug 63 LS = 0y 11m 22d
PC = 9 MO = C CK = 4 PK = 2 OK = 0 TK = 6 FH = Unk.

Mid-air collision with 61-0322 off the coast of Florida in the Bermuda Triangle on 28 Aug 1963.

61-0320 - (KC-135A, KC-135R)

BN = 18227 CN = T0542 RO = 13 Aug 62 FF = 12 Sep 62
AC = 18 Sep 62 FL = 19 Sep 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0321 - (KC-135A, KC-135R) {"Combat Lightning"}

BN = 18228 CN = T0543 RO = 20 Aug 62 FF = 14 Sep 62
AC = 21 Sep 62 FL = 21 Sep 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0322 * (KC-135A)

BN = 18229 CN = T0544 RO = 23 Aug 62 FF = 17 Sep 62
AC = 24 Sep 62 FL = 25 Sep 62 AT = 28 Aug 63 LS = 0y 11m 3d
PC = 9 MO = C CK = 4 PK = 1 OK = 0 TK = 5 FH = Unk.

Mid-air collision with 61-0319.

61-0323 - (KC-135A, KC-135R)

BN = 18230 CN = T0545 RO = 24 Aug 62 FF = 24 Sep 62
AC = 25 Sep 62 FL = 25 Sep 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0324 - (KC-135A, KC-135R)

BN = 18231 CN = T0546 RO = 28 Aug 62 FF = 25 Sep 62
AC = 28 Sep 62 FL = 3 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0325 - (KC-135A)

BN = 18232 CN = T0547 RO = 28 Aug 62 FF = 27 Sep 62
AC = 4 Oct 62 FL = 5 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0326 - (C-135A, EC-135N, EC-135E) {ALOTS capable airframe}

BN = 18233 CN = C3011 RO = 11 Oct 61 FF = 3 Nov 61
AC = 16 Nov 61 FL = 17 Nov 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-0327 - (C-135A, EC-135N) Serves with EC-135Y (55-3125). {ALOTS capable airframe}

BN = 18234 CN = C3012 RO = 16 Oct 61 FF = 13 Nov 61
AC = 29 Nov 61 FL = 29 Nov 61 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

28 * (C-135A, EC-135N)
 N = 18235 CN = C3013 RO = 24 Oct 61 FF = 14 Nov 61
 C = 1 Dec 61 FL = 6 Dec 61 AT = 6 May 81 LS = 19y 5m 0d
 C = 2,3 MO = C CK = 17 PK = 4 OK = 0 TK = 21 FH = 13,471.2

ashed near Walkersville, MD on 6 May 1981.

29 - (C-135A, EC-135N, EC-135E) {ALOTS capable airframe}
 N = 18236 CN = C3014 RO = 1 Nov 61 FF = 1 Dec 61
 C = 11 Dec 61 FL = 12 Dec 61 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

30 - (C-135A, EC-135N, EC-135E)
 N = 18237 CN = C3015 RO = 9 Nov 61 FF = 14 Dec 61
 C = 2 Jan 62 FL = 3 Jan 62 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

31 * (C-135B)
 N = 18238 CN = C3016 RO = 4 Dec 61 FF = 20 Dec 61
 C = 31 Jan 62 FL = 1 Feb 62 AT = 13 Jun 71 LS =
 C = MO = CK = 10 PK = 14 OK = 0 TK = 24 FH = 11,062.0

ashed into the Pacific Ocean near Pago Pago International Airport, ASAM
 13 Jun 1971.

32 * (C-135B)
 N = 18239 CN = C3017 RO = 9 Jan 62 FF = 2 Feb 62
 C = 2 Feb 62 FL = 2 Feb 62 AT = 11 May 64 LS =
 C = MO = CK = 5 PK = 73 OK = 1 TK = 79 FH = Unk.

ashed at Clark AB, Philippines on 11 May 1964.

62 - (C-135B, RC-135S) {"COBRA BALL III"} {SATCOM test plane}
 N = 18292 CN = C3018 RO = 25 Jan 62 FF = 15 Feb 62
 C = 27 Feb 62 FL = 28 Feb 62 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

is plane is reported to have flown at supersonic speed somewhere over
 e Atlantic Ocean in 1977.

63 - (C-135B, RC-135S) {"COBRA BALL I"}
 N = 183 CN = C3019 RO = 31 Jan 62 FF = 26 Feb 62
 C = 23 Mar 62 FL = 24 Mar 62 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

64 * (C-135B, RC-135S) {"COBRA BALL II"}
 N = 18340 CN = C3020 RO = 8 Feb 62 FF = 9 Mar 62
 C = 28 Mar 62 FL = 28 Mar 62 AT = 15 Mar 81 LS = 18y 15m 15d
 C = 1 MO = E CK = 6 PK = 0 OK = 0 TK = 6 FH = 18,638.9

ashed at Shemya AFB, AK on 15 Mar 1981.

65 - (C-135B, WC-135B)
 N = 18341 CN = C3021 RO = 13 Feb 62 FF = 16 Mar 62
 C = 29 Mar 62 FL = 29 Mar 62 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

61-2666 - (C-135B, WC-135B)

BN = 18342 CN = C3022 RO = 15 Feb 62 FF = 21 Mar 62
AC = 30 Mar 62 FL = 30 Mar 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

This plane will be serving as a RIVET JOINT test airframe and will be stationed at E-SYSTEMS in Greenville, TX.

61-2667 - (C-135B, WC-135B) {SILK PURSE trainer}

BN = 18343 CN = C3023 RO = 22 Feb 62 FF = 22 Mar 62
AC = 20 Apr 62 FL = 20 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-2668 - (C-135B, WC-135B, C-135C) {VIP Transport - Pacific Air Forces PACAF}

BN = 18344 CN = C3024 RO = 27 Feb 62 FF = 29 Mar 62
AC = 20 Apr 62 FL = 20 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2668 was stored for a time at MASDC (Now AMARC) under storage code CA002. Wonder why? She went into storage in September 1972, and returned to service in 1973.

61-2669 - (C-135B, WC-135B, C-135B) {VIP Transport - Headquarters Air Force}

BN = 18345 CN = C3025 RO = 7 Mar 62 FF = 11 Apr 62
AC = 24 Apr 62 FL = 25 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2669 was placed in storage at AMARC (Then MASDC) under code CA003 (See table xx) on 20 July 1972. Anyone know why? She returned to service on November 1972. Now serving as the "Speckled Trout" airplane, used by the Air Force Chief of Staff. Replaced 55-3126, which was the first "Speckled Trout".

61-2670 - (C-135B, WC-135B)

BN = 18346 CN = C3026 RO = 9 Mar 62 FF = 18 Apr 62
AC = 25 Apr 62 FL = 26 Apr 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

61-2671 * (C-135B, WC-135B, C-135B, C-135C) {VIP Transport - Pacific Air Forces - PACAF}

BN = 18347 CN = C3027 RO = 15 Mar 62 FF = 25 Apr 62
AC = 27 Apr 62 FL = 28 Apr 62 AT = 30 Oct 91 LS = 28y 6m 2d
PC = 7 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 26,267.

