

# ARSENAL OF AIRPOWER:

## USAF AIRCRAFT INVENTORY 1950-2016



By Col. James C. Ruehrmund Jr. USAF (Ret.)  
and Dr. Christopher J. Bowie





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The Mitchell Institute for Aerospace Studies

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# Foreword

The initial version of this report and associated database was first released by the Mitchell Institute in 2010. James Ruehrmund compiled the database and Christopher Bowie provided an overview of the USAF's evolving force structure and detailed some key insights that can be derived from the database. The report has proved to be one of our most popular publications, and we have also received many requests for a digital version of the database. Accordingly, I asked Ruehrmund and Bowie if they could update the database and associated report, and they kindly agreed to do so.

The US Air Force does not maintain a public digital database of its historical force structure. I am pleased to announce that the updated force structure database compiled by Ruehrmund for this report is now available online as a Microsoft Excel file on the Mitchell Institute's website. The database contains total active inventory (TAI) numbers on all USAF aircraft and ICBMs from 1950 to 2016. Appendix A provides an overview of the sources and methodology employed in its development. This database should be helpful to those of you that need to know how many F-94s the Air Force owned in 1956, how many search and rescue aircraft the service fielded during the 1960s, what portion of the Air Force was in the Reserve Component, or the number of fourth generation fighters in service in the late 1980s, among other queries. But more importantly, the database should be useful for all concerned with analyzing key trends in the evolving force structure of the world's most powerful air force.

In the original report, Bowie, who previously served as the deputy director for USAF strategic planning, developed some initial thoughts on what the historical trends revealed by this database can provide in thinking about future choices. He has updated this analysis in the following pages. His observations should prove a useful starting point for analysts, planners, and historians as they work to help shape the future of the Air Force. Bowie also suggests that the Air Force should make its Automated Budget Interactive Data Environment (ABIDES) database, which contains information on both force structure and cost from 1962 to the present day, available to a broader audience to assist in future planning. Mitchell strongly supports this recommendation.



Lt Gen David Deptula, USAF, (Ret.)  
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February 6, 2018

# Observations on the Evolving USAF Force Structure

The following seeks to provide a brief historical overview of key USAF trends and issues to help illustrate the potential utility of this database.<sup>1</sup> The late Dr. Kevin Lewis of the RAND Corporation was the most brilliant practitioner of this form of analysis. In presentations, Lewis would note that when you were in the midst of a riot, everything seemed chaotic, but if you were in a helicopter overlooking the riot, patterns would emerge that offered unique insights. His path-breaking work from 1990, *The US Air Force Budget and Posture Over Time*, illustrates the deep insights that can be derived from studying the evolution of military service force postures. Lewis contributed similar insights to a range of RAND and Air Force studies in subsequent years. We are indeed much poorer intellectually due to his untimely death in 2008.<sup>2</sup>

Figure 1 provides an area chart of the Air Force’s historical inventory—by numbers of major types of systems—from 1950 through 2016. The USAF experienced highly significant growth starting in 1950 with the outbreak of the Korean War, rising to a peak level of more than 26,000 aircraft by 1956. The Air Force’s growth was the result of a unique set of factors:

In the late 1950s, the Air Force began to contract its continental air defense force—roughly 2,000 aircraft and 200,000 personnel. It continued to shrink this portion of the overall force during the 1960s and 1970s until only a few hundred aircraft were dedicated to the continental air defense mission.

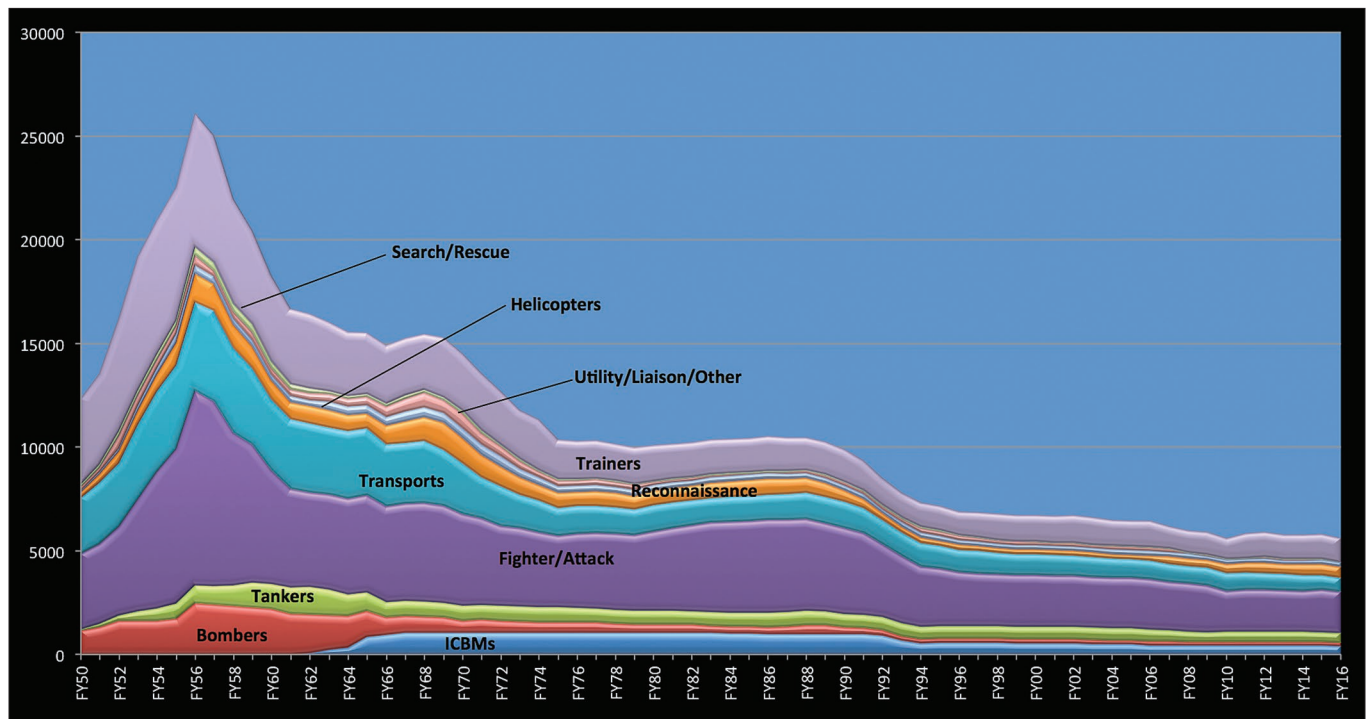
- The threatening posture of the Soviet Union combined with the need to build up forces to fight the war in Korea;
- The push from the Eisenhower Administration to reduce overall military expenditures by relying on nuclear air and missile power provided by the Air Force;
- The shifting of roughly 50 percent of the military budget to USAF accounts; and
- A masterful USAF public policy advocacy campaign in Congress on the value of airpower in the new security environment.

Following this peak, the advent of nuclear-tipped ICBMs led to three major shifts in the service’s force posture. First, to reduce vulnerability to a Soviet first strike, the Air Force fielded a large force of tankers to increase the warning time available to the existing heavy bomber force.<sup>3</sup> The bombers could be based in the United States and, with refueling, still range their targets. Second, the Air Force began deploying ICBMs—eventually fielding 1,000 Minuteman missiles and a small number of Titans—as it concurrently retired roughly an equal number of bombers (primarily B-47 medium bombers). And, third, the growing Soviet ICBM threat called into question the utility of the thousands of USAF fighters devoted to continental air defense.

In the late 1950s, the Air Force began to contract its continental air defense force—roughly 2,000 aircraft and 200,000 personnel. It continued to shrink this portion of the overall force during the 1960s and 1970s until only a few hundred aircraft were dedicated to the continental air defense mission. This significant shift can be seen when viewing the fighter/attack aircraft area in Figure 2, which shows massive growth in numbers rising



to a peak in 1956, and then dramatically declining. This area chart reveals the “stair-step” characteristic over time of the USAF force posture—long periods of relative stability in force levels followed by rapid declines. In general, senior leaders determined, through a variety of formal and informal methods, what sorts of force levels



they desired and developed ways to maintain those force levels for extended periods.  
Figure 1: USAF force posture over seven decades

After the accelerated retirement of most of the air defense fleet in the late 1950s, the Air Force maintained a force level of about 15,000 aircraft and ICBMs until the early 1970s. As the Vietnam War wound down, the service’s force posture declined to a level of roughly 12,000 aircraft and ICBMs. Except for a slight growth during the Reagan years, it stayed at that level until 1991. The next drop was even more precipitous.

With the collapse of the Soviet Union and the reductions ordered under the “Base Force” plan of Army Gen Colin Powell, then-chairman of the Joint Chiefs of Staff, USAF force structure shrank quickly to approximately 6,500 aircraft and ICBMs. It has held roughly steady at that level until the present day.

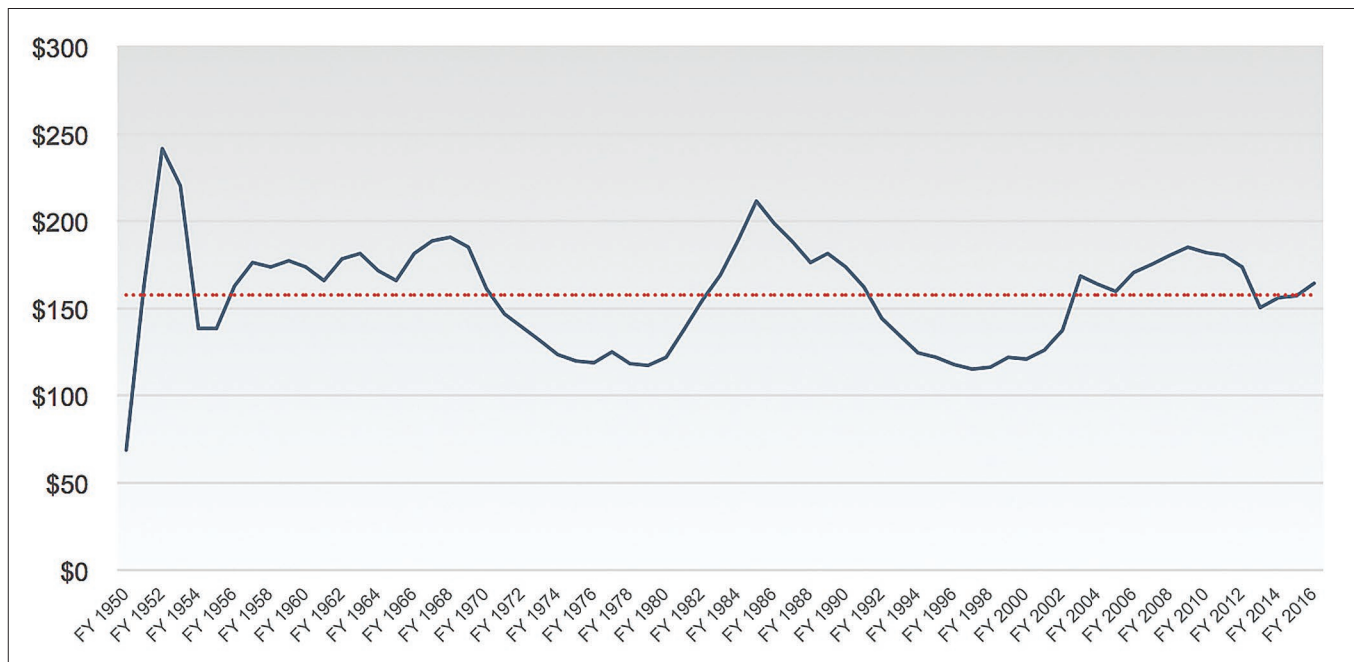
Current signs indicate the Air Force may reach a new inflection point, with yet another significant reduction in force levels. Budget forecasts show the Air Force may, at best, be able to only maintain current budgetary top lines due to growing pressure imposed by government mandatory spending (which includes Social Security, Medicaid, Medicare, and interest payments on the national debt). The overall number of aircraft planned for procurement is low. And the average ages of USAF aircraft are reaching unprecedented levels, which could force more retirements. Spending on personnel and operations is growing as a percentage of the budget. In all likelihood, it appears the USAF is about to “step off” the current staircase riser and shrink even further.

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Complicating matters for Air Force planners is the variability in the service’s budget. In looking at the overall USAF budget, as seen in Figure 2, the United States has invested approximately \$10 trillion dollars (in constant Fiscal 2017 dollars) in land-based air and space power from 1950 through 2016—an average of \$150 billion per year. Budgets exceeded the average in the 1950s and 1960s, with much of that investment procuring strategic forces (bombers, tankers, and ICBMS) and, particularly in the 1960s, supporting operations during the Vietnam War.

The post-Vietnam budget decline closely parallels the subsequent decline in overall force posture; the Reagan buildup enabled modernization, but little growth in force levels. With the ending of the Cold War, the budget again declined—and force levels followed. Once the force posture reached a stable position in the early 1990s, the USAF was able to maintain that level by living off the fruits of the Reagan buildup.

Spending increased following the terrorist attacks in the US on September 11, 2001, but little actual procurement of new systems took place, while operational demands grew. For example, F-22 procurement was curtailed at half the planned buy (a decision now all concerned realize was a terrible error), F-35 development schedules slipped to the right, tanker acquisition was slowed by hiccups in the procurement process, and bomber development was slowed. The one bright spot was the continued deployment of additional C-17s, which have proven vital to



supporting operations around the globe.

Figure 2: USAF budget authority (FY17 \$B)<sup>4</sup>

Cost growth in various areas makes it difficult to maintain force levels for significant periods of time. In essence, almost every element of USAF’s force posture—personnel, equipment, spares, fuel—grows in cost over time. An F-15 Eagle, for example, cost more than an F-4 Phantom II, which in turn cost more than an F-100 Super Sabre. The average cost of a flying hour in 2016 was around \$45,000 (in constant FY17 dollars), compared to about \$12,000 in 1985 and roughly \$5,300 in 1970.<sup>5</sup> Figure 3 provides a rough view of the steady overall increases in cost by simply dividing the annual Air Force budget by the total number of aircraft fielded that year. As can be seen, the trend is steadily upward.

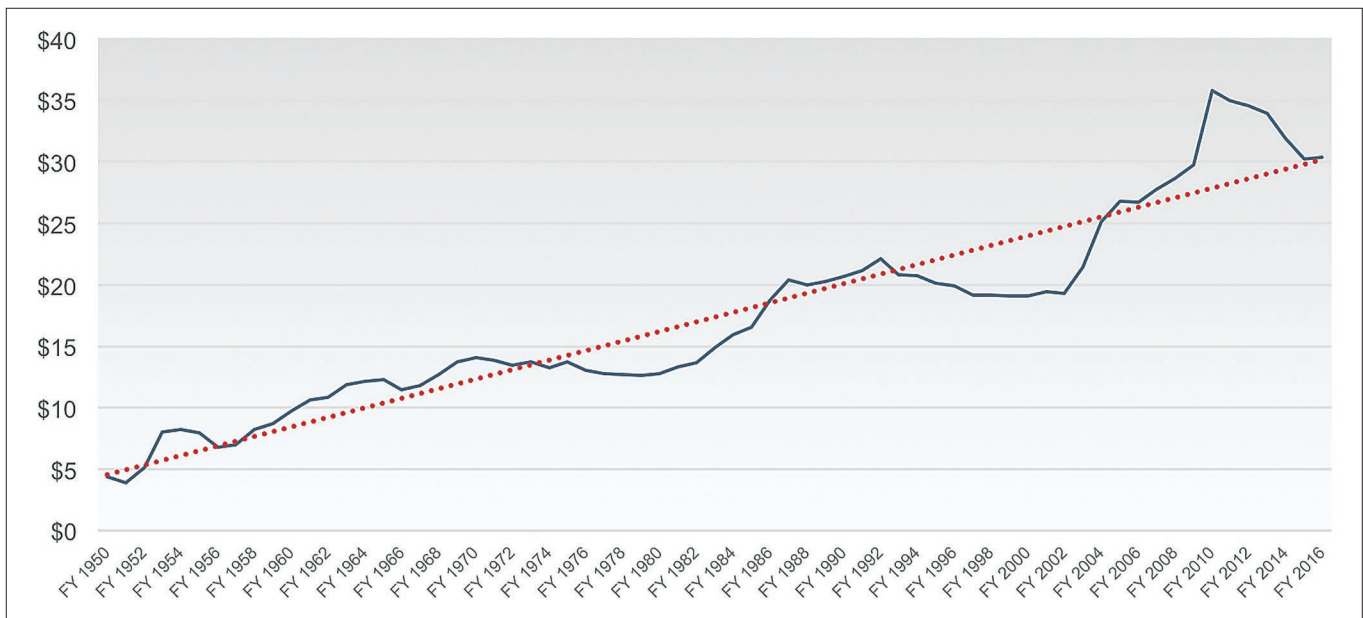


Figure 3: Cost per Total Active Inventory (TAI) aircraft (ICBMs not included)

In attempting to maintain force levels and balance critical capabilities in the face of budget variability and inexorable cost growth, the USAF has employed a variety of strategies that seek to extract maximum capability for less cost. The Air Force, like the other services, is one of the few agencies in the US Government that has increased in capability while its share of the overall federal budget has declined. For example, in 1960, spending on the Air Force accounted for 21 percent of total federal expenditures, but, by 2016, that number dropped to just four percent.