This plane came to Tinker AFB in April, 1991 for the mid-cycle corrosion inspection program. Work was begun to repair/replace components of the plane to make it airworthy for another 8 to 10 years.

r extensive repairs/replacements were already completed, the decision made in October that this plane was "too badly damaged" to finish the haul which had been started in April. She was given to the USAF um on 30 Oct 91. Ownership was returned to Tinker where it will serve a static display item. Since the plane has been grounded, it will be layed on-base next to the planes already there: B-29, B-47, B-52, and . These planes are typical of the Tinker overhaul workload through years and 2671 will fit well with the others there.

rtunately, it will be displayed in the light gray glossy paint that ers wore for a while. Rumor has it that it will be equipped with a , or at least a simulated boom. A standard fuel dump was still in e early January. Yellow stripes have already been painted on the om of the fuselage. Even the painters were confused about the stripes g added. They knew that stripes did not belong there!

plane has never had a boom, nor has it ever been configured as a er. It would have been well to at least display it in its attractive er, blue and white scheme, representing its real service life as a VIP sport, for the most part. The depot @ Tinker has overhauled nearly as other types of C-135s as it has KC-135s anyway, so to display 2671 in service colors would have been quite appropriate. To display it as a er is a travesty. It should not happen.

id-December, it was fitted with a 707 tail (vertical stabilizer) which not have the HF antenna as do all C-135 types, so there may have been ted a very different kind of "tanker" for Tinker to display. The zontal stabilizers are also from a defunct 707.

those who know the history of 2671, displaying this fine airplane as a 35 of any type (Will it be called KC-135A, E, R, or simply a generic 35 with no suffix?) know that it will be an embarrassment to Tinker, idwest City, to Oklahoma City and to the state of Oklahoma. It should enough of an embarrassment to the Air Force and the Air Force Museum action will eventually be taken to repaint and label the plane ectly, or not display it at all.

a "tanker" must be put on display at Tinker AFB, whether to add a her to SOMEONE'S cap, or as a legitimate image of the history of the , there are dozens now available at AMARC. Many of these tankers are l in flyable condition and could be flown to Tinker AFB to be used as splay item with the full cooperation and blessing of all concerned.

fact, the base should actively pursue the acquisition of one of these ers, and put it next to the other planes along with 2671, re-painted her natural colors. That way, Tinker would have both a tanker and a o/transport type, which would much more accurately tell the story of er's depot duties in regard to C-135 types through the years. How t it Tinker? Will you hear and heed? C-135 fans around the world are ing to see what you will do.....Your move.

- (C-135B, WC-135B)
= 18348 CN = C3028 RO = 20 Mar 62 FF = 27 Apr 62
= 30 Apr 62 FL = 30 Apr 62 AT = LS =
= MO = CK = PK = OK = TK = FH =

61-2673 - (C-135B, WC-135B)

BN =	18349	CN =	C3029	RO =	27 Mar 62	FF =	7 May 62
AC =	16 May 62	FL =	16 May 62	AT =		LS =	
PC =	MO =	CK =		PK =	OK =	TK =	FH =

61-2674 - (C-135B, WC-135B)

BN =	18350	CN =	C3030	RO =	29 Mar 62	FF =	11 May 62
AC =	18 May 62	FL =	18 May 62	AT =		LS =	
PC =	MO =	CK =		PK =	OK =	TK =	FH =

1962 MODELS

(104 Built - 95 Remain Active)

3497 - (KC-135A)

BN = 18480 CN = T0548 RO = 31 Aug 62 FF = 28 Sep 62
AC = 8 Oct 62 FL = 8 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3498 - (KC-135A, KC-135R)

BN = 18481 CN = T0549 RO = 4 Sep 62 FF = 5 Oct 62
AC = 12 Oct 62 FL = 12 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3499 - (KC-135A, KC-135R)

BN = 18482 CN = T0550 RO = 7 Sep 62 FF = 8 Oct 62
AC = 12 Oct 62 FL = 15 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3500 - (KC-135A, KC-135R)

BN = 18483 CN = T0551 RO = 13 Sep 62 FF = 12 Oct 62
AC = 18 Oct 62 FL = 19 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

501 - (KC-135A)

BN = 18484 CN = T0552 RO = 14 Sep 62 FF = 15 Oct 62
AC = 22 Oct 62 FL = 22 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

502 - (KC-135A, KC-135R)

BN = 18485 CN = T0553 RO = 21 Sep 62 FF = 17 Oct 62
AC = 25 Oct 62 FL = 25 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

503 - (KC-135A, KC-135R)

BN = 18486 CN = T0554 RO = 24 Sep 62 FF = 19 Oct 62
AC = 25 Oct 62 FL = 25 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

504 - (KC-135A, KC-135R)

BN = 18487 CN = T0555 RO = 28 Sep 62 FF = 24 Oct 62
AC = 27 Oct 62 FL = 27 Oct 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

505 - (KC-135A, KC-135R)

BN = 18488 CN = T0556 RO = 28 Sep 62 FF = 26 Oct 62
C = 29 Oct 62 FL = 29 Oct 62 AT = LS =
C = MO = CK = PK = OK = TK = FH =

506 - (KC-135A, KC-135R)

BN = 18489 CN = T0557 RO = 3 Oct 62 FF = 27 Oct 62
C = 30 Oct 62 FL = 30 Oct 62 AT = LS =
C = MO = CK = PK = OK = TK = FH =

62-3507 - (KC-135A, KC-135R)

BN = 18490 CN = T0558 RO = 5 Oct 62 FF = 1 Nov 62
AC = 6 Nov 62 FL = 7 Nov 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3508 - (KC-135A, KC-135R)

BN = 18491 CN = T0559 RO = 9 Oct 62 FF = 5 Nov 62
AC = 12 Nov 62 FL = 14 Nov 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3509 - (KC-135A, KC-135R)

BN = 18492 CN = T0560 RO = 12 Oct 62 FF = 7 Nov 62
AC = 13 Nov 62 FL = 13 Nov 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3510 - (KC-135A, KC-135R)

BN = 18493 CN = T0561 RO = 16 Oct 62 FF = 12 Nov 62
AC = 15 Nov 62 FL = 16 Nov 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3511 - (KC-135A, KC-135R)

BN = 18494 CN = T0562 RO = 19 Oct 62 FF = 14 Nov 62
AC = 19 Nov 62 FL = 19 Nov 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3512 - (KC-135A, KC-135R)

BN = 18495 CN = T0563 RO = 23 Oct 62 FF = 20 Nov 62
AC = 5 Dec 62 FL = 5 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3513 - (KC-135A, KC-135R)

BN = 18496 CN = T0564 RO = 26 Oct 62 FF = 21 Nov 62
AC = 6 Dec 62 FL = 7 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3514 - (KC-135A, KC-135R)

BN = 18497 CN = T0565 RO = 30 Oct 62 FF = 28 Nov 62
AC = 3 Dec 62 FL = 4 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3515 - (KC-135A, KC-135R)

BN = 18498 CN = T0566 RO = 2 Nov 62 FF = 3 Dec 62
AC = 11 Dec 62 FL = 12 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3516 - (KC-135A, KC-135R)

BN = 18499 CN = T0567 RO = 6 Nov 62 FF = 7 Dec 62
AC = 12 Dec 62 FL = 13 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3517 - (KC-135A, KC-135R)

BN = 18500 CN = T0568 RO = 9 Nov 62 FF = 12 Dec 62
AC = 18 Dec 62 FL = 20 Dec 62 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

518 - (KC-135A, KC-135R)
 BN = 18501 CN = T0569 RO = 13 Nov 62 FF = 13 Dec 62
 AC = 19 Dec 62 FL = 20 Dec 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

519 - (KC-135A, KC-135R)
 BN = 18502 CN = T0570 RO = 16 Nov 62 FF = 20 Dec 62
 AC = 26 Dec 62 FL = 27 Dec 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

520 - (KC-135A, KC-135R)
 BN = 18503 CN = T0571 RO = 20 Nov 62 FF = 20 Dec 62
 AC = 4 Jan 63 FL = 7 Jan 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

521 - (KC-135A, KC-135R)
 BN = 18504 CN = T0572 RO = 27 Nov 62 FF = 27 Dec 62
 AC = 4 Jan 63 FL = 15 Jan 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

522 * (KC-135A)
 BN = 18505 CN = T0573 RO = 29 Nov 62 FF = 2 Jan 63
 AC = 7 Jan 63 FL = 8 Jan 63 AT = 4 Mar 77 LS = 14y 1m 25d
 C = 2 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = 6,423.4

Returned on the ramp at Griffiss AFB, NY on 4 Mar 1977. Last flight: Unk.

523 - (KC-135A, KC-135R)
 BN = 18506 CN = T0574 RO = 4 Dec 62 FF = 10 Jan 63
 AC = 17 Jan 63 FL = 18 Jan 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

524 - (KC-135A, KC-135R)
 BN = 18507 CN = T0575 RO = 6 Dec 62 FF = 9 Jan 63
 AC = 15 Jan 63 FL = 16 Jan 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

525 - (KC-135A)
 BN = 18508 CN = T0576 RO = 11 Dec 62 FF = 10 Jan 63
 AC = 17 Jan 63 FL = 17 Jan 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

526 - (KC-135A, KC-135R)
 BN = 18509 CN = T0577 RO = 13 Dec 62 FF = 1 Feb 63
 AC = 18 Jan 63 FL = 21 Jan 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

527 - (KC-135A, KC-135E)
 BN = 18510 CN = T0578 RO = 18 Dec 62 FF = 17 Jan 63
 AC = 18 Jan 63 FL = 18 Jan 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

528 - (KC-135A)
 BN = 18511 CN = T0579 RO = 20 Dec 62 FF = 22 Jan 63
 AC = 1 Feb 63 FL = 4 Feb 63 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

62-3529 - (KC-135A, KC-135R)

BN =	18512	CN =	T0580	RO =	27 Dec 62	FF =	25 Jan 63
AC =	5 Feb 63	FL =	6 Feb 62	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3530 - (KC-135A, KC-135R)

BN =	18513	CN =	T0581	RO =	2 Jan 63	FF =	30 Jan 63
AC =	7 Feb 63	FL =	8 Feb 63	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3531 - (KC-135A, KC-135R)

BN =	18514	CN =	T0582	RO =	4 Jan 63	FF =	5 Feb 63
AC =	8 Feb 63	FL =	11 Feb 63	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3532 - (KC-135A)

BN =	18515	CN =	T0583	RO =	8 Jan 63	FF =	11 Feb 63
AC =	26 Feb 63	FL =	27 Feb 63	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3533 - (KC-135A, KC-135R)

BN =	18516	CN =	T0584	RO =	13 Jan 63	FF =	12 Feb 63
AC =	26 Feb 63	FL =	28 Feb 63	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3534 - (KC-135A, KC-135R)

BN =	18517	CN =	T0585	RO =	15 Jan 63	FF =	14 Feb 63
AC =	26 Feb 63	FL =	28 Feb 63	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

62-3535 * (KC-135A)

BN =	18518	CN =	T0586	RO =	18 Jan 63	FF =	20 Feb 63
AC =	28 Feb 63	FL =	4 Mar 63	AT =	6 Apr 70	LS =	7y 1m 2
PC =	9	MO =	F	CK =	0	PK =	0
				OK =	0	TK =	0
						FH =	2,97

A Technical proposal for a cyclic test airframe was submitted 13 Mar 1 and a preliminary planning phase was authorized on 30 June 1969. Prog authorization for the cyclic test was officially received by BMAC on February 1970. The cyclic test article was a complete KC-135A airframe with dummy engines, flaps, main landing gear, and nose landing gear. plane furnished to Boeing was unit number 586, serial number 62-3535 had accumulated less than 3000 flight hours prior to delivery to BMAC April 1970. Last Flight: 6 Apr 1970.

62-3536 * (KC-135, EC-135K)

BN =	18519	CN =	T0587	RO =	22 Jan 63	FF =	27 Feb 63
AC =	28 Feb 63	FL =	11 Mar 63	AT =	14 Sep 77	LS =	14y 6m 3
PC =	1	MO =	B	CK =	20	PK =	0
				OK =	0	TK =	20
						FH =	7,30

This plane served as Weightless Wonder II from 1962 through 1969. During its tenure with NASA, it completed 12,500 parabolas of weightlessness. After the NASA tenure, it was assigned to 8TDCS to serve as an EC-135K. 14 Sep 77 it crashed into mountains East of Kirtland AFB, NM.

537 - (KC-135A, KC-135R)
 BN = 18520 CN = T0588 RO = 25 Jan 63 FF = 26 Feb 63
 AC = 3 Mar 63 FL = 8 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

538 - (KC-135A, KC-135R)
 BN = 18521 CN = T0589 RO = 30 Jan 63 FF = 28 Feb 63
 AC = 12 Mar 63 FL = 12 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

539 - (KC-135A)
 BN = 18522 CN = T0590 RO = 1 Feb 63 FF = 4 Mar 63
 AC = 8 Mar 63 FL = 9 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

540 - (KC-135A, KC-135R)
 BN = 18523 CN = T0591 RO = 5 Feb 63 FF = 7 Mar 63
 AC = 21 Mar 63 FL = 25 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

On 24 Mar 62, somewhere over the state of Wyoming, this plane was flying in formation with 2 B-1 bombers and another tanker after a routine inflight refueling operation. (The planes were not involved in a refueling operation at the time of the mishap described below.) During the close formation flight, there occurred an inflight collision between this plane and B-1B 86-0093. The B-1 lost 6 feet of its horizontal surface, and lost other material from the vertical stabilizer and the tail cone, yet was able to land safely. 3540 did not fare so well, although landing was not the main concern.

As a result of the collision, there was a 17 foot gash cut in the right forward fuselage of the tanker, extending from just aft of the power receptacle toward the wing root, damaging several fuselage formers, stringers, longerons and skin. Some fuel tanks were also damaged, as well as leading edge panels on the right wing. It is now being determined whether to repair the damaged plane, or remove the R model equipment (engines, electronics, APUs, yaw dampers, etc.) in order to install same on an otherwise doomed KC-135A model. More to follow when details are made available.

541 - (KC-135A, KC-135R)
 BN = 18524 CN = T0592 RO = 8 Feb 63 FF = 11 Mar 63
 AC = 13 Mar 63 FL = 15 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

542 - (KC-135A, KC-135R)
 BN = 18525 CN = T0593 RO = 12 Feb 63 FF = 13 Mar 63
 AC = 18 Mar 63 FL = 20 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

543 - (KC-135A, KC-135R)
 BN = 18526 CN = T0594 RO = 15 Feb 63 FF = 20 Mar 63
 AC = 26 Mar 63 FL = 27 Mar 63 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

62-3544 - (KC-135A, KC-135R)

BN = 18527 CN = T0595 RO = 19 Feb 63 FF = 20 Mar 63
AC = 2 Apr 63 FL = 5 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3545 - (KC-135A, KC-135R)

BN = 18528 CN = T0596 RO = 22 Feb 63 FF = 22 Mar 63
AC = 10 Apr 63 FL = 12 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3546 - (KC-135A, KC-135R)

BN = 18529 CN = T0597 RO = 26 Feb 63 FF = 27 Feb 63
AC = 26 Apr 63 FL = 29 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3547 - (KC-135A, KC-135R)

BN = 18530 CN = T0598 RO = 1 Mar 63 FF = 25 Apr 63
AC = 9 May 63 FL = 10 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3548 - (KC-135A, KC-135R)

BN = 18531 CN = T0599 RO = 5 Mar 63 FF = 30 Apr 63
AC = 22 May 63 FL = 23 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3549 - (KC-135A, KC-135R)

BN = 18532 CN = T0600 RO = 8 Mar 63 FF = 9 May 63
AC = 22 May 63 FL = 24 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3550 - (KC-135A, KC-135R)

BN = 18533 CN = T0601 RO = 12 Mar 63 FF = 21 May 63
AC = 3 Jun 63 FL = 4 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3551 - (KC-135A, KC-135R)

BN = 18534 CN = T0602 RO = 15 Mar 63 FF = 22 Apr 63
AC = 30 Apr 63 FL = 1 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3552 - (KC-135A, KC-135R)

BN = 18535 CN = T0603 RO = 19 Mar 63 FF = 11 Apr 63
AC = 26 Apr 63 FL = 26 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3553 - (KC-135A, KC-135R)

BN = 18536 CN = T0604 RO = 22 Mar 63 FF = 12 Apr 63
AC = 23 Apr 63 FL = 23 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3554 - (KC-135A, KC-135R)

BN = 18537 CN = T0605 RO = 26 Mar 63 FF = 16 Apr 63
AC = 26 Apr 63 FL = 28 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

WR - This plane set 16 Time-to-Climb world records on 19 Oct 1988. "Cherokee Rose" was flown by several flight crews during the day, and never missed a task requested of her.