Although the overall force level is lower, the capabilities of the current force in almost all respects far exceed that of the much larger US Air Force of the 1950s. Today’s Air Force can maintain surveillance of the planet with space and air-breathing systems; strike with precision any point on the globe within hours; deploy airpower and joint forces with unprecedented speed and agility; and provide high-bandwidth secure communications and navigation assistance to the entire US military. How did the Air Force achieve greater capability while its share of the federal budget—and, indeed, the overall defense budget—declined?

There is no single answer, but a multiple set of initiatives and policies that, as Lewis pointed out in 1990, “counterbalanced increasing costs and fixed budgets by cumulating marginal increases in efficiency and effectiveness.” The following provides an overview of measures that USAF leaders and planners pursued, while engaged in the day-to-day activity of Lewis’ anecdotal “riot” over the past 70 years.

## Trimming Overhead

The Air Force strove to eke out every last measure of efficiency to keep force levels at the “agreed upon” level. Historical budget analysis indicates that the spending on “overhead,” such as bases, service schools, training, etc., has been reduced 16 percent since the early 1960s.<sup>6</sup> While a significant achievement, the ability to extract more from overhead is probably limited. Most of the “low hanging fruit” has already been plucked.

# Expanding Use of Air Reserve Components

The USAF has steadily increased the role and responsibilities of the Air National Guard and the Air Force Reserve over several decades, both of which can provide capabilities at a lower cost than active units. For example, Figure 4 shows the percent of the USAF’s total force provided by the Air National Guard and the Air Force Reserve as compared to the active component. As can be seen, the percentage of the overall force in the air reserve components increases over time, primarily due to shrinkage in the active component and growth in the two air reserve components. In the case of tankers and airlift units, for example, the Air Guard/Air Force Reserve percentage of these two fleets is close to 50 percent. The digital database accompanying this report provides more details on the total force by aircraft type.

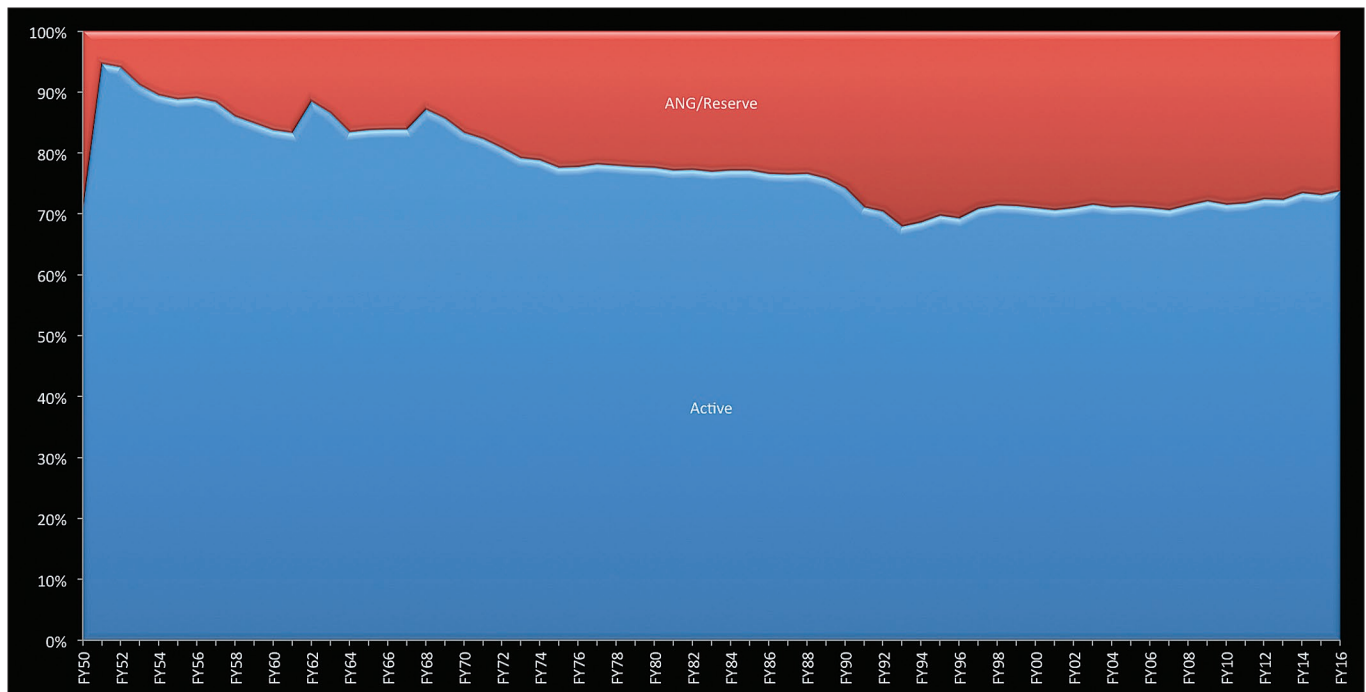


Figure 4: The growing role of the Air National Guard and Air Force Reserve components

The reserve role is enabled in part by the strategic mobility inherent in airpower—an Air National Guard or Air Force Reserve member can spend three days conducting airlift or tanker operations overseas, but still be home in time to meet civilian job commitments. This is not the case for most Army, Marine, or Navy personnel. The advent of remote piloted aircraft (RPA) such as the MQ-1 Predator, MQ-9 Reaper, and RQ-4 Global Hawk, which can be flown by personnel based in the United States, opens up additional opportunities for cost-effective utilization of Guard and Reserve units. However, constraints come with increased reliance on the Air Guard and Air Reserve organizations. Certainly, the balance between active and reserve components must be watched carefully, since the active force feeds trained manpower to the air reserve components.

## Extending Longevity

Advances in aircraft structures, materials, and upgrades enabled the Air Force to keep equipment in service far longer than originally planned. Thus, the service could maintain force structure while buying fewer aircraft. As Lewis noted in 1990, the Air Force procured more total aircraft from 1952 to 1956 than it did from 1956

to 1990. Indeed, the total bought in the early 1950s—more than 12,000 aircraft—exceeds the total aircraft procured from 1956 to 2011.<sup>7</sup>

For example, the Air Force initially planned for the KC-135, built in the late 1950s and early 1960s, to be an interim tanker. Instead, it has continued to upgrade the KC-135 and now expects to be flying the aircraft until the 2040 timeframe. Another example is the Minuteman III Intercontinental Ballistic Missile (ICBM) force that USAF first deployed in the 1960s with a planned life of 10 years. This force remains on alert through regular upgrades and refitting today (though it is now scheduled for replacement in the 2020s by the Ground Based Strategic Deterrent program). And, B-52s built in the 1960s flew in the Vietnam War and continue to fly in combat today. Fighters in the 1950s had service lives measured in half-decades or less, but modern fighters now have operational service lives extending 30 years or more.

Improvements in reliability and safety reduced accident rates, thus reducing the number of aircraft that had to be procured to maintain force levels, as well as the number of search and rescue aircraft required. So as costs grow, extending service lives enables the Air Force to maintain force structure at reduced procurement levels.

These long operational lifetimes are a tribute to the US aerospace industry, which over this lengthy period has consistently developed and produced the best military and support aircraft in the world.

Figure 5 illustrates how these factors are reflected in the fighter force's "pattern of life." As can be seen by the steepness of the curves in the chart, fighters procured in the 1950s, such as the F-86, F-84, and F-80, were bought rapidly and in large numbers—and retired in the same manner.

The Air Force shifted to a "quality over quantity" emphasis in the mid-1950s to rapidly procure the "Century Series" aircraft—F-100, F-101, F-102, F-104, F-105, and F-106—but kept most in service about 20 years. As can be seen by the flatness of the chart curves, that tenure was significantly longer than the service lives of their predecessors. Then came the F-4, which comprised more than a third of the USAF's fighter force structure by the mid-1970s.

The F-15, F-16, and A-10 followed, are still in service today, and probably will be retained into the 2030s or beyond. The flatness of the inventory curves attests to the remarkable longevity of these systems. The cutting-edge design of these aircraft combined with upgrades to subsystems has helped maintain operational effectiveness over these long periods. An F-16C Block 50 is a significantly more capable aircraft than an F-16A procured in the 1960s, due to extensive modernization of its avionics, subsystems, and weapons. Adding new Active Electronically Scanned Array (AESA) radars, for example, to older generation aircraft significantly increases their combat capability. AESA apertures can also be upgraded with software to conduct multiple functions (such as electronic warfare, communications, and signals detection) to further expand mission capabilities. Seeking cutting edge performance provided the design margin to enable these aircraft to remain operationally viable for decades.

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A related point is that aircraft designed with multiple missions in mind from the outset tend to have the space, weight, power, and cooling capacity that enable them to be fairly easily adapted to emerging missions. Consider the case of the F-106 interceptor and the F-4. Both were conceived at about the same time and both were equally “cutting edge” in terms of technology, but the F-4 proved to be much more adaptable due to the Navy’s requirement for a fighter-bomber instead of a pure interceptor. The F-106 is long gone while the F-4, though retired from the US Air Force inventory, still flies with some other air forces around the world.

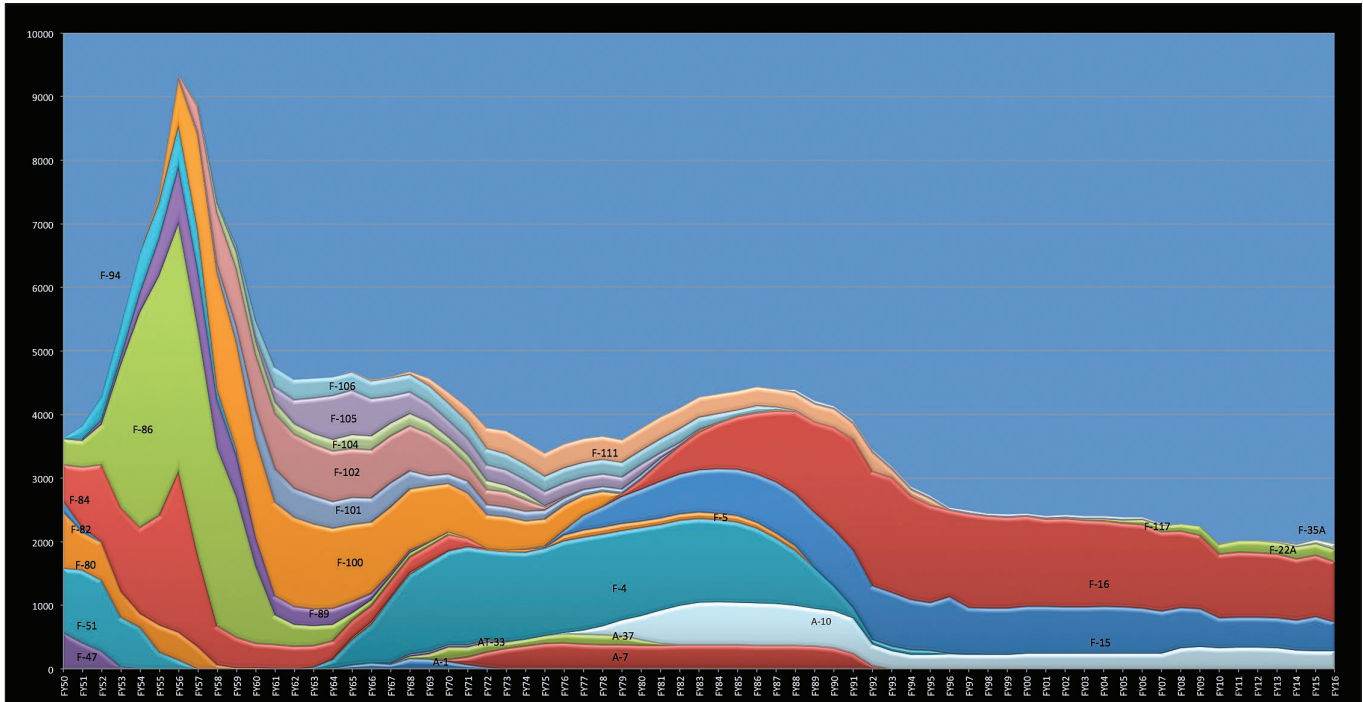


Figure 5: USAF Fighter Force Composition

## Leaving Nothing but Bone

At some point, force levels had to be cut, and in these cases, the Air Force elected to divest tangential missions. For example, in the 1950s, the service flew some B-17s fitted with lifeboats for coastal search and rescue operations, fielded Bomarc surface-to-air missile systems, and maintained a fleet of assault gliders. Core missions—strategic strike, air superiority, interdiction, close air support, airlift, and ISR—would receive priority over these less critical missions. The most significant divestment—the retirement of the vast majority of the continental air defense force—significantly reduced the Air Force’s force structure and associated costs. The air defense fighters had no capability to intercept Soviet ICBMs and thus contributed little to defense of the country.

USAF today has reached the point where it has eliminated all tangential missions. Thus, increasingly, cuts must reduce force structure in core mission areas. In the future, USAF planners will be “cutting into the bone,” and reducing fundamental capabilities for the service.