3555 - (KC-135A)

BN = 18538 CN = T0606 RO = 29 Apr 63 FF = 19 Apr 63
AC = 29 Apr 63 FL = 30 Apr 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3556 - (KC-135A, KC-135R)

BN = 18539 CN = T0607 RO = 2 Apr 63 FF = 24 Apr 63
AC = 6 May 63 FL = 6 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3557 - (KC-135A, KC-135R)

BN = 18540 CN = T0608 RO = 5 Apr 63 FF = 2 May 63
AC = 9 May 63 FL = 10 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3558 - (KC-135A, KC-135R)

BN = 18541 CN = T0609 RO = 9 Apr 63 FF = 6 May 63
AC = 16 May 63 FL = 17 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3559 - (KC-135A, KC-135R)

BN = 18542 CN = T0610 RO = 11 Apr 63 FF = 8 May 63
AC = 23 May 63 FL = 23 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3560 - (KC-135A)

BN = 18543 CN = T0611 RO = 16 Apr 63 FF = 14 May 63
AC = 27 May 63 FL = 27 May 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3561 - (KC-135A, KC-135R)

BN = 18544 CN = T0612 RO = 19 Apr 63 FF = 17 May 63
AC = 3 Jun 63 FL = 4 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3562 - (KC-135A)

BN = 18545 CN = T0613 RO = 23 Apr 63 FF = 22 May 63
AC = 3 Jun 63 FL = 4 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3563 - (KC-135A)

BN = 18546 CN = T0614 RO = 26 Apr 63 FF = 27 May 63
AC = 7 Jun 63 FL = 10 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

3564 - (KC-135A, KC-135R)

BN = 18547 CN = T0615 RO = 30 Apr 63 FF = 3 Jun 63
AC = 19 Jun 63 FL = 21 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3565 - (KC-135A, KC-135R)

BN = 18548 CN = T0616 RO = 3 May 63 FF = 4 Jun 63
AC = 11 Jun 63 FL = 13 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3566 - (KC-135A, KC-135E)

BN = 18549 CN = T0617 RO = 7 May 63 FF = 6 Jun 63
AC = 18 Jun 63 FL = 19 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3567 - (KC-135A)

BN = 18550 CN = T0618 RO = 9 May 63 FF = 11 Jun 63
AC = 17 Jun 63 FL = 18 Jun 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3568 - (KC-135A, KC-135R)

BN = 18551 CN = T0619 RO = 14 May 63 FF = 13 Jun 63
AC = 1 Jul 63 FL = 2 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3569 - (KC-135A, KC-135R)

BN = 18552 CN = T0620 RO = 17 May 63 FF = 18 Jun 63
AC = 1 Jul 63 FL = 2 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3570 * (KC-135A, EC-135G)

BN = 18553 CN = T0621 RO = 21 May 63 FF = 20 Jun 63
AC = 1 Jul 63 FL = 1 Jul 63 AT = 23 Jun 92 LS = 28y 8m 22
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 23 June 1992 this plane was flown to AMARC to be stored as excess unstorage code CA024.

62-3571 - (KC-135A, KC-135R)

BN = 18554 CN = T0622 RO = 24 May 63 FF = 24 Jun 63
AC = 11 Jul 63 FL = 11 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3572 - (KC-135A, KC-135R)

BN = 18555 CN = T0623 RO = 28 May 63 FF = 26 Jun 63
AC = 12 Jul 63 FL = 12 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3573 - (KC-135A, KC-135R)

BN = 18556 CN = T0624 RO = 31 May 63 FF = 1 Jul 63
AC = 17 Jul 63 FL = 17 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3574 - (KC-135A)

BN = 18557 CN = T0625 RO = 5 Jun 63 FF = 5 Jul 63
AC = 12 Jul 63 FL = 12 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

62-3575 - (KC-135A, KC-135R)

BN = 18558 CN = T0626 RO = 10 Jun 63 FF = 9 Jul 63
AC = 17 Jul 63 FL = 17 Jul 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3576 - (KC-135A, KC-135R)

BN = 18559 CN = T0627 RO = 12 Jun 63 FF = 12 Jul 63
AC = 7 Aug 63 FL = 8 Aug 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3577 - (KC-135A, KC-135R)

BN = 18560 CN = T0628 RO = 14 Jun 63 FF = 16 Jul 63
AC = 1 Aug 63 FL = 5 Aug 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3578 - (KC-135A, KC-135R)

BN = 18561 CN = T0629 RO = 17 Jun 63 FF = 18 Jul 63
AC = 8 Aug 63 FL = 8 Aug 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3579 * (KC-135A, EC-135A, EC-135G)

BN = 18562 CN = T0630 RO = 20 Jun 63 FF = 24 Jul 63
AC = 2 Aug 63 FL = 7 Aug 63 AT = 16 Jun 93 LS = 28y 10m 10d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 16 June 1992 this plane was flown to AMARC to be stored as excess under storage code CA023.

2-3580 - (KC-135A, KC-135R)

BN = 18563 CN = T0631 RO = 24 Jun 63 FF = 25 Jul 63
AC = 13 Aug 63 FL = 16 Aug 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3581 - (KC-135B, EC-135C)

BN = 18564 CN = C2101 RO = 9 Jan 64 FF = 14 Feb 64
AC = 28 Feb 64 FL = 29 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3582 - (KC-135B, EC-135C)

BN = 18565 CN = C2102 RO = 19 Feb 64 FF = 21 May 64
AC = 5 Jun 64 FL = 19 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

2-3583 * (KC-135B, EC-135C)

BN = 18566 CN = C2103 RO = 1 Apr 64 FF = 15 Jun 64
AC = 21 Jul 64 FL = 21 Jul 64 AT = 26 May 92 LS = 27y 10m 5d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

26 May 1992 this plane was flown to AMARC to be stored as excess under storage code CA019.

2-3584 * (KC-135B, EC-135C, EC-135J)

BN = 18567 CN = C2104 RO = 20 Apr 64 FF = 4 Jun 64
AC = 29 Jun 64 FL = 2 Jul 64 AT = 29 May 92 LS = 27y 10m 27d
PC = 1 MO = E CK = 0 PK = 0 OK = 0 TK = 0 FH =

At AFB, NC. Friday afternoon between 1415 and 1420 hours, this plane was returning from a mission in support of the US Army. Rain had been falling in the area all morning, and the runway was wet, with continuing rainfall during the attempted landing.

"Long, Hot & Heavy"-The pilot brought the plane down long, ie., beyond the desired touchdown point. The airspeed was above the desired speed for landing under the current conditions, and the flaps were set too far down. The plane was carrying quite a lot of fuel, as well as the crew and passengers, Army types.

When the pilot attempted to stop the heavy, speeding plane, the brakes were not effective, even with anti-skid operating properly. This ineffectiveness was caused by the combination of airspeed too high, flaps too low, weight on runway and heavy airframe, or poor technique. At some point, the co-pilot decided to help with braking, or was instructed to do so, and did. When the co-pilot applies brakes, the system no longer has anti-skid, so the wheels locked, causing the skid to continue. By this time, there was no more runway. The plane left the end of the runway, crossed a road, shearing off the landing gear, and then broke apart.

To the amazement of all who saw the incident and those who analyzed it during the investigation, the plane did not catch fire, nor were there any fatalities. Several persons were shaken, and minor injuries were reported. The plane did not fare as well, and was picked clean by the salvage list. The remains are to be scrapped. 584 was to have been parked at AMAR following its loan to the US Army.

Some have remarked that it doesn't matter that the plane was destroyed since it was to have been parked anyway, but I believe it does matter. The plane at least would have been in storage for the possibility of using it in the future. The fact that no one was killed just means that they were extremely lucky, or guarded. The pilot's responsibility is not lessened simply because the plane was due to be taken out of inventory.

62-3585 - (KC-135B, EC-135C)

BN = 18568	CN = C2105	RO = 7 May 64	FF = 8 Jul 64
AC = 24 Jul 64	FL = 24 Jul 64	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

62-4125 - (C-135B, VC-135B, C-135B)

BN = 18465	CN = C3031	RO = 5 Apr 62	FF = 16 May 62
AC = 28 May 62	FL = 28 May 62	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

62-4126 - (C-135B, VC-135B, C-135B)

BN = 18466	CN = C3032	RO = 10 Apr 62	FF = 18 May 62
AC = 28 May 62	FL = 29 May 62	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

62-4127 - (C-135B, VC-135B, C-135B)

BN = 18467	CN = C3033	RO = 17 Apr 62	FF = 25 May 62
AC = 29 May 62	FL = 31 May 62	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

An MDS of LC-135B has been reported for this plane, but nothing in writing or official has surfaced. Can anyone confirm this MDS?

62-4128 - (C-135B, EC-135B, RC-135X) ("COBRA EYE")

BN = 18468	CN = C3034	RO = 19 Apr 62	FF = 25 May 62
AC = 31 May 62	FL = 1 Jun 62	AT =	LS =
PC =	MO =	CK =	PK =
		OK =	TK =
			FH =

4129 - (C-135B, VC-135B, C-135B, TC-135W) {"RIVET JOINT"}
 BN = 18469 CN = C3035 RO = 27 Apr 62 FF = 4 Jun 62
 AC = 8 Jun 62 FL = 9 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4130 - (C-135B, VC-135B, C-135B)
 BN = 18470 CN = C3036 RO = 2 May 62 FF = 6 Jun 62
 AC = 15 Jun 62 FL = 15 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4131 - (C-135B, RC-135M, RC-135W, RC-135M, RC-135W) {"RIVET JOINT"}
 BN = 18471 CN = C3037 RO = 8 May 62 FF = 8 Jun 62
 AC = 19 Jun 62 FL = 22 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4132 - (C-135B, RC-135M, RC-135W) {"RIVET JOINT"}
 BN = 18472 CN = C3038 RO = 10 May 62 FF = 12 Jun 62
 AC = 27 Jun 62 FL = 28 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4133 - (C-135B, EC-135B, TC-135S) {"COBRA BALL/COBRA EYE"}
 BN = 18473 CN = C3039 RO = 21 May 62 FF = 14 Jun 62
 AC = 29 Jun 62 FL = 29 Jun 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4134 - (C-135B, RC-135M, RC-135W) {"RIVET JOINT"}
 BN = 18474 CN = C3040 RO = 23 May 62 FF = 19 Jun 62
 AC = 29 Jun 62 FL = 3 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4135 - (C-135B, RC-135M, RC-135W) {"RIVET JOINT"}
 BN = 18475 CN = C3041 RO = 1 Jun 62 FF = 21 Jun 62
 AC = 29 Jun 62 FL = 3 Jul 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

4136 * (C-135B)
 BN = 18476 CN = C3042 RO = 12 Jun 62 FF = 3 Jul 62
 AC = 13 Jul 62 FL = 16 Jul 62 AT = 23 Oct 62 LS = 0y 3m 7d
 PC = 1 MO = D CK = 7 PK = 0 OK = 0 TK = 7 FH = Apx. 150

Crashed on approach at Guantanamo Bay NAS, Cuba on 23 Oct 1962.

4137 * (C-135B, RC-135E) {"RIVET AMBER"}
 BN = 18477 CN = C3043 RO = 20 Jun 62 FF = 18 Jul 62
 AC = 24 Jul 62 FL = 27 Jul 62 AT = 5 Jun 69 LS = 6y 10m 9d
 PC = 2 MO = C CK = 19 PK = 0 OK = 0 TK = 19 FH = 3,350.7

Also known as "Lisa Ann". Crashed into the Bering Sea on 5 Jun 1969.

4138 - (C-135B, RC-135M, RC-135W, RC-135M, RC-135W) {"RIVET JOINT"}
 BN = 18478 CN = C3044 RO = 29 Jun 62 FF = 1 Aug 62
 AC = 8 Aug 62 FL = 15 Aug 62 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

62-4139 - (C-135B, RC-135M, RC-135W) ("RIVET JOINT")

BN =	18479	CN =	C3045	RO =	12 Jul 62	FF =	17 Aug 62
AC =	29 Aug 62	FL =	29 Aug 62	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	

63-7985 - (KC-135A, KC-135R)

BN = 18602 CN = T0641 RO = 1 Aug 63 FF = 3 Sep 63
AC = 18 Sep 63 FL = 18 Sep 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-7986 - (KC-135A)

BN = 18603 CN = T0642 RO = 6 Aug 63 FF = 5 Sep 63
AC = 13 Sep 63 FL = 14 Sep 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-7987 - (KC-135A, KC-135R)

BN = 18604 CN = T0643 RO = 8 Aug 63 FF = 10 Sep 63
AC = 2 Oct 63 FL = 3 Oct 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-7988 - (KC-135A, KC-135R)

BN = 18605 CN = T0644 RO = 13 Aug 63 FF = 12 Sep 63
AC = 3 Oct 63 FL = 4 Oct 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-7989 * (KC-135A)

BN = 18606 CN = T0645 RO = 15 Aug 63 FF = 17 Sep 63
AC = 4 Oct 63 FL = 9 Oct 63 AT = 8 Mar 73 LS = 9y 4m 29d
PC = 1,3 MO = F CK = 3 PK = 0 OK = 0 TK = 3 FH = 4,933.

Lockborne AFB, OH, 8 Mar 1973: The cockpit and center fuselage sections of this plane were severely damaged during a ground taxi mishap with 63-798 during a night alert deployment in total darkness. The left wingtip of 7980 entered the cockpit just aft of the navigators station, slicing it way forward, and breaking off, lodging in the side of the cockpit. Severed electrical wiring and oxygen tubing, along with fuel from the damaged wingtip caused an immediate inferno in the cockpit. With the engine throttles advanced, and while the pilot was trying desperately to escape, the plane continued to taxi in a gentle right turn until leaving the taxiway and then miring in soft soil. Most of the damage was confined to the cockpit and forward fuselage, but it was enough to write off the plane as being uneconomical to repair.

Several salvage operations occurred on 7989. For example, ironically, the wingtip from the left wing went to repair the damaged wing of 7980, the cause of the fire. The boom pod was removed to become a boom training article at Boeing Military Airplane Company (BMAC) in Wichita, KS. The right inboard wing section was transported to Tinker Air Force Base for use as a training aid for the wing skin "patch" program, which was done prior to wing reskin as a temporary repair. The remaining parts of the airplane, except the engines, were scrapped. Last Flight: UNK.

63-7990 * (KC-135A)

BN = 18607 CN = T0646 RO = 20 Aug 63 FF = 19 Sep 63
AC = 2 Oct 63 FL = 9 Oct 63 AT = 31 Jan 89 LS = 25y 3m 22d
PC = 1 MO = A CK = 5 PK = 15 OK = 0 TK = 20 FH = Unk.

Crashed on takeoff at Dyess AFB, TX on 31 Jan 1989.