## Making the Most of Smaller Airlift Force

The Air Force has been able to increase its airlift capabilities—albeit utilizing a smaller fleet—by acquiring more capable aircraft and making selected modifications and organizational improvements. As Figure 5 illustrates,

the Air Force of the 1950s was a hodgepodge of airlift aircraft, typically with limited range and cargo capability. In the 1960s, the Air Force procured the first dedicated jet airlifter—the C-141—followed by the huge C-5. Operation Nickel Grass, the 1973 airlift mission supporting Israel, highlighted the value of aerial refueling. Only the air-refuelable C-5 could have flown direct to Israel from the United State if USAF’s airlift forces had not been able to use Lajes Field in the Azores.<sup>8</sup>

Accordingly, in the 1970s, the Air Force refitted its fleet of 265 C-141As, which when originally procured could not be refueled in flight, with refueling receptacles and extended fuselages to develop the C-141B. These modifications increased the fleet’s airlift capacity and strategic flexibility at modest cost. The service then developed and procured today’s C-17 airlifter, which combines the best attributes of the C-5 and C-141 in a single airframe. To put matters into perspective, a single C-17 can carry the equivalent of 15 C-47 loads (as well as cargo that could never fit inside a C-47) and deliver that cargo anywhere in the world within hours, without requiring en route staging bases.<sup>9</sup>

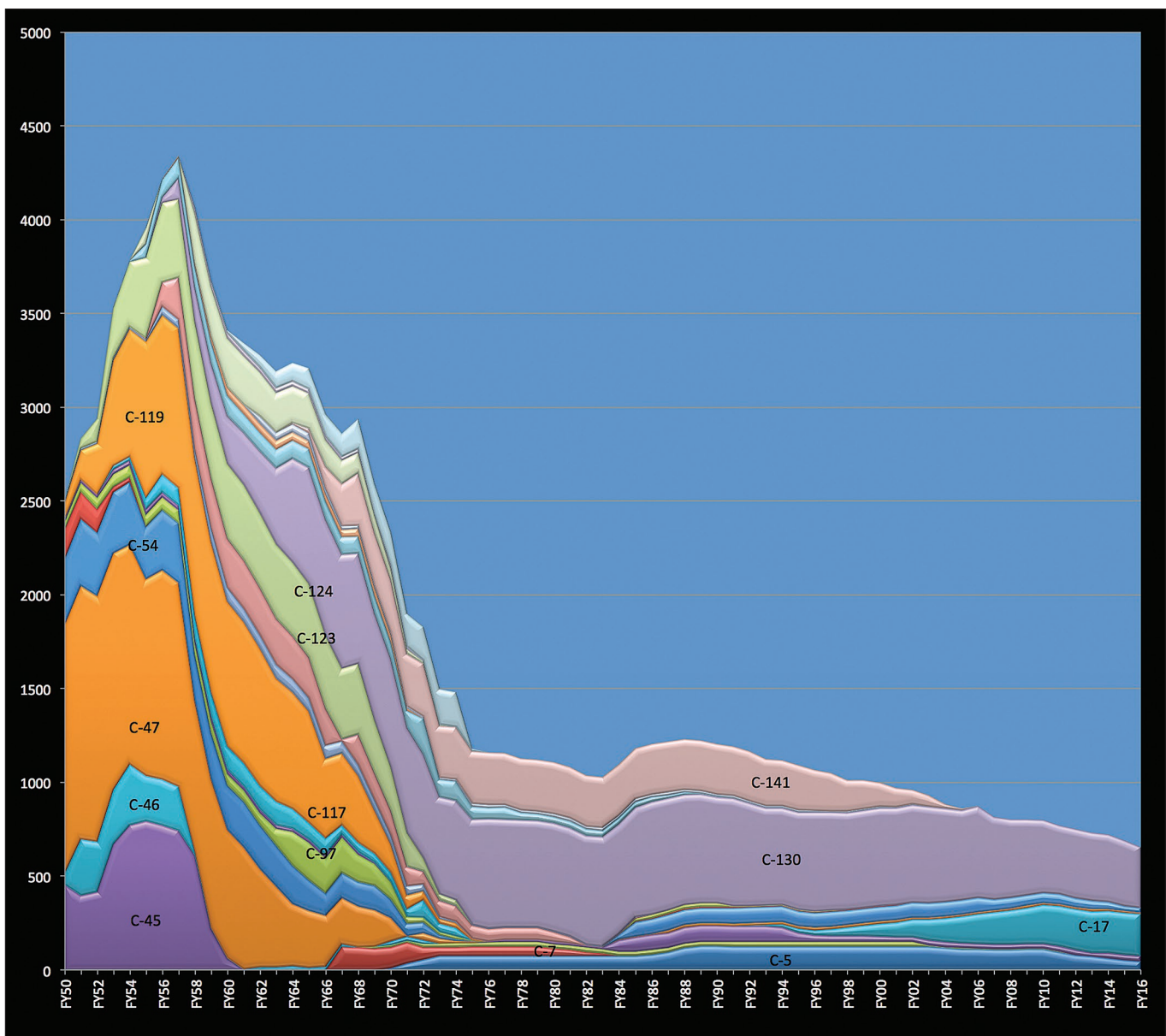


Figure 6: Evolution of the USAF airlift fleet

The C-17 case provides a useful example of how improved aircraft performance combined with organizational changes can generate more capability at lower overall cost. The Air Force decided to procure 120 C-17s to replace the aging force of 265 C-141s. The C-17 featured higher availability rates, required fewer backup aircraft, and offered lower operating costs to transport an equal amount of cargo. To take advantage of these capabilities, USAF increased the crew ratio from 3.6 for the C-141 to 5.0 for the C-17, and bolstered other support functions.<sup>10</sup> The smaller C-17 force thus offered similar “ton-mile” capability to the larger C-141B fleet. Greater than anticipated operational demand—combined with political pressure from congressional supporters of the aircraft—eventually pushed the Air Force to increase the size of the C-17 force.

## Streamlining Organizational Structure

The Air Force has also employed organizational change to improve its capabilities. Typically, the change involved greater command centralization to maximize efficiency. Strategic Air Command (SAC), for example, used to field its own fleet of “penetration fighters” to support offensive bomber operations. In the late 1940s to early 1950s, these SAC fighters were either retired or folded into Tactical Air Command (TAC), which then had responsibility to allocate all fighter assets to best effect.

TAC in turn had its own fleet of tankers and airlifters distributed in “penny packets” around the globe. The Air Force retired TAC’s mobility aircraft or transferred them. Analysis of Vietnam War operations and Operation Nickel Grass had illustrated that lack of a single command structure caused confusion and inefficiencies.<sup>11</sup> Following the Vietnam War, USAF placed the disparate fleets of tactical airlifters prevalent in multiple commands during the 1950s and 1960s under the solitary command of Military Airlift Command.

## Leveraging New Technology

The Air Force also adopted new technology and systems to achieve mission requirements at reduced cost. The examples here are manifold:

- The development of space-based systems provided strategic reconnaissance and permitted USAF to retire portions of its reconnaissance aircraft fleet, such as the fabled SR-71 Blackbird, capable of speeds greater than Mach three.
- The advent of weather satellites provided accurate global weather data so vital to military planning. Previously, USAF had to maintain a large fleet of weather aircraft and ground stations. During World War II, the Army Air Force Weather Service housed 19,000 personnel at some 900 locations, two-thirds of which were located outside the United States. The use of satellites now means that the Air Force can provide far more accurate weather forecasting using just 1,100 personnel located at 11 bases in the United States.<sup>12</sup>
- Deployment of the Global Positioning System (GPS) satellite constellation enabled combat aircraft to provide precision strike capability—employing GPS-guided weapons—even in adverse weather. GPS also provided the entire joint force with precision navigation and has proved vital in combat operations. It has also proved critical to opening up the potential of unmanned systems, which



previously had to rely on inaccurate inertial navigation systems. GPS is also now a key element of the entire global economy, which relies on the timing signal for almost all bank and credit card transactions.

- Stealth technology reduced the support requirements needed to penetrate enemy air defenses, thus increasing the combat power of the force. The growing capabilities of enemy air defenses forced military planners to include increasing numbers of jamming, fighter escort, and defense suppression aircraft in attack packages, and those support aircraft in turn required ever more refueling aircraft. A famous chart USAF released in 1991 illustrated that the mission of a single attack package comprising 75 aircraft could have been executed by two B-2 stealth bombers.<sup>13</sup> The B-2s, though expensive, were considerably more cost-effective than the 75-aircraft gaggle and placed fewer crews at risk.
- Advanced munitions greatly increased the killing power of the existing combat aircraft fleet. Air-to-air missiles in Vietnam featured a poor kill rate, but advances in electronics and reliability made successor air-to-air missiles much more lethal. The Air Force also introduced precision ground-attack munitions in the Vietnam War, using them in large quantities, but their revolutionary effects were more widely appreciated during the 1991 Gulf War. Post-war analyses indicated that these weapons increased the kinetic capability of fighters by 13 to 26 times.<sup>14</sup> As noted above, in more recent years the advent of GPS-guided munitions provided USAF combat aircraft with low-cost weapons capable of hitting targets reliably in adverse weather, adding a further boost to USAF combat power. For example, a single B-2 now armed with 80 Joint Direct Attack Munitions (JDAMs) could strike as many targets as five of the 75-aircraft 1991 Gulf War era packages.
- Aerial refueling provided greater range and payload capacity to all elements of the force fitted with aerial refueling receptacles, thus multiplying the capabilities of the entire force. Tankers increased the range-payload-loiter time of all receiving aircraft: Fighters and airlifters could deploy non-stop to distant locations, combat aircraft range and/or payload could be significantly increased, and fighters on combat air patrol could maintain station for longer periods of time.
- Refitting KC-135A tankers with new, more fuel-efficient engines to create the KC-135R increased USAF's refueling capability by approximately 50 percent at modest cost compared to buying a new fleet of tankers.<sup>15</sup> The R models featured better take-off performance, better fuel efficiency, and significantly greater fuel offload capability. A similar result was obtained through the re-engining of a portion of the C-5 fleet.
- Replacing medium bombers with ICBMs significantly reduced operating and manpower costs and cut tanker support requirements while enhancing nuclear deterrence.
- Leveraging the potential of remote piloted aircraft (RPA) will offer growing potential in future years. RPA offer some unique capabilities, notably long endurance and persistence, and the potential for significant cost savings. For example, the RQ-4 Global Hawk operates at less than half the cost per hour of the U-2 manned system. MQ-9 Reapers can maintain 24/7 coverage of (and strike against) a location at far lower cost than conducting the same mission with F-16s.

# Some Concluding Thoughts

This study of USAF force posture trends reflects how airpower planners adjusted the force to support the changing role of airpower in the security environment of the time. Taken together, the force posture trend portrayed here:

- Documents the decline of the force in quantity, but when considering the performance of the force in combat operations, suggests the enormous advances in quality and capability.
- Supports the wisdom of pursuing “cutting edge” designs where possible, since this provided the margin necessary to maintain operational effectiveness over long service lives.
- Highlights the role of “off-board” improvements to airpower effectiveness. GPS, precision-guided weapons, advanced radars and sensors, refueling capability, and information data links together provided growth in capability from smaller force postures.
- Illustrates the inventiveness of past planners when grappling with inexorably growing costs and limited resources. Fielding ICBMs as the Air Force retired some bombers, for example, must have presented a serious culture shock to a USAF run, at the time, by “bomber barons,” but the move enabled the Air Force to meet national security requirements at lower overall cost. Similarly, imagine the disruption and consternation caused by retiring 2,000 fighters and 200,000 personnel when the continental air defense force was cut. But these bold moves paved the way to a more capable and cost-effective force. In future, the need for greater range and payload could lead the USAF to consider reducing the ratio of fighters to long-range bombers by emphasizing the latter systems. But this will require a similar cultural change to what occurred with bombers and ICBMs in the 1960s.

Such analysis also sets the stage for evaluating next-generation force posture decisions regarding future space systems; remotely piloted vehicles; the next generation long-range strike family of systems; command, control, communications, computers, intelligence, surveillance, and reconnaissance (C4ISR); and the like.

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This presentation has provided some examples of the potential utility of studying force posture trends over time—something made possible through the use of this unique database. No doubt additional data and refinements can be added. For example, adding a history of space launches and numbers of operational satellites in orbit would be most useful given the vital role that space assets play in joint force operations. Adding budgetary information, particularly post-1962 data using the Major Force Program categories established by Secretary of Defense Robert S. McNamara would help historians and planners develop additional insights.

In essence, financial resource serves as the “input function” and the force posture serves as the “output function.” The Air Force currently maintains the ABIDES database, which contains budgetary, force structure, and acquisition detail for each aircraft and space program dating back to 1962. For example, ABIDES can be used

to calculate the average cost of each type of fighter in constant year dollars (revealing, for example, that the program unit cost of an F-4 was \$28 million versus the \$83 million program unit of cost of an F-15).<sup>16</sup> Analysts can quickly calculate how much on average was spent on procuring and sustaining key elements of the Air Force (fighters, bombers, space systems, and so on) over time to derive important insights.<sup>17</sup>

Many other such useful comparisons and analysis can be conducted using this unparalleled historical tool. However, no one is currently exploiting the ABIDES database. Enabling an expanded group of analysts to make use of the database's unclassified elements, which comprise the vast majority of the data, would prove a great service to historians and analysts—when combined with the force structure database—as the Air Force grapples with the impending set of force posture decisions.

As the US moves into the future, the force structure procured primarily during the Reagan Administration buildup is reaching the end of its life; the average age of most elements of the force structure is reaching unprecedented levels. This difficult dilemma will dominate the Air Force planning agenda for the next decade or more. Hopefully the preceding overview of how past planners have confronted similar decisions will aid the current USAF leadership in thinking about their choices and options. ★

## Appendix A: The Air Force Total Active Inventory (TAI) and Force Structure Database

### A Note on Sources

The US Air Force Total Active Inventory (TAI) for FY50-09 was developed in two phases: FY50 to FY03 data were compiled in 2005, the FY04 to FY09 data were compiled in 2010, and the FY10 to FY16 data compiled in 2017.<sup>18</sup> The source for FY50-03 data was the United States Air Force Statistical Digest, first published in 1948 and is the longest running Air Force publication. For FY04-16 data, the primary source was *Air Force Magazine's* annual "USAF Almanac," published in its May issue. In addition, some ICBM figures were derived from data developed by the late Dr. Kevin N. Lewis.

At first glance, compiling an inventory of Air Force aircraft would appear to be a simple matter of transcribing data from the source material straight into a database. However, in actual practice it proved to be anything but simple primarily because the Air Force has fielded almost 400 different types of aircraft since FY50, and the Statistical Digest has changed how it reported them over time to reflect the continuous evolution of the Air Force. This is especially true with respect to aircraft classifications. From Fiscal 1950 to 1955, aircraft were classified as active, first or second line, and inactive, first or second line. From Fiscal 1956 to 1979, they were classified as active operating, active non-operating, and inactive. Since Fiscal 1980, these distinctions have been dropped.

The level of detail with respect to aircraft models has also varied over time. For most aircraft, the count for each model was summed into one number. However, occasionally each model was reported separately. For example, in the early 1950s, the F-86 was broken out by A, D, E, F, H, and K models. How aircraft were classified could also be very flexible. Today, if an aircraft is reconnaissance, that mission is designated with an R. This has not always been the case. In the 1980s, some C-135s, without the R, were classified as reconnaissance. There were also 19 RC-135s in the active inventory during this period. Helicopters are an especially tricky category since some have had multiple designations over the years. For example, the UH-34 has also been designated the H-34, HH-34, CH-34, and SH-34. Whole categories, such as troop-carrying gliders, liaison aircraft, and special research aircraft (which included the X-1 and X-15), have completely disappeared over time.

The question of changing classifications and categories is not a matter of mere academic interest. The practical concern is the difficulty in stitching together data from the Statistical Digests of FY50-55, FY56-79, FY80-03, and *Air Force Magazine* almanacs into one coherent whole, each having its own unique idiosyncrasies. The database represents the final product of this effort.

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## Endnotes

- 1 Authors' note: We would like to extend our thanks to Dr. David An and Dr. Jonathan Sharma of the Northrop Grumman Analysis Center for their help in conducting the updates to the database and report.
- 2 Authors' note: Dr. Kevin N. Lewis (1955-2008) received a degree in operations analysis from Yale and earned his doctorate in political science from MIT. His advisor at MIT was William Kaufman. Kevin joined the RAND Corporation staff in the early 1980s. He is greatly missed.
- 3 Authors' note: This significant shift in basing was the result of the famous RAND study by Albert. J. Wohlstetter, F.S. Hoffman, R. J. Lutz, and H. S. Rowen, *Selection and Use of Strategic Air Bases*, R-266 (Santa Monica: The RAND Corporation, April 1954).
- 4 Department of Defense, *National Defense Budget Estimates for FY 2018 (Green Book)* (Washington, DC: DOD, August 2017) [http://comptroller.defense.gov/Portals/45/Documents/defbudget/fy2018/FY18\\_Green\\_Book.pdf](http://comptroller.defense.gov/Portals/45/Documents/defbudget/fy2018/FY18_Green_Book.pdf) (accessed December 11, 2017).
- 5 Authors' note: Calculated by taking total O&M spending per year and dividing by total flying hours per year. Data for 1970 and 1985 taken from Kevin N. Lewis, *The US Air Force Budget and Posture Over Time* (Santa Monica: The RAND Corporation, 1990), 36. Data for 2016 comes from the *USAF FY17 Budget Pocketbook*.
- 6 Authors' note: In the 1960s, spending on overhead functions came to 36 percent of the Air Force budget. By 2005, that had been reduced to 30 percent. See Lt. Gen. Duncan J. McNabb and Christopher J. Bowie, "Past Trends and Future Plans," *Air and Space Power Journal*, Winter 2004, for insights into historical trends in USAF spending. The analysis in this article was derived from the USAF's ABIDES database.
- 7 Authors' note: Data from Lewis, *The US Air Force Budget and Posture Over Time*, 1990, p. 40, combined with the authors' subsequent estimates for the 1990-17 period.
- 8 US Air Force, Military Airlift Command point paper, "Strategic Airlift to Israel—Operation Nickel Grass," 1989.
- 9 Authors' note: This assumes a standard planning load for a C-17 (45 tons) and three tons for the C-47. C-17 data taken from Air Force Pamphlet 10-1403, "Air Mobility Planning Factors," Dec. 18, 2003.
- 10 McNabb and Bowie, 2004.
- 11 US Air Force, MAC point paper, "MAC Designation as Specified Command," Feb. 1, 1977.
- 12 Authors' note: For more information on the transformation of USAF's weather enterprise, see <http://www.usaf.com/orgs/air-weather-service.htm> (accessed December 12, 2017).
- 13 Authors' note: The chart was presented at testimony by USAF Chief of Staff Gen Merrill A. McPeak to the Senate Armed Services Committee, June 19, 1991. The original chart was developed by Dr. Christopher Bowie, then-Col John Brooks, and then-Col "Skeet" Fraser while the three were working on the staff groups for the secretary of the Air Force and the chief of staff.
- 14 Barry Watts, *Gulf War Air Power Survey Volume II: Operations and Effects and Effectiveness, Part II: Effects and Effectiveness* (Washington, D.C.: US Air Force, 1993) p. 352-3; Lt Gen David A. Deptula, USAF (Ret.), *Effects-Based Operations: Change in the Nature of Warfare* (Arlington, VA: Aerospace Education Foundation, 2001) p. 10-11.
- 15 Authors' note: When calculating tanker requirements, the usual rule of thumb was that a KC-135R was equal to 1.5 KC-135As. Currently, USAF has either retired all KC-135As, or converted them to R models. The Air Force is now in the process of beginning replacement of KC-135s with the KC-46 tanker, a derivative of the B-767 commercial airliner.
- 16 Authors' note: All costs in FY17 dollars. Data calculated by Headquarters US Air Force XPXF in 2004 using the ABIDES database. F-4 costs are lower, in part, because of the huge production runs and higher production rates.
- 17 Authors' note: See the McNabb and Bowie 2004 article for a summary of the insights that can be drawn from analyzing the ABIDES database.
- 18 Authors' note: Total Active Inventory (TAI) is aircraft assigned to operating forces for mission, test, or maintenance. It includes primary, backup, and attrition reserve aircraft.

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1950s**

	<b>FY50</b>	<b>FY51</b>	<b>FY52</b>	<b>FY53</b>	<b>FY54</b>	<b>FY55</b>	<b>FY56</b>	<b>FY57</b>	<b>FY58</b>	<b>FY59</b>
<b>TOTAL</b>										
Active	8,716	12,800	15,264	17,497	18,697	20,002	23,212	22,116	18,856	17,357
Reserve	949	144	7	370	485	632	754	753	659	779
ANG	2,654	583	961	1,340	1,728	1,908	2,138	2,170	2,429	2,325
<b>Total</b>	<b>12,319</b>	<b>13,527</b>	<b>16,232</b>	<b>19,207</b>	<b>20,910</b>	<b>22,542</b>	<b>26,104</b>	<b>25,039</b>	<b>21,944</b>	<b>20,461</b>
ICBMs	0	0	0	0	0	0	0	0	0	0
<b>BOMBERS</b>										
Active	853	1,314	1,601	1,570	1,534	1,688	2,282	2,334	2,276	2,234
Reserve	89	0	1	9	12	23	79	3	0	0
ANG	198	8	20	32	62	0	89	52	46	39
<b>Total</b>	<b>1,140</b>	<b>1,322</b>	<b>1,622</b>	<b>1,611</b>	<b>1,608</b>	<b>1,711</b>	<b>2,450</b>	<b>2,389</b>	<b>2,322</b>	<b>2,273</b>
<b>FIGHTERS/ATTACK</b>										
Active	1,821	3,440	3,753	4,586	5,407	5,975	7,746	7,302	5,568	4,980
Reserve	1	0	0	100	109	170	165	114	0	0
ANG	1,802	388	541	694	1,021	1,311	1,442	1,460	1,774	1,680
<b>Total</b>	<b>3,624</b>	<b>3,828</b>	<b>4,294</b>	<b>5,380</b>	<b>6,537</b>	<b>7,456</b>	<b>9,353</b>	<b>8,876</b>	<b>7,342</b>	<b>6,660</b>
<b>RECONNAISSANCE</b>										
Active	255	430	557	630	778	1,001	1,267	1,117	944	887
Reserve	0	0	0	0	0	1	0	0	0	0
ANG	15	0	10	20	31	72	96	160	140	152
<b>Total</b>	<b>270</b>	<b>430</b>	<b>567</b>	<b>650</b>	<b>809</b>	<b>1,074</b>	<b>1,363</b>	<b>1,277</b>	<b>1,084</b>	<b>1,039</b>
<b>TANKERS</b>										
Active	84	172	265	476	638	745	907	932	1,023	1,190
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>84</b>	<b>172</b>	<b>265</b>	<b>476</b>	<b>638</b>	<b>745</b>	<b>907</b>	<b>932</b>	<b>1,023</b>	<b>1,190</b>
<b>TRANSPORTS</b>										
Active	2,466	2,858	2,968	3,429	3,600	3,702	3,798	3,727	3,334	2,788
Reserve	50	5	1	116	181	249	305	488	599	721
ANG	181	91	88	86	95	96	168	170	181	183
<b>Total</b>	<b>2,697</b>	<b>2,954</b>	<b>3,057</b>	<b>3,631</b>	<b>3,876</b>	<b>4,047</b>	<b>4,271</b>	<b>4,385</b>	<b>4,114</b>	<b>3,692</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1950s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59
<b>HELICOPTERS</b>										
Active	87	83	136	234	308	425	411	362	325	298
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>87</b>	<b>83</b>	<b>136</b>	<b>234</b>	<b>308</b>	<b>425</b>	<b>411</b>	<b>362</b>	<b>325</b>	<b>298</b>
<b>TRAINER</b>										
Active	2,850	4,136	5,127	5,805	5,772	5,816	5,923	5,695	4,726	4,268
Reserve	809	139	5	145	183	189	203	135	45	37
ANG	458	96	301	506	517	427	331	311	247	230
<b>Total</b>	<b>4,117</b>	<b>4,371</b>	<b>5,433</b>	<b>6,456</b>	<b>6,472</b>	<b>6,432</b>	<b>6,457</b>	<b>6,141</b>	<b>5,018</b>	<b>4,535</b>
<b>SEARCH AND RESCUE</b>										
Active	139	159	242	252	259	269	394	375	349	343
Reserve	0	0	0	0	0	0	2	13	15	21
ANG	0	0	0	0	0	0	12	17	41	41
<b>Total</b>	<b>139</b>	<b>159</b>	<b>242</b>	<b>252</b>	<b>259</b>	<b>269</b>	<b>408</b>	<b>405</b>	<b>405</b>	<b>405</b>
<b>LIAISON</b>										
Active	161	208	615	515	401	381	483	272	311	197
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>161</b>	<b>208</b>	<b>615</b>	<b>515</b>	<b>401</b>	<b>381</b>	<b>483</b>	<b>272</b>	<b>311</b>	<b>197</b>
<b>SPECIAL RESEARCH</b>										
Active	0	0	0	0	0	0	1	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	0	0	0	0	0	0	0	0	0	172
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	1	2	2	2	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1960s**

	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
<b>TOTAL</b>	15,313	13,890	14,550	13,915	13,029	13,134	12,643	12,946	13,614	13,240
Active	820	863	693	573	716	617	514	497	445	403
Reserve	2,168	1,932	1,198	1,559	1,806	1,767	1,752	1,807	1,417	1,641
ANG	18,301	16,685	16,441	16,047	15,551	15,518	14,909	15,250	15,476	15,284
<b>ICBMs</b>	0	0	88	236	340	854	934	1,054	1,054	1,054
<b>BOMBERS</b>	2,194	1,947	1,851	1,672	1,509	1,245	845	818	779	732
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	2	4	2	2	0	0	0	0	0
ANG	2,194	1,949	1,855	1,674	1,511	1,245	845	818	779	732
<b>FIGHTERS/ATTACK</b>	3,922	3,457	3,895	3,720	3,538	3,643	3,547	3,632	4,004	3,844
Active	50	61	0	2	0	0	0	2	19	18
Reserve	1,516	1,235	657	852	1,055	1,036	1,052	1,033	725	822
ANG	5,488	4,753	4,552	4,574	4,593	4,679	4,599	4,667	4,748	4,684
<b>RECONNAISSANCE</b>	685	616	721	655	595	538	732	858	983	1,063
Active	0	0	0	0	0	0	0	0	0	0
Reserve	226	212	113	188	192	184	164	182	166	236
ANG	911	828	834	843	787	722	896	1,040	1,149	1,299
<b>TANKERS</b>	1,230	1,265	1,258	1,100	998	832	697	677	667	662
Active	0	0	0	0	0	0	4	0	0	0
Reserve	0	15	64	130	62	60	53	55	55	54
ANG	1,230	1,280	1,322	1,230	1,060	892	754	732	722	716
<b>TRANSPORTS</b>	2,549	2,396	2,504	2,510	2,327	2,366	2,238	2,145	2,322	2,052
Active	713	745	645	530	664	581	469	462	394	345
Reserve	163	224	178	188	285	299	300	338	303	296
ANG	3,425	3,365	3,327	3,228	3,276	3,246	3,007	2,945	3,019	2,693



**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1960s continued**

	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
<b>HELICOPTERS</b>										
Active	257	283	288	418	401	386	418	466	465	480
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>257</b>	<b>283</b>	<b>288</b>	<b>418</b>	<b>401</b>	<b>386</b>	<b>418</b>	<b>466</b>	<b>465</b>	<b>480</b>
<b>TRAINER</b>										
Active	3,914	3,413	3,429	3,158	2,873	2,782	2,646	2,599	2,584	2,744
Reserve	32	32	30	26	32	17	14	0	0	1
ANG	218	197	141	160	169	149	142	146	126	140
<b>Total</b>	<b>4,164</b>	<b>3,642</b>	<b>3,600</b>	<b>3,344</b>	<b>3,074</b>	<b>2,948</b>	<b>2,802</b>	<b>2,745</b>	<b>2,710</b>	<b>2,885</b>
<b>SEARCH AND RESCUE</b>										
Active	244	205	197	91	100	115	116	118	91	73
Reserve	25	25	18	15	20	19	27	33	32	39
ANG	45	47	41	39	17	18	16	15	18	18
<b>Total</b>	<b>314</b>	<b>277</b>	<b>256</b>	<b>145</b>	<b>137</b>	<b>152</b>	<b>159</b>	<b>166</b>	<b>141</b>	<b>130</b>
<b>LIAISON</b>										
Active	146	100	116	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>146</b>	<b>100</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>										
Active	2	3	3	3	3	5	4	7	5	2
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>2</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	170	205	200	352	345	368	466	572	660	534
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	24	21	25	38	24	75
<b>Total</b>	<b>170</b>	<b>205</b>	<b>200</b>	<b>352</b>	<b>369</b>	<b>389</b>	<b>491</b>	<b>610</b>	<b>684</b>	<b>609</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1970s**

	<b>FY70</b>	<b>FY71</b>	<b>FY72</b>	<b>FY73</b>	<b>FY74</b>	<b>FY75</b>	<b>FY76</b>	<b>FY77</b>	<b>FY78</b>	<b>FY79</b>
<b>TOTAL</b>										
Active	12,276	11,348	10,457	9,557	9,164	8,292	8,254	8,296	8,175	8,004
Reserve	372	336	354	429	434	449	445	460	460	470
ANG	1,885	1,881	1,887	1,817	1,747	1,646	1,622	1,575	1,557	1,530
<b>Total</b>	<b>14,533</b>	<b>13,565</b>	<b>12,698</b>	<b>11,803</b>	<b>11,345</b>	<b>10,387</b>	<b>10,321</b>	<b>10,331</b>	<b>10,192</b>	<b>10,004</b>
<b>ICBMs</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>	<b>1,054</b>
<b>BOMBERS</b>										
Active	570	622	558	520	483	497	493	489	448	417
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	16	16	20	0	0	0	0	0
<b>Total</b>	<b>570</b>	<b>622</b>	<b>574</b>	<b>536</b>	<b>503</b>	<b>497</b>	<b>493</b>	<b>489</b>	<b>448</b>	<b>417</b>
<b>FIGHTERS/ATTACK</b>										
Active	3,407	3,058	2,659	2,520	2,441	2,299	2,496	2,599	2,652	2,622
Reserve	23	82	111	161	156	184	177	174	181	187
ANG	990	1,024	1,068	1,096	1,018	950	899	877	851	819
<b>Total</b>	<b>4,420</b>	<b>4,164</b>	<b>3,838</b>	<b>3,777</b>	<b>3,615</b>	<b>3,433</b>	<b>3,572</b>	<b>3,650</b>	<b>3,684</b>	<b>3,628</b>
<b>RECONNAISSANCE</b>										
Active	993	841	750	687	567	584	497	512	505	451
Reserve	6	9	14	13	13	7	7	19	12	7
ANG	238	202	168	146	146	168	176	180	171	176
<b>Total</b>	<b>1,237</b>	<b>1,052</b>	<b>932</b>	<b>846</b>	<b>726</b>	<b>759</b>	<b>680</b>	<b>711</b>	<b>688</b>	<b>634</b>
<b>TANKERS</b>										
Active	663	659	660	660	657	657	622	567	525	525
Reserve	0	0	0	0	0	0	0	16	24	24
ANG	77	77	77	77	77	76	103	97	104	104
<b>Total</b>	<b>740</b>	<b>736</b>	<b>737</b>	<b>737</b>	<b>734</b>	<b>733</b>	<b>725</b>	<b>680</b>	<b>653</b>	<b>653</b>
<b>TRANSPORTS</b>										
Active	1,851	1,509	1,466	1,172	1,096	928	889	884	845	841
Reserve	284	213	197	212	225	229	230	221	212	212
ANG	302	276	265	215	237	194	203	214	226	221
<b>Total</b>	<b>2,437</b>	<b>1,998</b>	<b>1,928</b>	<b>1,599</b>	<b>1,558</b>	<b>1,351</b>	<b>1,322</b>	<b>1,319</b>	<b>1,283</b>	<b>1,274</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1970s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79
<b>HELICOPTERS</b>										
Active	456	500	493	391	317	269	254	254	246	230
Reserve	0	5	23	29	26	13	13	12	13	20
ANG	0	0	0	0	12	23	29	29	28	30
<b>Total</b>	<b>456</b>	<b>505</b>	<b>516</b>	<b>420</b>	<b>355</b>	<b>305</b>	<b>296</b>	<b>295</b>	<b>287</b>	<b>280</b>
<b>TRAINER</b>										
Active	2,627	2,623	2,454	2,271	2,352	1,861	1,800	1,771	1,741	1,706
Reserve	0	0	0	4	4	4	4	4	4	4
ANG	141	131	125	109	81	72	60	49	48	54
<b>Total</b>	<b>2,768</b>	<b>2,754</b>	<b>2,579</b>	<b>2,384</b>	<b>2,437</b>	<b>1,937</b>	<b>1,864</b>	<b>1,824</b>	<b>1,793</b>	<b>1,764</b>
<b>SEARCH AND RESCUE</b>										
Active	87	82	75	60	62	44	41	37	37	35
Reserve	39	26	9	10	10	12	14	14	14	16
ANG	17	11	0	0	0	8	8	8	8	8
<b>Total</b>	<b>143</b>	<b>119</b>	<b>84</b>	<b>70</b>	<b>72</b>	<b>64</b>	<b>63</b>	<b>59</b>	<b>59</b>	<b>59</b>
<b>LIAISON</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>										
Active	0	0	0	1	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	568	400	288	221	135	99	108	129	122	123
Reserve	20	1	0	0	0	0	0	0	0	0
ANG	120	160	168	158	156	155	144	121	121	118
<b>Total</b>	<b>708</b>	<b>561</b>	<b>456</b>	<b>379</b>	<b>291</b>	<b>254</b>	<b>252</b>	<b>250</b>	<b>243</b>	<b>241</b>