91 - (KC-135A, KC-135R)

N = 18608 CN = T0647 RO = 22 Aug 63 FF = 24 Sep 63
C = 10 Oct 63 FL = 10 Oct 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

92 - (KC-135A, KC-135R) {Ex-VIP Transport - Strategic Air Command 8th
r Force}

N = 18609 CN = T0648 RO = 27 Aug 63 FF = 26 Sep 63
C = 8 Oct 63 FL = 8 Oct 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

93 - (KC-135A, KC-135R)

N = 18610 CN = T0649 RO = 29 Aug 63 FF = 1 Oct 63
C = 16 Oct 63 FL = 17 Oct 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

94 * (KC-135A, EC-135G)

N = 18611 CN = T0650 RO = 4 Sep 63 FF = 3 Oct 63
C = 17 Oct 63 FL = 18 Oct 63 AT = 11 Sep 92 LS = 28y 10m 24d
C = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

11 September 1992 this plane was flown to AMARC to stored as excess
er storage code CA045.

95 - (KC-135A, KC-135R)

N = 18612 CN = T0651 RO = 6 Sep 63 FF = 8 Oct 63
C = 4 Nov 63 FL = 4 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

96 - (KC-135A, KC-135R)

N = 18613 CN = T0652 RO = 11 Sep 63 FF = 10 Oct 63
C = 5 Nov 63 FL = 6 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

97 - (KC-135A, KC-135R)

N = 18614 CN = T0653 RO = 13 Sep 63 FF = 15 Oct 63
C = 4 Nov 63 FL = 5 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

98 - (KC-135A)

N = 18615 CN = T0654 RO = 18 Sep 63 FF = 18 Oct 63
C = 22 Nov 63 FL = 26 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

99 - (KC-135A, KC-135R)

N = 18616 CN = T0655 RO = 20 Sep 63 FF = 22 Oct 63
C = 13 Nov 63 FL = 13 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

00 - (KC-135A)

N = 18617 CN = T0656 RO = 25 Sep 63 FF = 24 Oct 63
C = 27 Nov 63 FL = 27 Nov 63 AT = LS =
C = MO = CK = PK = OK = TK = FH =

63-8001 * (KC-135A, EC-135G)

BN = 18618 CN = T0657 RO = 27 Sep 63 FF = 29 Oct 63
AC = 18 Nov 63 FL = 18 Nov 63 AT = 10 Jul 92 LS = 28y 7m 22d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 10 July 1992 this plane was flown to AMARC to be stored as excess and storage code CA017.

63-8002 - (KC-135A, KC-135R)

BN = 18619 CN = T0658 RO = 3 Oct 63 FF = 31 Oct 63
AC = 27 Nov 63 FL = 27 Nov 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8003 - (KC-135A, KC-135R)

BN = 18620 CN = T0659 RO = 7 Oct 63 FF = 5 Nov 63
AC = 6 Dec 63 FL = 9 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8004 - (KC-135A, KC-135R)

BN = 18621 CN = T0660 RO = 9 Oct 63 FF = 8 Nov 63
AC = 9 Dec 63 FL = 13 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8005 - (KC-135A)

BN = 18622 CN = T0661 RO = 10 Oct 63 FF = 12 Nov 36
AC = 9 Dec 63 FL = 9 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8006 - (KC-135A, KC-135R)

BN = 18623 CN = T0662 RO = 18 Oct 63 FF = 15 Nov 63
AC = 17 Dec 63 FL = 17 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8007 - (KC-135A, KC-135R)

BN = 18624 CN = T0663 RO = 23 Oct 63 FF = 20 Nov 63
AC = 13 Dec 63 FL = 13 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8008 - (KC-135A, KC-135R)

BN = 18625 CN = T0664 RO = 29 Oct 63 FF = 27 Nov 63
AC = 19 Dec 63 FL = 19 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8009 - (KC-135A)

BN = 18626 CN = T0665 RO = 31 Oct 63 FF = 6 Dec 63
AC = 19 Dec 63 FL = 20 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8010 - (KC-135A)

BN = 18627 CN = T0666 RO = 6 Nov 63 FF = 11 Dec 63
AC = 27 Dec 63 FL = 30 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8011 - (KC-135A, KC-135R)

BN = 18628 CN = T0667 RO = 11 Nov 63 FF = 16 Dec 63
AC = 27 Jan 64 FL = 28 Jan 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

8012 - (KC-135A)

BN = 18629 CN = T0668 RO = 15 Nov 63 FF = 19 Dec 63
 AC = 9 Jan 64 FL = 10 Jan 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8013 - (KC-135A, KC-135R)

BN = 18630 CN = T0669 RO = 15 Nov 63 FF = 31 Dec 63
 AC = 8 Jan 64 FL = 8 Jan 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8014 - (KC-135A, KC-135R)

BN = 18631 CN = T0670 RO = 25 Nov 63 FF = 6 Jan 64
 AC = 21 Jan 64 FL = 22 Jan 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8015 - (KC-135A, KC-135R)

BN = 18632 CN = T0671 RO = 2 Dec 63 FF = 10 Jan 64
 AC = 17 Jan 64 FL = 20 Jan 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8016 - (KC-135A)

BN = 18633 CN = T0672 RO = 10 Dec 63 FF = 16 Jan 64
 AC = 27 Jan 64 FL = 28 Jan 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8017 - (KC-135A, KC-135R)

BN = 18634 CN = T0673 RO = 16 Dec 63 FF = 20 Jan 64
 AC = 7 Feb 64 FL = 10 Feb 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8018 - (KC-135A, KC-135R)

BN = 18635 CN = T0674 RO = 12 Dec 63 FF = 23 Jan 64
 AC = 12 Feb 64 FL = 13 Feb 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8019 - (KC-135A)

BN = 18636 CN = T0675 RO = 25 Dec 63 FF = 28 Jan 64
 AC = 14 Feb 64 FL = 14 Feb 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

8020 - (KC-135A, KC-135R) (Ex-VIP Transport - United States Air Forces in Europe - USAFE)

BN = 18637 CN = T0676 RO = 3 Jan 64 FF = 5 Feb 64
 AC = 20 Feb 64 FL = 25 Feb 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

Before 61-2669 became "Speckled Trout", she was used as a replacement for 8020 while 8020 was being reconfigured to KC-135A status. 8020 is currently a KC-135R model, recently known to be assigned to McConnell AFB, S.

8021 - (KC-135A, KC-135R)

BN = 18638 CN = T0677 RO = 8 Jan 64 FF = 13 Feb 64
 AC = 24 Feb 64 FL = 25 Feb 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

33 - (KC-135A, KC-135R)
 N = 18650 CN = T0689 RO = 10 Mar 64 FF = 13 Apr 64
 C = 23 Apr 64 FL = 23 Apr 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

34 - (KC-135A)
 N = 18651 CN = T0690 RO = 17 Mar 64 FF = 14 Apr 64
 C = 28 Apr 64 FL = 28 Apr 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

35 - (KC-135A, KC-135R)
 N = 18652 CN = T0691 RO = 19 Mar 64 FF = 20 Apr 64
 C = 4 May 46 FL = 6 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

36 - (KC-135A, KC-135R)
 N = 18653 CN = T0692 RO = 27 Mar 64 FF = 27 Apr 64
 C = 13 May 64 FL = 15 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

37 - (KC-135A, KC-135R)
 N = 18654 CN = T0693 RO = 3 Apr 64 FF = 4 May 64
 C = 19 May 64 FL = 20 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

38 - (KC-135A, KC-135R)
 N = 18655 CN = T0694 RO = 7 Apr 64 FF = 6 May 64
 C = 19 May 64 FL = 20 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

39 - (KC-135A, KC-135R)
 N = 18656 CN = T0695 RO = 20 Apr 64 FF = 19 May 64
 C = 25 May 64 FL = 28 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

40 - (KC-135A, KC-135R)
 N = 18657 CN = T0696 RO = 23 Apr 64 FF = 21 May 64
 C = 25 May 64 FL = 28 May 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

41 - (KC-135A, KC-135R)
 N = 18658 CN = T0697 RO = 28 Apr 64 FF = 27 May 64
 C = 4 Jun 64 FL = 8 Jun 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

42 * (KC-135A)
 N = 18659 CN = T0698 RO = 1 May 64 FF = 2 Jun 64
 C = 11 Jun 64 FL = 12 Jun 64 AT = 3 Jun 65 LS = 0y 11m 22d
 C = MO = CK = 5 PK = 0 OK = 0 TK = 5 FH = Unk.

ashed at Walker AFB, NM on 3 Jun 1965.