USAF Total Active Inventory by Aircraft Category, 1950-2016  
1980s

	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>TOTAL</b>										
Active	8,071	8,104	8,158	8,208	8,271	8,302	8,310	8,244	8,252	8,025
Reserve	474	452	447	458	464	468	467	502	491	497
ANG	1,560	1,636	1,647	1,703	1,688	1,688	1,782	1,732	1,730	1,747
<b>Total</b>	<b>10,105</b>	<b>10,192</b>	<b>10,252</b>	<b>10,369</b>	<b>10,423</b>	<b>10,458</b>	<b>10,559</b>	<b>10,478</b>	<b>10,473</b>	<b>10,269</b>
<b>ICBMs</b>	<b>1,054</b>	<b>1,054</b>	<b>1,052</b>	<b>1,043</b>	<b>1,032</b>	<b>1,021</b>	<b>988</b>	<b>977</b>	<b>996</b>	<b>1,000</b>
<b>BOMBERS</b>										
Active	414	412	391	338	328	330	346	393	422	411
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>414</b>	<b>412</b>	<b>391</b>	<b>338</b>	<b>328</b>	<b>330</b>	<b>346</b>	<b>393</b>	<b>422</b>	<b>411</b>
<b>FIGHTERS/ATTACK</b>										
Active	2,769	2,850	2,908	2,997	3,019	3,057	3,044	3,033	3,027	2,827
Reserve	191	196	227	235	248	247	247	268	270	269
ANG	853	945	999	1,071	1,085	1,093	1,168	1,128	1,123	1,145
<b>Total</b>	<b>3,813</b>	<b>3,991</b>	<b>4,134</b>	<b>4,303</b>	<b>4,352</b>	<b>4,397</b>	<b>4,459</b>	<b>4,429</b>	<b>4,420</b>	<b>4,241</b>
<b>RECONNAISSANCE</b>										
Active	524	507	531	558	575	590	591	583	569	554
Reserve	7	7	7	7	7	7	7	12	8	6
ANG	183	181	163	160	160	158	158	161	155	136
<b>Total</b>	<b>714</b>	<b>695</b>	<b>701</b>	<b>725</b>	<b>742</b>	<b>755</b>	<b>756</b>	<b>756</b>	<b>732</b>	<b>696</b>
<b>TANKERS</b>										
Active	529	534	542	546	556	559	572	576	567	564
Reserve	24	24	24	24	24	24	22	24	24	24
ANG	104	104	100	103	99	104	104	104	114	113
<b>Total</b>	<b>657</b>	<b>662</b>	<b>666</b>	<b>673</b>	<b>679</b>	<b>687</b>	<b>698</b>	<b>704</b>	<b>705</b>	<b>701</b>
<b>TRANSPORTS</b>										
Active	836	835	836	827	863	859	855	849	859	825
Reserve	210	186	151	153	146	152	153	161	152	164
ANG	214	214	213	213	211	217	236	236	249	262
<b>Total</b>	<b>1,260</b>	<b>1,235</b>	<b>1,200</b>	<b>1,193</b>	<b>1,220</b>	<b>1,228</b>	<b>1,244</b>	<b>1,246</b>	<b>1,260</b>	<b>1,251</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1980s continued**

	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>HELICOPTERS</b>										
Active	230	230	227	236	237	234	232	201	200	202
Reserve	24	24	23	24	24	24	24	23	23	22
ANG	11	12	11	11	11	11	11	10	9	9
<b>Total</b>	<b>265</b>	<b>266</b>	<b>261</b>	<b>271</b>	<b>272</b>	<b>269</b>	<b>267</b>	<b>234</b>	<b>232</b>	<b>233</b>
<b>TRAINER</b>										
Active	1,680	1,646	1,633	1,626	1,624	1,615	1,645	1,597	1,555	1,568
Reserve	2	0	0	0	0	0	0	0	0	0
ANG	54	49	48	47	44	44	44	25	5	5
<b>Total</b>	<b>1,736</b>	<b>1,695</b>	<b>1,681</b>	<b>1,673</b>	<b>1,668</b>	<b>1,659</b>	<b>1,689</b>	<b>1,622</b>	<b>1,560</b>	<b>1,573</b>
<b>SEARCH AND RESCUE</b>										
Active	35	36	36	35	35	37	37	35	33	35
Reserve	16	15	15	15	15	14	14	14	14	12
ANG	8	8	8	8	8	8	8	8	8	8
<b>Total</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>58</b>	<b>58</b>	<b>59</b>	<b>59</b>	<b>57</b>	<b>55</b>	<b>55</b>
<b>LIAISON</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>										
Active	0	0	2	2	2	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	0	0	0	0	0	0	0	0	24	39
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	133	123	105	90	70	53	53	60	67	69
<b>Total</b>	<b>133</b>	<b>123</b>	<b>105</b>	<b>90</b>	<b>70</b>	<b>53</b>	<b>53</b>	<b>60</b>	<b>91</b>	<b>108</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1990s**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99
<b>TOTAL</b>										
Active	7,604	6,951	6,268	5,530	5,222	5,184	4,967	5,038	5,027	4,957
Reserve	593	623	550	640	554	542	517	451	429	429
ANG	1,710	1,795	1,695	1,655	1,588	1,463	1,428	1,383	1,353	1,350
<b>Total</b>	<b>9,907</b>	<b>9,369</b>	<b>8,513</b>	<b>7,825</b>	<b>7,364</b>	<b>7,189</b>	<b>6,912</b>	<b>6,872</b>	<b>6,809</b>	<b>6,736</b>
<b>ICBMs</b>	<b>1,000</b>	<b>1,000</b>	<b>925</b>	<b>672</b>	<b>550</b>	<b>580</b>	<b>580</b>	<b>580</b>	<b>580</b>	<b>550</b>
<b>BOMBERS</b>										
Active	327	290	248	225	178	183	185	182	179	179
Reserve	0	0	0	0	9	9	9	9	9	9
ANG	0	0	0	0	11	11	14	17	20	20
<b>Total</b>	<b>327</b>	<b>290</b>	<b>248</b>	<b>225</b>	<b>198</b>	<b>203</b>	<b>208</b>	<b>208</b>	<b>208</b>	<b>208</b>
<b>FIGHTERS/ATTACK</b>										
Active	2,792	2,473	2,106	1,846	1,773	1,763	1,651	1,631	1,613	1,594
Reserve	264	279	277	278	162	145	103	98	99	97
ANG	1,099	1,184	1,103	1,098	968	848	821	797	770	776
<b>Total</b>	<b>4,155</b>	<b>3,936</b>	<b>3,486</b>	<b>3,222</b>	<b>2,903</b>	<b>2,756</b>	<b>2,575</b>	<b>2,526</b>	<b>2,482</b>	<b>2,467</b>
<b>RECONNAISSANCE</b>										
Active	367	273	218	186	221	218	228	224	190	188
Reserve	4	12	12	12	10	10	21	23	23	19
ANG	162	149	106	56	37	16	8	8	8	10
<b>Total</b>	<b>533</b>	<b>434</b>	<b>336</b>	<b>254</b>	<b>268</b>	<b>244</b>	<b>257</b>	<b>255</b>	<b>221</b>	<b>217</b>
<b>TANKERS</b>										
Active	472	472	472	391	326	325	314	316	317	317
Reserve	30	30	34	51	62	62	72	72	70	69
ANG	116	131	162	183	224	223	223	223	224	223
<b>Total</b>	<b>618</b>	<b>633</b>	<b>668</b>	<b>625</b>	<b>612</b>	<b>610</b>	<b>609</b>	<b>611</b>	<b>611</b>	<b>609</b>
<b>TRANSPORTS</b>										
Active	882	799	775	749	729	685	645	627	610	590
Reserve	168	167	164	168	177	184	189	190	175	182
ANG	245	247	246	239	241	249	262	266	260	266
<b>Total</b>	<b>1,295</b>	<b>1,213</b>	<b>1,185</b>	<b>1,156</b>	<b>1,147</b>	<b>1,118</b>	<b>1,096</b>	<b>1,083</b>	<b>1,045</b>	<b>1,038</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**1990s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99
<b>HELICOPTERS</b>										
Active	119	116	112	107	103	103	104	169	165	165
Reserve	115	121	49	121	111	105	93	29	23	23
ANG	7	16	15	16	21	18	18	17	18	18
<b>Total</b>	<b>241</b>	<b>253</b>	<b>176</b>	<b>244</b>	<b>235</b>	<b>226</b>	<b>215</b>	<b>215</b>	<b>206</b>	<b>206</b>
<b>TRAINER</b>										
Active	1,562	1,441	1,293	1,229	1,207	1,200	1,159	1,209	1,273	1,272
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	4	4	4	3	2	2	2	0	0	0
<b>Total</b>	<b>1,566</b>	<b>1,445</b>	<b>1,297</b>	<b>1,232</b>	<b>1,209</b>	<b>1,202</b>	<b>1,161</b>	<b>1,209</b>	<b>1,273</b>	<b>1,272</b>
<b>SEARCH AND RESCUE</b>										
Active	36	32	35	35	34	31	9	9	9	9
Reserve	12	14	14	10	10	14	9	7	7	7
ANG	6	10	10	11	11	11	13	13	13	0
<b>Total</b>	<b>54</b>	<b>56</b>	<b>59</b>	<b>56</b>	<b>55</b>	<b>56</b>	<b>31</b>	<b>29</b>	<b>29</b>	<b>16</b>
<b>LIAISON</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	47	55	84	90	101	96	92	91	91	93
Reserve	0	0	0	0	13	13	21	23	23	23
ANG	71	54	49	49	73	85	67	42	40	37
<b>Total</b>	<b>118</b>	<b>109</b>	<b>133</b>	<b>139</b>	<b>187</b>	<b>194</b>	<b>180</b>	<b>156</b>	<b>154</b>	<b>153</b>

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
2000s

	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>TOTAL</b>	4,944	4,887	4,932	4,896	4,780	4,764	4,723	4,534	4,431	4,460
Active	442	445	446	433	404	385	410	396	370	375
Reserve	1,355	1,360	1,352	1,314	1,337	1,339	1,332	1,300	1,213	1,153
ANG	6,741	6,692	6,730	6,643	6,521	6,488	6,465	6,230	6,014	5,988
<b>ICBMs</b>	550	550	550	523	506	500	450	450	450	450
<b>BOMBERS</b>										
Active	181	181	183	173	172	173	172	173	153	154
Reserve	9	9	9	9	9	9	9	9	9	9
ANG	18	18	0	0	0	0	0	0	0	0
Total	208	208	192	182	181	182	181	182	162	163
<b>FIGHTERS/ATTACK</b>										
Active	1,595	1,553	1,569	1,569	1,573	1,568	1,567	1,506	1,521	1,493
Reserve	114	114	114	114	113	113	113	97	103	108
ANG	771	775	772	751	745	738	739	718	687	664
Total	2,480	2,442	2,455	2,434	2,431	2,419	2,419	2,321	2,311	2,265
<b>RECONNAISSANCE</b>										
Active	185	189	183	182	174	174	178	309	338	372
Reserve	28	28	30	34	34	34	31	31	25	25
ANG	12	12	11	11	28	30	33	32	38	38
Total	225	229	224	227	236	238	242	372	401	435
<b>TANKERS</b>										
Active	316	318	309	311	283	267	259	258	243	241
Reserve	69	70	68	70	76	84	84	80	64	64
ANG	223	221	231	227	234	243	251	226	206	173
Total	608	609	608	608	593	594	594	564	513	478
<b>TRANSPORTS</b>										
Active	568	550	541	533	517	527	534	462	460	464
Reserve	183	184	184	175	145	118	146	152	149	149
ANG	275	270	274	262	266	264	245	258	241	241
Total	1,026	1,004	999	970	928	909	925	872	853	854



**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**2000s continued**

	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>HELICOPTERS</b>										
Active	168	164	162	165	193	202	192	182	180	159
Reserve	23	23	23	18	15	15	15	15	15	15
ANG	18	18	18	17	18	18	18	18	18	17
<b>Total</b>	<b>209</b>	<b>205</b>	<b>203</b>	<b>200</b>	<b>226</b>	<b>235</b>	<b>225</b>	<b>215</b>	<b>213</b>	<b>191</b>
<b>TRAINER</b>										
Active	1,285	1,285	1,339	1,340	1,269	1,260	1,277	1,104	1,067	1,108
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,285</b>	<b>1,285</b>	<b>1,339</b>	<b>1,340</b>	<b>1,269</b>	<b>1,260</b>	<b>1,277</b>	<b>1,104</b>	<b>1,067</b>	<b>1,108</b>
<b>SEARCH AND RESCUE</b>										
Active	12	13	13	17	18	18	19	19	19	19
Reserve	8	9	10	6	5	5	5	5	5	5
ANG	0	9	9	9	9	9	9	9	9	9
<b>Total</b>	<b>20</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>
<b>LIAISON</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>										
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>										
Active	84	84	83	83	75	75	75	71	0	0
Reserve	8	8	8	7	7	7	7	7	0	0
ANG	38	37	37	37	37	37	37	39	11	11
<b>Total</b>	<b>130</b>	<b>129</b>	<b>128</b>	<b>127</b>	<b>119</b>	<b>119</b>	<b>119</b>	<b>117</b>	<b>11</b>	<b>11</b>

## USAF Total Active Inventory by Aircraft Category, 1950-2016 2010s

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>TOTAL</b>	3,747	3,934	4,017	3,927	3,987	3,997	3,962
Active	363	379	370	361	360	361	327
Reserve	1,134	1,171	1,164	1,147	1,086	1,114	1,080
ANG	5,244	5,484	5,551	5,435	5,433	5,472	5,369
<b>ICBMs</b>	450	450	450	450	450	450	406
<b>BOMBERS</b>							
Active	150	144	144	141	141	140	140
Reserve	9	18	18	18	18	18	18
ANG	0	0	0	0	0	0	0
<b>Total</b>	159	162	162	159	159	158	158
<b>FIGHTERS/ATTACK</b>							
Active	1,256	1,287	1,289	1,287	1,273	1,312	1,282
Reserve	97	100	101	95	104	111	111
ANG	614	639	635	630	585	611	577
<b>Total</b>	1,967	2,026	2,025	2,012	1,962	2,034	1,970
<b>RECONNAISSANCE</b>							
Active	362	381	413	394	444	437	434
Reserve	14	12	11	11	10	10	10
ANG	80	80	87	86	88	91	89
<b>Total</b>	456	473	511	491	542	538	533
<b>TANKERS</b>							
Active	263	247	246	243	244	239	236
Reserve	69	72	72	71	68	68	72
ANG	179	189	189	187	185	184	181
<b>Total</b>	511	508	507	501	497	491	489
<b>TRANSPORTS</b>							
Active	458	429	425	413	410	381	384
Reserve	149	152	148	147	145	139	101
ANG	240	242	232	223	207	207	212
<b>Total</b>	847	823	805	783	762	727	697

**USAF Total Active Inventory by Aircraft Category, 1950-2016**  
**2010s continued**

	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>	<b>FY16</b>
<b>HELICOPTERS</b>							
Active	160	151	170	138	156	157	160
Reserve	16	15	15	15	15	15	15
ANG	17	17	17	17	17	17	17
<b>Total</b>	<b>192</b>	<b>183</b>	<b>202</b>	<b>170</b>	<b>188</b>	<b>189</b>	<b>192</b>
<b>TRAINER</b>							
Active	1,000	1,190	1,213	1,189	1,195	1,187	1,194
Reserve	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0
<b>Total</b>	<b>1,000</b>	<b>1,190</b>	<b>1,213</b>	<b>1,189</b>	<b>1,195</b>	<b>1,187</b>	<b>1,194</b>
<b>SEARCH AND RESCUE</b>							
Active	21	21	19	20	23	21	0
Reserve	5	5	5	5	6	6	0
ANG	9	9	9	9	9	9	0
<b>Total</b>	<b>35</b>	<b>35</b>	<b>33</b>	<b>34</b>	<b>38</b>	<b>36</b>	<b>0</b>
<b>LIAISON</b>							
Active	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPECIAL RESEARCH</b>							
Active	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UTILITY/OBSERVATION/OTHER</b>							
Active	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0
ANG	11	11	11	11	11	11	0
<b>Total</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>

## USAF Total Active Inventory by Aircraft Type and Variants, 1950-2016

<b>Bombers 1950s-1960s</b>																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>B-1</b> None for all three components																					
<b>B-2</b> None for all three components																					
<b>B-17</b>																					
Active	43	32	29	30	28	24	25	20	15	2											
Reserve																					
ANG																					
<b>Total</b>	<b>43</b>	<b>32</b>	<b>29</b>	<b>30</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>20</b>	<b>15</b>	<b>2</b>											
<b>B-25</b>																					
Active	7	12	8	8	6	6	7	5	1												
Reserve																					
ANG																					
<b>Total</b>	<b>7</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>												
<b>B-26</b>																					
Active	77	434	412	354	280	248	178	45	17	11	10	5	22	29	25	37	1	0	1	1	
Reserve	89	0	1	9	12	23	79	3													
ANG	198	8	20	32	62	0	0	52	14	13											
<b>Total</b>	<b>364</b>	<b>442</b>	<b>433</b>	<b>395</b>	<b>354</b>	<b>271</b>	<b>257</b>	<b>100</b>	<b>31</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>22</b>	<b>29</b>	<b>25</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	
<b>B-29</b>																					
Active	433	518	680	386	223	82	18	5	2	1											
Reserve																					
ANG																					
<b>Total</b>	<b>433</b>	<b>518</b>	<b>680</b>	<b>386</b>	<b>223</b>	<b>82</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>1</b>											
<b>B-36</b>																					
Active	40	47	91	160	172	191	188	121	32												
Reserve																					
ANG																					
<b>Total</b>	<b>40</b>	<b>47</b>	<b>91</b>	<b>160</b>	<b>172</b>	<b>191</b>	<b>188</b>	<b>121</b>	<b>32</b>												
<b>B-45</b>																					
Active	55	60	64	49	53	61	62	53	40	6	1	1	1	1	1	1	1	1	1	1	
Reserve																					
ANG																					
<b>Total</b>	<b>55</b>	<b>60</b>	<b>64</b>	<b>49</b>	<b>53</b>	<b>61</b>	<b>62</b>	<b>53</b>	<b>40</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>B-47</b>																					
Active	0	5	72	350	672	930	1,426	1,535	1,499	1,463	1,350	1,033	909	712	568	306	17	13	3	2	
Reserve																					
ANG																					
<b>Total</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>350</b>	<b>672</b>	<b>930</b>	<b>1,426</b>	<b>1,535</b>	<b>1,499</b>	<b>1,463</b>	<b>1,350</b>	<b>1,033</b>	<b>909</b>	<b>712</b>	<b>568</b>	<b>306</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>2</b>	

# Appendix B

<b>Bombers 1950s-1960s continued</b>																					
	<b>FY50</b>	<b>FY51</b>	<b>FY52</b>	<b>FY53</b>	<b>FY54</b>	<b>FY55</b>	<b>FY56</b>	<b>FY57</b>	<b>FY58</b>	<b>FY59</b>	<b>FY60</b>	<b>FY61</b>	<b>FY62</b>	<b>FY63</b>	<b>FY64</b>	<b>FY65</b>	<b>FY66</b>	<b>FY67</b>	<b>FY68</b>	<b>FY69</b>	
<b>B-50</b>																					
Active	198	205	245	233	97	25	80	39	2												
Reserve																					
ANG																					
<b>Total</b>	<b>198</b>	<b>205</b>	<b>245</b>	<b>233</b>	<b>97</b>	<b>25</b>	<b>80</b>	<b>39</b>	<b>2</b>												
<b>B-52</b>																					
Active							42	170	358	478	580	629	697	708	705	702	666	649	628	588	
Reserve																					
ANG																					
<b>Total</b>							<b>42</b>	<b>170</b>	<b>358</b>	<b>478</b>	<b>580</b>	<b>629</b>	<b>697</b>	<b>708</b>	<b>705</b>	<b>702</b>	<b>666</b>	<b>649</b>	<b>628</b>	<b>588</b>	
<b>B-57</b>																					
Active				3		121	228	279	230	205	176	169	129	111	104	95	57	68	61	55	
Reserve																					
ANG									32	26	0	2	4	2	2						
<b>Total</b>				<b>3</b>		<b>121</b>	<b>228</b>	<b>279</b>	<b>262</b>	<b>231</b>	<b>176</b>	<b>171</b>	<b>133</b>	<b>113</b>	<b>106</b>	<b>95</b>	<b>57</b>	<b>68</b>	<b>61</b>	<b>55</b>	
<b>B-58</b>																					
Active									11	0	11	42	76	94	91	88	87	85	82	80	
Reserve																					
ANG																					
<b>Total</b>									<b>11</b>	<b>0</b>	<b>11</b>	<b>42</b>	<b>76</b>	<b>94</b>	<b>91</b>	<b>88</b>	<b>87</b>	<b>85</b>	<b>82</b>	<b>80</b>	
<b>B-66</b>																					
Active							28	62	68	68	66	68	17	17	15	15	15	1	2	2	
Reserve																					
ANG																					
<b>Total</b>							<b>28</b>	<b>62</b>	<b>68</b>	<b>68</b>	<b>66</b>	<b>68</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>2</b>	
<b>FB-111</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>JD-1</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>P2V-5</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>XB-70</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>Total</b>																					

# Appendix B

<b>Bombers 1970s-1980s</b>																						
	<b>FY70</b>	<b>FY71</b>	<b>FY72</b>	<b>FY73</b>	<b>FY74</b>	<b>FY75</b>	<b>FY76</b>	<b>FY77</b>	<b>FY78</b>	<b>FY79</b>	<b>FY80</b>	<b>FY81</b>	<b>FY82</b>	<b>FY83</b>	<b>FY84</b>	<b>FY85</b>	<b>FY86</b>	<b>FY87</b>	<b>FY88</b>	<b>FY89</b>	<b>FY96</b>	
<b>B-1</b>																						
Active							3	3	3	2	2	2	2	2	2	2	21	68	98		96	
Reserve																						
ANG																						
<b>Total</b>							<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>21</b>	<b>68</b>	<b>98</b>		<b>96</b>	
<b>B-2</b> None for all three components																						
<b>B-17</b> None for all three components																						
<b>B-25</b> None for all three components																						
<b>B-26</b>																						
Active							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Reserve																						
ANG																						
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>B-29</b> None for all three components																						
<b>B-36</b> None for all three components																						
<b>B-45</b>																						
Active							1															
Reserve																						
ANG																						
<b>Total</b>							<b>1</b>															
<b>B-47</b>																						
Active																						
Reserve																						
ANG																						
<b>Total</b>																						
<b>B-50</b> None for all three components																						
<b>B-52</b>																						
Active	518	512	459	433	403	426	421	418	378	349	347	347	326	273	264	263	263	262	262	254	254	
Reserve																						
ANG																						
<b>Total</b>	<b>518</b>	<b>512</b>	<b>459</b>	<b>433</b>	<b>403</b>	<b>426</b>	<b>421</b>	<b>418</b>	<b>378</b>	<b>349</b>	<b>347</b>	<b>347</b>	<b>326</b>	<b>273</b>	<b>264</b>	<b>263</b>	<b>263</b>	<b>262</b>	<b>262</b>	<b>254</b>	<b>254</b>	
<b>B-57</b>																						
Active	37	34	23	12	4																	
Reserve																						
ANG																						
<b>Total</b>	<b>37</b>	<b>34</b>	<b>23</b>	<b>12</b>	<b>4</b>																	
<b>B-58</b> None for all three components																						
<b>B-66</b>																						
Active	2	2	1	0	1																	
Reserve																						
ANG																						
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>																	

**Bombers 1970s-1980s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>FB-111</b>																					
Active	11	73	74	74	74	71	69	68	67	66	65	63	63	62	62	62	62	62	62	62	61
Reserve																					
ANG																					
<b>Total</b>	<b>11</b>	<b>73</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>71</b>	<b>69</b>	<b>68</b>	<b>67</b>	<b>66</b>	<b>65</b>	<b>63</b>	<b>63</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>61</b>

**JD-1** None for all three components  
**P2V-5** None for all three components  
**XB-70** None for all three components

**Bombers 1990s-2000s**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>B-1</b>																					
Active	96	96	96	95	84	84	81	77	73	73	75	75	78	67	67	67	67	67	66	66	
Reserve																					
ANG					11	11	14	17	20	20	18	18									
<b>Total</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>94</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>78</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>66</b>	<b>66</b>	
<b>B-2</b>																					
Active	1	3	4	6	9	14	19	20	21	21	21	21	21	21	21	21	20	21	20	20	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>20</b>	<b>21</b>	<b>20</b>	<b>20</b>	

**B-17** None for all three components  
**B-25** None for all three components  
**B-26** None for all three components  
**B-29** None for all three components  
**B-36** None for all three components  
**B-45** None for all three components  
**B-47** None for all three components  
**B-50** None for all three components  
**B-52**

Active	230	191	148	124	85	85	85	85	85	85	85	85	84	85	84	85	85	85	85	67	68
Reserve					9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
ANG																					
<b>Total</b>	<b>230</b>	<b>191</b>	<b>148</b>	<b>124</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>93</b>	<b>94</b>	<b>93</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>76</b>	<b>77</b>

**B-57** None for all three components  
**B-58** None for all three components  
**B-66** None for all three components  
**FB-111** None for all three components  
**JD-1** None for all three components  
**P2V-5** None for all three components  
**XB-70** None for all three components

# Appendix B

## Bombers 2010s

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>B-1</b>							
Active	65	66	66	63	63	62	62
Reserve							
ANG							
<b>Total</b>	<b>65</b>	<b>66</b>	<b>66</b>	<b>63</b>	<b>63</b>	<b>62</b>	<b>62</b>
<b>B-2</b>							
Active	20	20	20	20	20	20	20
Reserve							
ANG							
<b>Total</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
<b>B-17</b>	None for all three components						
<b>B-25</b>	None for all three components						
<b>B-26</b>	None for all three components						
<b>B-29</b>	None for all three components						
<b>B-36</b>	None for all three components						
<b>B-45</b>	None for all three components						
<b>B-47</b>	None for all three components						
<b>B-50</b>	None for all three components						
<b>B-52</b>							
Active	65	58	58	58	58	58	58
Reserve	9	18	18	18	18	18	18
ANG							
<b>Total</b>	<b>74</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>
<b>B-57</b>	None for all three components						
<b>B-58</b>	None for all three components						
<b>B-66</b>	None for all three components						
<b>FB-111</b>	None for all three components						
<b>JD-1</b>	None for all three components						
<b>P2V-5</b>	None for all three components						
<b>XB-70</b>	None for all three components						



# Appendix B

## Fighters/Attack 1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>A-1</b>																					
Active														2	19	67	94	72	161	151	
Reserve																					
ANG																					
<b>Total</b>														<b>2</b>	<b>19</b>	<b>67</b>	<b>94</b>	<b>72</b>	<b>161</b>	<b>151</b>	
<b>A-3</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>
<b>A-4</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>6</b>
<b>A-7</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>5</b>
<b>A-9</b>	None for all three components																				
<b>A-10</b>	None for all three components																				
<b>A-26</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>25</b>
<b>A-37</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>79</b>
<b>AC-47</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>19</b>
<b>AC-119</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					<b>52</b>
<b>Total</b>																					<b>4</b>
<b>Total</b>																					<b>52</b>

# Appendix B

## Fighters/Attack 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>AC-123</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>
<b>AC-130</b>																					
Active																					7
Reserve																					
ANG																					
<b>Total</b>																					<b>7</b>
<b>AT-33</b>																					
Active																	24		38	38	
Reserve																					
ANG																					
<b>Total</b>																	<b>24</b>		<b>38</b>	<b>38</b>	<b>38</b>
<b>F-3</b>																					
Active									1												
Reserve																					
ANG																					
<b>Total</b>									<b>1</b>												
<b>F-4</b>																					
Active										24	129	402	607	1,006	1,254	1,396					
Reserve																					
ANG																					
<b>Total</b>									<b>24</b>	<b>129</b>	<b>402</b>	<b>607</b>	<b>1,006</b>	<b>1,254</b>	<b>1,396</b>						
<b>F-5</b>																					
Active														3	13	26	34	22	24	16	
Reserve																					
ANG																					
<b>Total</b>									<b>3</b>	<b>13</b>	<b>26</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>16</b>						
<b>F-6</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>
<b>F-8</b>																					
Active																					2
Reserve																					2
ANG																					
<b>Total</b>																					<b>2</b>
<b>F-11</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>

# Appendix B

## Fighters/Attack 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>F-15</b> None for all three components																					
<b>F-16</b> None for all three components																					
<b>F-24</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>F-35</b> None for all three components																					
<b>F-47</b>																					
Active	79	230	173																		
Reserve																					
ANG	498	187	111	34	4																
<b>Total</b>	<b>577</b>	<b>417</b>	<b>284</b>	<b>34</b>	<b>4</b>																
<b>F-51</b>																					
Active	99	987	785	196	40	6	1														
Reserve																					
ANG	907	146	324	503	547	258	143														
<b>Total</b>	<b>1,006</b>	<b>1,133</b>	<b>1,109</b>	<b>784</b>	<b>647</b>	<b>264</b>	<b>144</b>														
<b>F-80</b>																					
Active	773	601	545	289	72	10	27	52	25	19	17	6	1								
Reserve	1	0	0	15	49	170	165	69													
ANG	112	0	48	96	103	247	241	232	41	4											
<b>Total</b>	<b>886</b>	<b>601</b>	<b>593</b>	<b>400</b>	<b>224</b>	<b>427</b>	<b>433</b>	<b>353</b>	<b>66</b>	<b>23</b>	<b>17</b>	<b>6</b>	<b>1</b>								
<b>F-82</b>																					
Active	174	66	15	8																	
Reserve																					
ANG																					
<b>Total</b>	<b>174</b>	<b>66</b>	<b>15</b>	<b>8</b>																	
<b>F-84</b>																					
Active	286	897	1,152	1,250	1,279	1,448	2,218	1,125	222	116	73	69	356	283	106	12	1	1	0	1	
Reserve																					
ANG	285	55	58	61	73	274	303	313	398	365	317	310	0	54	180	258	263	256	251	245	
<b>Total</b>	<b>571</b>	<b>952</b>	<b>1,210</b>	<b>1,311</b>	<b>1,352</b>	<b>1,722</b>	<b>2,521</b>	<b>1,438</b>	<b>620</b>	<b>481</b>	<b>390</b>	<b>379</b>	<b>356</b>	<b>337</b>	<b>286</b>	<b>270</b>	<b>264</b>	<b>257</b>	<b>251</b>	<b>246</b>	
<b>F-86</b>																					
Active	403	423	630	2,239	3,145	3,506	3,554	3,095	1,846	1,247	400	100	169	70	30	26	15	3	57	6	
Reserve																					
ANG					231	261	344	429	940	956	813	368	173	244	223	90	76	75	1	53	
<b>Total</b>	<b>403</b>	<b>423</b>	<b>630</b>	<b>2,239</b>	<b>3,376</b>	<b>3,898</b>	<b>3,767</b>	<b>3,569</b>	<b>2,786</b>	<b>2,203</b>	<b>1,213</b>	<b>468</b>	<b>342</b>	<b>314</b>	<b>253</b>	<b>116</b>	<b>91</b>	<b>78</b>	<b>58</b>	<b>59</b>	
<b>F-89</b>																					
Active	15	66	115	304	529	763	770	531	433	169	53	41	47	0	0	0	0	2	0	3	
Reserve																					
ANG					63	131	146	240	222	281	254	245	220	253	180	100	100	39	40	8	
<b>Total</b>	<b>15</b>	<b>66</b>	<b>115</b>	<b>304</b>	<b>592</b>	<b>894</b>	<b>916</b>	<b>771</b>	<b>655</b>	<b>450</b>	<b>307</b>	<b>286</b>	<b>267</b>	<b>253</b>	<b>180</b>	<b>100</b>	<b>100</b>	<b>41</b>	<b>40</b>	<b>11</b>	