43 - (KC-135A, KC-135R)
 N = 18660 CN = T0699 RO = 11 May 64 FF = 10 Jun 64
 C = 16 Jun 64 FL = 22 Jun 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

63-8044 - (KC-135A)

BN = 18661 CN = T0700 RO = 14 May 64 FF = 15 Jun 64
AC = 22 Jun 64 FL = 26 Jun 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8045 - (KC-135A)

BN = 18662 CN = T0701 RO = 19 May 64 FF = 18 Jun 64
AC = 25 Jun 64 FL = 26 Jun 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8046 - (C-135B, EC-135C)

BN = 18663 CN = C2106 RO = 25 May 64 FF = 22 Jul 64
AC = 13 Aug 64 FL = 13 Aug 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8047 - (C-135B, EC-135C)

BN = 18664 CN = C2107 RO = 11 Jun 64 FF = 6 Aug 64
AC = 26 Aug 64 FL = 26 Aug 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8048 - (C-135B, EC-135C)

BN = 18665 CN = C2108 RO = 29 Jun 64 FF = 14 Aug 64
AC = 14 Sep 64 FL = 30 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8049 * (C-135B, EC-135C)

BN = 18666 CN = C2109 RO = 16 Jul 64 FF = 28 Aug 64
AC = 5 Oct 64 FL = 23 Oct 64 AT = 29 Jan 92 LS = 27y 3m 6d
PC = 7 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 29 January 1992 ownership of this plane was transferred to the S
Museum located at Offutt AFB, NE. It is now on display as a museum piece

63-8050 - (C-135B, EC-135C)

BN = 18667 CN = C2110 RO = 3 Aug 64 FF = 15 Sep 64
AC = 23 Sep 64 FL = 30 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8051 * (C-135B, EC-135C)

BN = 18668 CN = C2111 RO = 19 Aug 64 FF = 5 Oct 64
AC = 12 Nov 64 FL = 13 Nov 64 AT = 10 Jul 92 LS = 27y 7m 27d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 10 July 1992 this plane was flown to AMARC to be stored as excess und
storage code CA027.

63-8052 - (C-135B, EC-135C)

BN = 18669 CN = C2112 RO = 4 Sep 64 FF = 20 Oct 64
AC = 30 Oct 64 FL = 30 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8053 - (C-135B, EC-135C)

BN = 18701 CN = C2113 RO = 23 Sep 64 FF = 4 Nov 64
AC = 30 Nov 64 FL = 8 Dec 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8054 - (C-135B, EC-135C)

BN = 18702 CN = C2114 RO = 9 Oct 64 FF = 23 Nov 64
AC = 9 Dec 64 FL = 29 Dec 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8055 - (C-135B, EC-135J)

BN = 18703 CN = C2115 RO = 27 Oct 64 FF = 23 Nov 64
AC = 6 Jan 65 FL = 20 Jan 65 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8056 * (C-135B, EC-135J)

BN = 18704 CN = C2116 RO = 13 Nov 64 FF = 16 Feb 65
AC = 25 Feb 65 FL = 3 Mar 65 AT = 23 Mar 92 LS = 26y 0m 20d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

Late in the day on 23 March 92, this plane landed at Davis-Monthan AFB AZ to be placed in storage at AMARC. The next day, it was taxied to the receiving position to be processed as an excess airframe under the storage code CA-013.

-8057 * (C-135B, EC-135J)

BN = 18705 CN = C2117 RO = 3 Dec 64 FF = 16 Feb 65
AC = 25 Feb 65 FL = 3 Mar 65 AT = 31 Mar 92 LS = 27y 28d
PC = 6 MO = F CK = 0 PK = 0 OK = 0 TK = 0 FH = Unk.

On 31 March 1992 this plane was flown to AMARC to be stored as excess under storage code CA014.

-8058 - (RC-135A, KC-135D)

BN = 18670 CN = C2201 RO = 1 Apr 65 FF = 27 Apr 65
AC = 29 Dec 65 FL = 14 Jun 66 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8059 - (RC-135A, KC-135D)

BN = 18671 CN = C2202 RO = 21 Apr 65 FF = 19 May 65
AC = 15 Sep 65 FL = 15 Sep 65 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8060 - (RC-135A, KC-135D)

BN = 18672 CN = C2203 RO = 11 Jun 65 FF = 15 Jul 65
AC = 14 Sep 65 FL = 15 Sep 65 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

-8061 - (RC-135A, KC-135D)

BN = 18673 CN = C2204 RO = 12 Jul 65 FF = 8 Aug 56
AC = 1 Oct 65 FL = 2 Jun 66 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

With its fly-away date of 2 Jun 1966, this was the last C-135 to be delivered to the US Air Force. It was delivered as an RC-135A, specially equipped for reconnaissance work.

-8470 - (C-135F, C-135FR)

BN = 18679 CN = C2001 RO = 5 Nov 63 FF = 26 Dec 63
AC = 11 Dec 63 FL = 12 Dec 63 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8471 - (C-135F, C-135FR)

BN = 18680 CN = C2002 RO = 9 Dec 63 FF = 17 Jan 64
AC = 27 Jan 64 FL = 3 Feb 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8472 - (C-135F, C-135FR)

BN = 18681 CN = C2003 RO = 31 Dec 63 FF = 31 Jan 64
AC = 3 Mar 65 FL = 4 Mar 65 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8473 * (C-135F)

BN = 18682 CN = C2004 RO = 21 Jan 64 FF = 26 Feb 64
AC = 6 Apr 64 FL = 8 Apr 64 AT = 1 Jul 72 LS = 8y 2m 23d
PC = 9 MO = C CK = 4 PK = 0 OK = 0 TK = 4 FH = Unk.

Lost in the Pacific Ocean on 1 Jul 1972.

63-8474 - (C-135F, C-135FR)

BN = 18683 CN = C2005 RO = 11 Feb 64 FF = 16 Mar 64
AC = 4 May 64 FL = 6 May 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8475 - (C-135F, C-135FR)

BN = 18684 CN = C2006 RO = 5 Mar 64 FF = 6 Apr 64
AC = 2 Jun 64 FL = 3 Jun 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8871 - (KC-135A, KC-135R)

BN = 18719 CN = T0702 RO = 22 May 64 FF = 19 Jun 64
AC = 26 Jun 64 FL = 30 Jun 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8872 - (KC-135A, KC-135R)

BN = 18720 CN = T0703 RO = 2 Jun 64 FF = 30 Jun 64
AC = 10 Jul 64 FL = 17 Jul 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8873 - (KC-135A, KC-135R)

BN = 18721 CN = T0704 RO = 5 Jun 64 FF = 7 Jul 64
AC = 14 Jul 64 FL = 16 Jul 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8874 - (KC-135A, KC-135R)

BN = 18722 CN = T0705 RO = 10 Jun 64 FF = 10 Jul 64
AC = 23 Jul 64 FL = 28 Jul 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8875 - (KC-135A, KC-135R)

BN = 18723 CN = T0706 RO = 15 Jun 64 FF = 15 Jul 64
AC = 16 Jul 64 FL = Unk AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-8876 - (KC-135A, KC-135R)

BN = 18724 CN = T0707 RO = 23 Jun 64 FF = 22 Jul 64
AC = 29 Jul 64 FL = 6 Aug 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

77 - (KC-135A, KC-135R)
 N = 18725 CN = T0708 RO = 26 Jun 64 FF = 23 Jul 64
 C = 29 Jul 64 FL = 29 Jul 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

78 - (KC-135A, KC-135R)
 N = 18726 CN = T0709 RO = 1 Jul 64 FF = 27 Jul 64
 C = 31 Jul 64 FL = 11 Aug 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

79 - (KC-135A, KC-135R)
 N = 18727 CN = T0710 RO = 7 Jul 64 FF = 31 Jul 64
 C = 11 Aug 64 FL = 21 Aug 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

80 - (KC-135A, KC-135R)
 N = 18728 CN = T0711 RO = 16 Jul 64 FF = 11 Aug 64
 C = 20 Aug 64 FL = 4 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

81 - (KC-135A) ("Combat Lightning")
 N = 18729 CN = T0712 RO = 21 Jul 64 FF = 14 Aug 64
 C = 25 Aug 64 FL = 6 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

82 * (KC-135A)
 N = 18730 CN = T0713 RO = 21 Jul 64 FF = 18 Aug 64
 C = 26 Aug 64 FL = 11 Sep 64 AT = 26 Feb 65 LS = 0y 5m 15d
 C = 9 MO = C CK = 4 PK = 0 OK = 4 TK = 8 FH = Unk.

st in a mid-air collision with a B-47 off the coast of Newfoundland on
 Feb 1965.