# Appendix B

Fighters/Attack 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>F-94</b>																					
Active	7	220	387	489	565	345	353	270	39	4	1										
Reserve																					
ANG					63	208	280	340	108	78											
<b>Total</b>	<b>7</b>	<b>220</b>	<b>387</b>	<b>489</b>	<b>628</b>	<b>553</b>	<b>633</b>	<b>610</b>	<b>147</b>	<b>82</b>	<b>1</b>										
<b>F-100</b>																					
Active					1	128	741	1,508	1,801	1,645	1,465	1,289	1,282	1,133	1,038	951	901	842	949	741	
Reserve																					
ANG									47	55	83	173	117	202	223	264	218	201	22	139	
<b>Total</b>	<b>1</b>	<b>128</b>	<b>741</b>	<b>1,508</b>	<b>1,848</b>	<b>1,700</b>	<b>1,548</b>	<b>1,462</b>	<b>1,399</b>	<b>1,335</b>	<b>1,261</b>	<b>1,215</b>	<b>1,119</b>	<b>1,043</b>	<b>971</b>	<b>880</b>					
<b>F-101</b>																					
Active						24	37	128	128	247	464	531	461	445	422	418	346	338	280	156	
Reserve																					
ANG																	30	42		3	
<b>Total</b>	<b>24</b>	<b>37</b>	<b>128</b>	<b>128</b>	<b>247</b>	<b>464</b>	<b>531</b>	<b>461</b>	<b>445</b>	<b>422</b>	<b>418</b>	<b>376</b>	<b>380</b>	<b>280</b>	<b>159</b>						
<b>F-102</b>																					
Active						2	52	408	813	908	846	740	726	685	618	545	421	343	326	313	
Reserve																					
ANG										22	130	122	132	175	225	339	394	383	346		
<b>Total</b>	<b>2</b>	<b>52</b>	<b>408</b>	<b>813</b>	<b>908</b>	<b>868</b>	<b>870</b>	<b>848</b>	<b>817</b>	<b>793</b>	<b>770</b>	<b>760</b>	<b>737</b>	<b>709</b>	<b>659</b>						
<b>F-104</b>																					
Active						7	28	130	254	148	121	162	157	183	218	216	216	199	173	167	
Reserve																					
ANG										50	61	0	2					2	19	18	
<b>Total</b>	<b>7</b>	<b>28</b>	<b>130</b>	<b>254</b>	<b>198</b>	<b>182</b>	<b>162</b>	<b>159</b>	<b>183</b>	<b>218</b>	<b>218</b>	<b>216</b>	<b>201</b>	<b>192</b>	<b>185</b>						
<b>F-105</b>																					
Active						2	4	13	39	79	224	378	561	681	679	561	401	312	266		
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>39</b>	<b>79</b>	<b>224</b>	<b>378</b>	<b>561</b>	<b>682</b>	<b>698</b>	<b>587</b>	<b>427</b>	<b>340</b>	<b>294</b>							
<b>F-106</b>																					
Active						1	17	68	254	319	317	310	298	290	282	278	275	269			
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>254</b>	<b>319</b>	<b>317</b>	<b>310</b>	<b>298</b>	<b>290</b>	<b>282</b>	<b>278</b>	<b>275</b>	<b>269</b>								
<b>F-107</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>																				
<b>F-111</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>																				
<b>F-111</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>																				

# Appendix B

## Fighters/Attack 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>F-117</b> None for all three components																					
<b>F-22A</b> None for all three components																					
<b>FH-1</b>																					
Active							1														
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>														
<b>MiG-15</b>																					
Active					1	1	1	1													
Reserve																					
ANG																					
<b>Total</b>					<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>													
<b>N1-156</b>																					
Active									4	3	2										
Reserve																					
ANG																					
<b>Total</b>									<b>4</b>	<b>3</b>	<b>2</b>										
<b>NA-37</b> None for all three components																					
<b>S-2</b>																					
Active																				14	
Reserve																					
ANG																					
<b>Total</b>																				<b>14</b>	
<b>TF-15</b> None for all three components																					
<b>XF-4</b>																					
Active							1	1	1	1											
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>											
<b>YA-37</b> None for all three components																					
<b>YAT-28</b>																					
Active																				1	
Reserve																					
ANG																					
<b>Total</b>																				<b>1</b>	
<b>YF-4</b>																					
Active																					3
Reserve																					
ANG																					
<b>Total</b>																					<b>3</b>
<b>YF-5</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>

**Fighters/Attack 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>YF-15</b> None for all three components																					
<b>YF-16/17</b> None for all three components																					
<b>YF-84</b>																					
Active							1														
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>														

<b>YF-117</b> None for all three components																					
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**Fighters/Attack 1970s-1980s**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>A-1</b>																					
Active	116	63	30																		
Reserve																					
ANG																					
<b>Total</b>	<b>116</b>	<b>63</b>	<b>30</b>																		
<b>A-3</b>																					
Active	1	1	1	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>																	

<b>A-4</b> None for all three components																					
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

<b>A-7</b>																					
Active	32	128	231	326	310	293	269	186	129	88	86	21	21	24	23	26	29	31	29	11	
Reserve																					
ANG					47	101	134	205	255	288	285	353	360	360	359	349	345	342	340	354	
<b>Total</b>	<b>32</b>	<b>128</b>	<b>231</b>	<b>326</b>	<b>357</b>	<b>394</b>	<b>403</b>	<b>391</b>	<b>384</b>	<b>376</b>	<b>371</b>	<b>374</b>	<b>381</b>	<b>384</b>	<b>382</b>	<b>375</b>	<b>374</b>	<b>373</b>	<b>369</b>	<b>365</b>	

<b>A-9</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>																				

<b>A-10</b>																					
Active	2	2	2	5	15	66	139	212	309	373	430	457	464	460	456	451	428	406			
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>66</b>	<b>139</b>	<b>243</b>	<b>386</b>	<b>520</b>	<b>616</b>	<b>661</b>	<b>670</b>	<b>665</b>	<b>659</b>	<b>654</b>	<b>627</b>	<b>584</b>			

<b>A-26</b> None for all three components																					
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<b>A-37</b>																					
Active	174	91	63	24	5	6	4	4													
Reserve	1	60	62	60	55	80	91	94	92	81	25										
ANG	22	33	29	29	40	49	50	50	50	50											
<b>Total</b>	<b>197</b>	<b>151</b>	<b>158</b>	<b>108</b>	<b>125</b>	<b>146</b>	<b>150</b>	<b>148</b>	<b>146</b>	<b>81</b>	<b>25</b>										

# Appendix B

## Fighters/Attack 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>AC-47</b>																					
Active		3																			
Reserve																					
ANG																					
<b>Total</b>		<b>3</b>																			
<b>AC-119</b>																					
Active	48	24	23																		
Reserve																					
ANG																					
<b>Total</b>	<b>48</b>	<b>24</b>	<b>23</b>																		
<b>AC-123</b>																					
Active	2																				
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>																				
<b>AC-130</b>																					
Active	7	16	21	23	20	12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Reserve				11	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
ANG																					
<b>Total</b>	<b>7</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>31</b>	<b>23</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	
<b>AT-33</b>																					
Active	37	34	32	20																	
Reserve																					
ANG																					
<b>Total</b>	<b>37</b>	<b>34</b>	<b>32</b>	<b>20</b>																	
<b>F-3</b> None for all three components																					
<b>F-4</b>																					
Active	1,462	1,535	1,404	1,386	1,350	1,356	1,418	1,398	1,348	1,174	1,078	951	805	704	662	624	539	448	388	321	
Reserve								9	20	31	62	110	113	112	112	112	112	117	106	48	
ANG			10	10	15	18	26	60	85	213	267	329	416	497	515	522	520	449	368	261	
<b>Total</b>	<b>1,462</b>	<b>1,535</b>	<b>1,414</b>	<b>1,396</b>	<b>1,365</b>	<b>1,374</b>	<b>1,444</b>	<b>1,458</b>	<b>1,442</b>	<b>1,407</b>	<b>1,376</b>	<b>1,342</b>	<b>1,331</b>	<b>1,314</b>	<b>1,289</b>	<b>1,258</b>	<b>1,171</b>	<b>1,014</b>	<b>862</b>	<b>630</b>	
<b>F-5</b>																					
Active	12	13	19	33	39	5	93	111	109	106	105	104	101	105	101	103	100	94	70		
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>13</b>	<b>19</b>	<b>33</b>	<b>39</b>	<b>5</b>	<b>93</b>	<b>111</b>	<b>109</b>	<b>106</b>	<b>105</b>	<b>104</b>	<b>101</b>	<b>105</b>	<b>101</b>	<b>103</b>	<b>100</b>	<b>94</b>	<b>70</b>		
<b>F-6</b> None for all three components																					
<b>F-8</b> None for all three components																					
<b>F-11</b> None for all three components																					
<b>F-15</b>																					
Active			16	29	79	235	321	428	505	584	634	663	699	719	711	732	719	758			
Reserve																					
ANG																					
<b>Total</b>			<b>16</b>	<b>29</b>	<b>79</b>	<b>235</b>	<b>321</b>	<b>428</b>	<b>505</b>	<b>584</b>	<b>634</b>	<b>663</b>	<b>699</b>	<b>731</b>	<b>752</b>	<b>798</b>	<b>818</b>	<b>869</b>			

# Appendix B

## Fighters/Attack 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>F-16</b>																					
Active					2	2	2	6	11	50	156	306	444	577	671	787	866	944	1,033	979	
Reserve														1	26	26	26	44	57	114	
ANG									16	26	26	306	444	594	723	839	972	1,120	1,304	1,431	
<b>Total</b>					<b>2</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>50</b>	<b>156</b>	<b>306</b>	<b>444</b>	<b>594</b>	<b>723</b>	<b>839</b>	<b>972</b>	<b>1,120</b>	<b>1,304</b>	<b>1,431</b>	
<b>F-24</b> None for all three components																					
<b>F-35</b> None for all three components																					
<b>F-47</b> None for all three components																					
<b>F-51</b> None for all three components																					
<b>F-80</b> None for all three components																					
<b>F-82</b> None for all three components																					
<b>F-84</b>																					
Active																					
Reserve																					
ANG	255	132	9																		
<b>Total</b>	<b>255</b>	<b>132</b>	<b>9</b>																		
<b>F-86</b>																					
Active	3	3	2	2																	
Reserve																					
ANG	37																				
<b>Total</b>	<b>40</b>	<b>3</b>	<b>2</b>	<b>2</b>																	
<b>F-89</b> None for all three components																					
<b>F-94</b> None for all three components																					
<b>F-100</b>																					
Active	508	298	33	11	0	0	0	0	0	0	0	0	5	31	12	3	10	23	4	1	
Reserve																					
ANG	260	412	496	514	443	421	395	313	236												
<b>Total</b>	<b>768</b>	<b>710</b>	<b>529</b>	<b>525</b>	<b>443</b>	<b>421</b>	<b>395</b>	<b>313</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>12</b>	<b>3</b>	<b>10</b>	<b>23</b>	<b>4</b>	<b>1</b>	
<b>F-101</b>																					
Active	94	51	18	15	15	15	21	17	20	20	20	19									
Reserve																					
ANG	59	136	143	138	134	134	88	75	62	58	57	41									
<b>Total</b>	<b>153</b>	<b>187</b>	<b>161</b>	<b>153</b>	<b>149</b>	<b>149</b>	<b>109</b>	<b>92</b>	<b>82</b>	<b>78</b>	<b>77</b>	<b>60</b>									
<b>F-102</b>																					
Active	120	17	17	10																	
Reserve																					
ANG	313	251	224	224	183	44	19														
<b>Total</b>	<b>433</b>	<b>268</b>	<b>241</b>	<b>234</b>	<b>183</b>	<b>44</b>	<b>19</b>														
<b>F-104</b>																					
Active	118	123	115	85	77																
Reserve	22	22	22	23	19	19	4														
ANG																					
<b>Total</b>	<b>140</b>	<b>145</b>	<b>137</b>	<b>108</b>	<b>96</b>	<b>19</b>	<b>4</b>														



# Appendix B

## Fighters/Attack 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89		
<b>F-105</b>																						
Active	223	165	110	58	54	49	47	46	42	23												
Reserve			27	78	71	74	72	70	68	65	64	49	25	14								
ANG	44	93	113	106	94	102	98	85	83	101	94	37	27									
<b>Total</b>	<b>267</b>	<b>258</b>	<b>250</b>	<b>242</b>	<b>219</b>	<b>225</b>	<b>217</b>	<b>201</b>	<b>193</b>	<b>189</b>	<b>158</b>	<b>86</b>	<b>52</b>	<b>14</b>								
<b>F-106</b>																						
Active	264	261	216	172	165	145	144	140	147	145	142	128	119	102	64	24	25	5	6	6	5	
Reserve																						
ANG		40		75	73	90	90	89	80	78	78	88	92	91	79	78	78	33				
<b>Total</b>	<b>264</b>	<b>261</b>	<b>256</b>	<b>247</b>	<b>238</b>	<b>235</b>	<b>234</b>	<b>229</b>	<b>227</b>	<b>223</b>	<b>220</b>	<b>216</b>	<b>211</b>	<b>193</b>	<b>143</b>	<b>102</b>	<b>103</b>	<b>38</b>	<b>6</b>	<b>6</b>	<b>5</b>	
<b>F-107</b> None for all three components																						
<b>F-111</b>																						
Active	179	235	324	374	365	376	377	378	372	362	354	350	338	324	310	298	295	292	288	285	285	
Reserve																					48	
ANG																						
<b>Total</b>	<b>179</b>	<b>235</b>	<b>324</b>	<b>374</b>	<b>365</b>	<b>376</b>	<b>377</b>	<b>378</b>	<b>372</b>	<b>362</b>	<b>354</b>	<b>350</b>	<b>338</b>	<b>324</b>	<b>310</b>	<b>298</b>	<b>295</b>	<b>292</b>	<b>288</b>	<b>285</b>	<b>48</b>	
<b>F-22A</b> None for all three components																						
<b>FH-1</b> None for all three components																						
<b>MiG-15</b> None for all three components																						
<b>N-156</b> None for all three components																						
<b>NA-37</b>																						
Active							4	4	1	0	3	3	3	3	3	3	3	3	3	3	3	
Reserve																						
ANG																						
<b>Total</b>							<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>S-2</b> None for all three components																						
<b>TF-15</b>																						
Active						7	15															
Reserve																						
ANG																						
<b>Total</b>						<b>7</b>	<b>15</b>															
<b>XF-4</b> None for all three components																						
<b>YA-37</b>																						
Active																						
Reserve																						
ANG																						
<b>Total</b>																					<b>1</b>	

**Fighters/Attack 1970s-1980s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>YAT-28</b> None for all three components																					
<b>YF-4</b>																					
Active							3														
Reserve																					
ANG																					
<b>Total</b>							<b>3</b>														
<b>YF-5</b> None for all three components																					
<b>YF-15</b> None for all three components																					
<b>YF-16/17</b>																					
Active							4														
Reserve																					
ANG																					
<b>Total</b>							<b>4</b>														
<b>YF-84</b> None for all three components																					
<b>YF-117</b> None for all three components																					