83 - (KC-135A, KC-135R)
 N = 18731 CN = T0714 RO = 27 Jul 64 FF = 21 Aug 64
 C = 28 Aug 64 FL = 15 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

84 - (KC-135A, KC-135R)
 N = 18732 CN = T0715 RO = 5 Aug 64 FF = 26 Aug 64
 C = 28 Aug 64 FL = 1 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

85 - (KC-135A)
 N = 18733 CN = T0716 RO = 10 Aug 46 FF = 4 Sep 64
 C = 16 Sep 64 FL = 18 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

86 - (KC-135A, KC-135R)
 N = 18734 CN = T0717 RO = 14 Aug 64 FF = 9 Sep 64
 C = 18 Sep 64 FL = 21 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

87 - (KC-135A)
 N = 18735 CN = T0718 RO = 19 Aug 64 FF = 16 Sep 64
 C = 23 Sep 64 FL = 24 Sep 64 AT = LS =
 C = MO = CK = PK = OK = TK = FH =

63-8888 - (KC-135A)

BN = 18736 CN = T0719 RO = 25 Aug 64 FF = 21 Sep 64
AC = 29 Sep 64 FL = 29 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-9792 - (RC-135B, RC-135C, RC-135U, RC-135V) {"RIVET JOINT III"}

BN = 18706 CN = C2301 RO = 15 Apr 64 FF = 18 May 64
AC = 27 May 64 FL = 27 May 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12735 - (C-135F, C-135FR)

BN = 18695 CN = C2007 RO = 25 Mar 64 FF = 23 Apr 64
AC = 6 Jul 64 FL = 8 Jul 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12736 - (C-135F, C-135FR)

BN = 18696 CN = C2008 RO = 10 Apr 64 FF = 13 May 64
AC = 21 Jul 64 FL = 22 Jul 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12737 - (C-135F, C-135FR)

BN = 18697 CN = C2009 RO = 6 May 64 FF = 9 Jun 64
AC = 4 Aug 64 FL = 5 Aug 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12738 - (C-135F, C-135FR)

BN = 18698 CN = C2010 RO = 27 May 64 FF = 29 Jun 64
AC = 17 Aug 64 FL = 19 Aug 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12739 - (C-135F, C-135FR)

BN = 18699 CN = C2011 RO = 18 Jun 64 FF = 21 Jul 64
AC = 4 Sep 64 FL = 9 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

63-12740 - (C-135F, C-135FR)

BN = 18700 CN = C2012 RO = 10 Jul 64 FF = 7 Aug 64
AC = 21 Sep 64 FL = 28 Sep 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

1964 MODELS

(22 Built - 22 Remain Active)

14828 - (KC-135A, KC-135R)

BN = 18768 CN = T0720 RO = 3 Sep 64 FF = 29 Sep 64
AC = 8 Oct 64 FL = 13 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14829 - (KC-135A, KC-135R)

BN = 18769 CN = T0721 RO = 9 Sep 64 FF = 6 Oct 64
AC = 15 Oct 64 FL = 16 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14830 - (KC-135A, KC-135R)

BN = 18770 CN = T0722 RO = 15 Sep 64 FF = 12 Oct 64
AC = 20 Oct 64 FL = 22 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14831 - (KC-135A, KC-135R)

BN = 18771 CN = T0723 RO = 24 Sep 64 FF = 21 Oct 64
AC = 23 Oct 64 FL = 30 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14832 - (KC-135A, KC-135R)

BN = 18772 CN = T0724 RO = 29 Sep 64 FF = 26 Oct 64
AC = 28 Oct 64 FL = 30 Oct 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14833 - (KC-135A, KC-135R)

BN = 18773 CN = T0725 RO = 5 Oct 64 FF = 29 Oct 64
AC = 6 Nov 64 FL = 9 Nov 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14834 - (KC-135A, KC-135R)

BN = 18774 CN = T0726 RO = 16 Oct 64 FF = 11 Nov 64
AC = 19 Nov 64 FL = 20 Nov 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14835 - (KC-135A, KC-135R)

BN = 18775 CN = T0727 RO = 22 Oct 64 FF = 16 Nov 64
AC = 25 Nov 64 FL = 1 Dec 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14836 - (KC-135A)

BN = 18776 CN = T0728 RO = 28 Oct 64 FF = 23 Nov 64
AC = 30 Nov 64 FL = 2 Dec 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

14837 - (KC-135A)

BN = 18777 CN = T0729 RO = 11 Nov 64 FF = 4 Dec 64
AC = 14 Dec 64 FL = 16 Dec 64 AT = LS =
PC = MO = CK = PK = OK = TK = FH =

64-14838 - (KC-135A)
 BN = 18778 CN = T0730 RO = 17 Nov 64 FF = 11 Dec 64
 AC = 22 Dec 64 FL = 22 Dec 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14839 - (KC-135A)
 BN = 18779 CN = T0731 RO = 30 Nov 64 FF = 23 Dec 64
 AC = 30 Dec 64 FL = 6 Jan 65 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14840 - (KC-135A, KC-135R)
 BN = 18780 CN = T0732 RO = 7 Dec 64 FF = 31 Dec 64
 AC = 31 Dec 64 FL = 12 Jan 65 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14841 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18781 CN = C2302 RO = 30 Jul 64 FF = 2 Sep 64
 AC = 1 Oct 64 FL = 1 Oct 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =
 115

64-14842 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18782 CN = C2303 RO = 28 Aug 64 FF = 24 Sep 64
 AC = 12 Oct 64 FL = 26 Oct 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14843 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18783 CN = C2304 RO = 18 Sep 64 FF = 14 Oct 64
 AC = 2 Nov 64 FL = 9 Nov 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14844 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18784 CN = C2305 RO = 9 Oct 64 FF = 6 Nov 64
 AC = 13 Nov 64 FL = 14 Nov 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14845 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18785 CN = C2306 RO = 4 Nov 64 FF = 2 Dec 64
 AC = 11 Dec 64 FL = 15 Dec 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

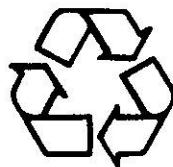
64-14846 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18786 CN = C2307 RO = 24 Nov 64 FF = 17 Dec 64
 AC = 23 Dec 64 FL = 29 Dec 64 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14847 - (RC-135B, RC-135C, RC-135U) {"COMBAT SENT"}
 BN = 18787 CN = C2308 RO = 15 Dec 64 FF = 14 Jan 65
 AC = 20 Jan 65 FL = 25 Jan 65 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14848 - (RC-135B, RC-135C, RC-135V) {"RIVET JOINT"}
 BN = 18788 CN = C2309 RO = 22 Dec 64 FF = 21 Jan 65
 AC = 26 Jan 65 FL = 3 Feb 65 AT = LS =
 PC = MO = CK = PK = OK = TK = FH =

64-14849 - (RC-135B, RC-135C, RC-135U) {"COMBAT SENT"}

BN =	18789	CN =	C2310	RO =	30 Dec 64	FF =	27 Jan 65
AC =	9 Feb 65	FL =	9 Feb 65	AT =		LS =	
PC =	MO =	CK =	PK =	OK =	TK =	FH =	



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5-120 (Blank)

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