**Fighters/Attack 1990s-2000s**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>A-1</b> None for all three components																					
<b>A-3</b> None for all three components																					
<b>A-4</b> None for all three components																					
<b>A-7</b>																					
Active							14	3													
Reserve																					
ANG							321	245	55	1											
<b>Total</b>							<b>335</b>	<b>248</b>	<b>55</b>	<b>1</b>											
<b>A-9</b> None for all three components																					
<b>A-10</b>																					
Active							393	349	138	123	123	126	126	123	129	129	128	125	125	188	208
Reserve							97	98	85	75	75	31	31	27	44	44	44	44	44	51	55
ANG							82	104	110	83	83	66	59	74	74	75	76	76	76	78	92
<b>Total</b>							<b>572</b>	<b>551</b>	<b>333</b>	<b>281</b>	<b>281</b>	<b>228</b>	<b>225</b>	<b>235</b>	<b>231</b>	<b>228</b>	<b>226</b>	<b>249</b>	<b>248</b>	<b>247</b>	<b>355</b>
<b>A-26</b> None for all three components																					
<b>A-37</b> None for all three components																					
<b>AC-47</b> None for all three components																					
<b>AC-119</b> None for all three components																					
<b>AC-123</b> None for all three components																					

**Fighters/Attack 1990s-2000s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>AC-130</b>																					
Active	10	10	12	12	12	21	21	21	21	21	21	21	21	21	21	21	23	25	25	25	25
Reserve	10	10	10	10	10																
ANG																					
<b>Total</b>	<b>20</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>23</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>
<b>AT-33</b> None for all three components																					
<b>F-3</b> None for all three components																					
<b>F-4</b>																					
Active	248	140	39	49	45	40	12	3													
Reserve	40																				
ANG	102	24	36	30	30	26															
<b>Total</b>	<b>390</b>	<b>164</b>	<b>75</b>	<b>79</b>	<b>75</b>	<b>66</b>	<b>12</b>	<b>3</b>													
<b>F-5</b> None for all three components																					
<b>F-6</b> None for all three components																					
<b>F-8</b> None for all three components																					
<b>F-11</b> None for all three components																					
<b>F-15</b>																					
Active	765	740	686	687	646	628	620	617	615	614	614	608	609	608	604	583	567	515	499	454	454
Reserve																					
ANG	125	163	155	154	140	119	266	116	115	116	126	126	126	126	129	139	141	145	131	134	134
<b>Total</b>	<b>890</b>	<b>903</b>	<b>841</b>	<b>841</b>	<b>786</b>	<b>747</b>	<b>886</b>	<b>733</b>	<b>730</b>	<b>730</b>	<b>740</b>	<b>734</b>	<b>735</b>	<b>734</b>	<b>733</b>	<b>722</b>	<b>708</b>	<b>660</b>	<b>630</b>	<b>630</b>	<b>588</b>
<b>F-16</b>																					
Active	1,027	927	868	787	777	780	809	802	792	777	773	735	751	742	737	733	724	700	688	665	665
Reserve	117	171	182	193	121	114	73	71	72	70	70	70	70	70	69	69	69	53	52	53	53
ANG	469	648	747	830	732	644	481	607	580	584	569	573	570	549	540	523	522	495	460	438	438
<b>Total</b>	<b>1,613</b>	<b>1,746</b>	<b>1,797</b>	<b>1,810</b>	<b>1,630</b>	<b>1,538</b>	<b>1,363</b>	<b>1,480</b>	<b>1,444</b>	<b>1,431</b>	<b>1,412</b>	<b>1,378</b>	<b>1,391</b>	<b>1,361</b>	<b>1,346</b>	<b>1,325</b>	<b>1,315</b>	<b>1,248</b>	<b>1,200</b>	<b>1,156</b>	<b>1,156</b>
<b>F-24</b> None for all three components																					
<b>F-35</b> None for all three components																					
<b>F-47</b> None for all three components																					
<b>F-51</b> None for all three components																					
<b>F-80</b> None for all three components																					
<b>F-82</b> None for all three components																					
<b>F-84</b> None for all three components																					
<b>F-86</b> None for all three components																					
<b>F-89</b> None for all three components																					
<b>F-94</b> None for all three components																					
<b>F-100</b> None for all three components																					
<b>F-101</b> None for all three components																					
<b>F-102</b> None for all three components																					

# Appendix B

## Fighters/Attack 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>F-104</b> None for all three components																					
<b>F-105</b> None for all three components																					
<b>F-106</b>																					
Active	1	1	2	2																	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>																	
<b>F-107</b> None for all three components																					
<b>F-111</b>																					
Active	286	248	305	128	104	105															
Reserve																					
ANG																					
<b>Total</b>	<b>286</b>	<b>248</b>	<b>305</b>	<b>128</b>	<b>104</b>	<b>105</b>															
<b>F-117</b>																					
Active	48	55	56	58	58	54	54	54	53	53	52	52	52	55	55	55	52	44			
Reserve																					
ANG																					
<b>Total</b>	<b>48</b>	<b>55</b>	<b>56</b>	<b>58</b>	<b>58</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>53</b>	<b>53</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>52</b>	<b>44</b>			
<b>F-22A</b>																					
Active									2	2	3	6	8	17	27	47	73	97	121	141	
Reserve																					
ANG																					
<b>Total</b>									<b>2</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>17</b>	<b>27</b>	<b>47</b>	<b>73</b>	<b>97</b>	<b>121</b>	<b>141</b>	
<b>FH-1</b> None for all three components																					
<b>MiG-15</b> None for all three components																					
<b>N-156</b> None for all three components																					
<b>NA-37</b> None for all three components																					
<b>S-2</b> None for all three components																					
<b>TF-15</b> None for all three components																					
<b>XF-4</b> None for all three components																					
<b>YA-37</b> None for all three components																					
<b>YAT-28</b> None for all three components																					
<b>YF-4</b> None for all three components																					
<b>YF-5</b> None for all three components																					
<b>YF-15</b>																					
Active							1	1	1	1											
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>											

**Fighters/Attack 1990s-2000s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>YF-16/17</b> None for all three components																					
<b>YF-84</b> None for all three components																					
<b>YF-117</b>							3	3	3	3	3	3	3	3							
Active							3	3	3	3	3	3	3	3							
Reserve																					
ANG																					
<b>Total</b>							<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>							<b>3</b>

**Fighters/Attack 2010s**

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>A-1</b> None for all three components							
<b>A-3</b> None for all three components							
<b>A-4</b> None for all three components							
<b>A-7</b> None for all three components							
<b>A-9</b> None for all three components							
<b>A-10</b>							
Active	184	191	190	187	159	143	143
Reserve	44	48	48	41	47	55	55
ANG	106	106	108	106	91	85	85
<b>Total</b>	<b>334</b>	<b>345</b>	<b>346</b>	<b>334</b>	<b>297</b>	<b>283</b>	<b>283</b>
<b>A-26</b> None for all three components							
<b>A-37</b> None for all three components							
<b>AC-47</b> None for all three components							
<b>AC-119</b> None for all three components							
<b>AC-123</b> None for all three components							
<b>AC-130</b>							
Active	25	25	37	37	35	33	31
Reserve							
ANG							
<b>Total</b>	<b>25</b>	<b>25</b>	<b>37</b>	<b>37</b>	<b>35</b>	<b>33</b>	<b>31</b>
<b>AT-33</b> None for all three components							
<b>F-3</b> None for all three components							
<b>F-4</b> None for all three components							
<b>F-5</b> None for all three components							
<b>F-6</b> None for all three components							
<b>F-8</b> None for all three components							
<b>F-11</b> None for all three components							

# Appendix B

## Fighters/Attack 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>F-15</b>							
Active	327	341	338	337	334	372	318
Reserve							
ANG	140	130	130	130	135	171	138
<b>Total</b>	<b>467</b>	<b>471</b>	<b>468</b>	<b>467</b>	<b>469</b>	<b>543</b>	<b>456</b>
<b>F-16</b>							
Active	583	583	581	579	575	570	559
Reserve	53	52	53	54	57	56	56
ANG	368	385	379	374	339	335	334
<b>Total</b>	<b>1,004</b>	<b>1,020</b>	<b>1,013</b>	<b>1,007</b>	<b>971</b>	<b>961</b>	<b>949</b>
<b>F-24</b> None for all three components							
<b>F-35</b>							
Active	4	11	11	22	38	60	96
Reserve							
ANG							
<b>Total</b>	<b>4</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>38</b>	<b>60</b>	<b>96</b>
<b>F-47</b> None for all three components							
<b>F-51</b> None for all three components							
<b>F-80</b> None for all three components							
<b>F-82</b> None for all three components							
<b>F-84</b> None for all three components							
<b>F-86</b> None for all three components							
<b>F-89</b> None for all three components							
<b>F-94</b> None for all three components							
<b>F-100</b> None for all three components							
<b>F-101</b> None for all three components							
<b>F-102</b> None for all three components							
<b>F-104</b> None for all three components							
<b>F-105</b> None for all three components							
<b>F-106</b> None for all three components							
<b>F-107</b> None for all three components							
<b>F-111</b> None for all three components							
<b>F-117</b> None for all three components							
<b>F-22A</b>							
Active	158	161	169	162	167	227	166
Reserve							
ANG	18	18	18	20	20	20	20
<b>Total</b>	<b>158</b>	<b>179</b>	<b>187</b>	<b>182</b>	<b>187</b>	<b>187</b>	<b>186</b>

# Appendix B

## Fighters/Attack 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>FH-1</b>	None for all three components						
<b>MiG-15</b>	None for all three components						
<b>N-156</b>	None for all three components						
<b>NA-37</b>	None for all three components						
<b>S-2</b>	None for all three components						
<b>TF-15</b>	None for all three components						
<b>XF-4</b>	None for all three components						
<b>YA-37</b>	None for all three components						
<b>YAT-28</b>	None for all three components						
<b>YF-4</b>	None for all three components						
<b>YF-5</b>	None for all three components						
<b>YF-15</b>	None for all three components						
<b>YF-16/17</b>	None for all three components						
<b>YF-84</b>	None for all three components						
<b>YF-117</b>	None for all three components						

# Appendix B

Reconnaissance 1950s-1960s																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>B-57</b> None for all three components																					
<b>C-121</b> None for all three components																					
<b>C-130</b> None for all three components																					
<b>C-135</b> None for all three components																					
<b>DC-130</b> None for all three components																					
<b>E-3</b> None for all three components																					
<b>E-4</b> None for all three components																					
<b>E-8</b> None for all three components																					
<b>E-9</b> None for all three components																					
<b>E-47</b>													94								
Active																					
Reserve																					
ANG																					
<b>Total</b>													<b>94</b>								
<b>EA-1</b>																					
Active																					13
Reserve																					
ANG																					
<b>Total</b>																					<b>13</b>
<b>EB-47</b>																					
Active										115	84	5	5	3							
Reserve																					
ANG																					
<b>Total</b>										<b>115</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>3</b>							
<b>EB-57</b>																					
Active																43	56	57	55		
Reserve																					
ANG																					
<b>Total</b>																<b>43</b>	<b>56</b>	<b>57</b>	<b>55</b>		
<b>EB-66</b>																					
Active																7	26	51	65		
Reserve																					
ANG																					
<b>Total</b>																<b>7</b>	<b>26</b>	<b>51</b>	<b>65</b>		
<b>EC-18</b> None for all three components																					
<b>EC-47</b>																					
Active										5	3	3	3	3	3	3	3	3	64	61	
Reserve																					
ANG																					
<b>Total</b>										<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>61</b>		



# Appendix B

## Reconnaissance 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>EC-54</b>																					
Active									1										1	1	
Reserve																					
ANG																					
<b>Total</b>									<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	
<b>EC-121</b>																					
Active				21	69	76	80	109	106	104											
Reserve																					
ANG																					4
<b>Total</b>				<b>21</b>	<b>69</b>	<b>76</b>	<b>80</b>	<b>109</b>	<b>106</b>	<b>108</b>											<b>4</b>
<b>EC-130</b> None for all three components																					
<b>EC-135</b>																					
Active						33	37	45	54	54											
Reserve																					
ANG																					
<b>Total</b>						<b>33</b>	<b>37</b>	<b>45</b>	<b>54</b>	<b>54</b>											
<b>EF-111</b> None for all three components																					
<b>ER-47</b>																					
Active									3												
Reserve																					
ANG																					
<b>Total</b>									<b>3</b>												
<b>ET-29</b>																					
Active							7	9	12	13											
Reserve																					
ANG																					
<b>Total</b>							<b>7</b>	<b>9</b>	<b>12</b>	<b>13</b>											
<b>JRB-57</b>																					
Active																					
Reserve																					
ANG																				1	
<b>Total</b>																				<b>1</b>	
<b>MC-12</b> None for all three components																					
<b>MC/WC-130</b> None for all three components																					
<b>MC-130</b> None for all three components																					
<b>MQ-9</b> None for all three components																					
<b>OV-10</b>																					
Active																				27	151
Reserve																					
ANG																					
<b>Total</b>																				<b>27</b>	<b>151</b>

# Appendix B

Reconnaissance 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>R-47</b>																					
Active													34								
Reserve																					
ANG																					
<b>Total</b>													<b>34</b>								
<b>RB-17</b>																					
Active	13	12	11	3	4	1	1														
Reserve																					
ANG																					
<b>Total</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>														
<b>RB-25</b>																					
Active	3	3	3	3	3	2	2	2													
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>													
<b>RB-26</b>																					
Active	22	51	88	94	88	96	78	12	2	2	0	8	1	1							
Reserve						1															
ANG			5	10	10	15	46	37													
<b>Total</b>	<b>22</b>	<b>51</b>	<b>93</b>	<b>104</b>	<b>98</b>	<b>112</b>	<b>124</b>	<b>49</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>							
<b>RB-29</b>																					
Active	134	44	39	28	19	6	3														
Reserve																					
ANG																					
<b>Total</b>	<b>134</b>	<b>44</b>	<b>39</b>	<b>28</b>	<b>19</b>	<b>6</b>	<b>3</b>														
<b>RB-36</b>																					
Active	2	40	74	122	117	106	133	67	46												
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>40</b>	<b>74</b>	<b>122</b>	<b>117</b>	<b>106</b>	<b>133</b>	<b>67</b>	<b>46</b>												
<b>RB-45</b>																					
Active	29	24	24	6	17	18	16	15	1	1	0	0	1	1	1	1	1	1	1	1	1
Reserve																					
ANG																					
<b>Total</b>	<b>29</b>	<b>24</b>	<b>24</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>RB-47</b>																					
Active	80	185	273	294	282	206	195	152	105	14	38	31	29	13	4	1	1	1	1	1	1
Reserve																					
ANG																					
<b>Total</b>	<b>80</b>	<b>185</b>	<b>273</b>	<b>294</b>	<b>282</b>	<b>206</b>	<b>195</b>	<b>152</b>	<b>105</b>	<b>14</b>	<b>38</b>	<b>31</b>	<b>29</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>RB-50</b>																					
Active	13	27	41	39	32	38	39	40	36	28	26	23	16	16	8	1					
Reserve																					
ANG																					
<b>Total</b>	<b>13</b>	<b>27</b>	<b>41</b>	<b>39</b>	<b>32</b>	<b>38</b>	<b>39</b>	<b>40</b>	<b>36</b>	<b>28</b>	<b>26</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>8</b>	<b>1</b>					

# Appendix B

Reconnaissance 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>RB-52</b>																					
Active						6	16	8	1												
Reserve																					
ANG																					
<b>Total</b>						<b>6</b>	<b>16</b>	<b>8</b>	<b>1</b>												
<b>RB-57</b>																					
Active					34	59	71	76	50	40	25	26	33	50	25	55	64	34	31	30	
Reserve																					
ANG								8	15	57	57	57	60	60	70	48	30	29	29	30	
<b>Total</b>					<b>34</b>	<b>59</b>	<b>71</b>	<b>76</b>	<b>58</b>	<b>55</b>	<b>82</b>	<b>83</b>	<b>93</b>	<b>110</b>	<b>95</b>	<b>103</b>	<b>94</b>	<b>63</b>	<b>60</b>	<b>60</b>	
<b>RB-66</b>																					
Active						2	60	177	178	165	133	122	122	121	102	63	56	46	32	29	
Reserve																					
ANG																					
<b>Total</b>					<b>2</b>	<b>60</b>	<b>177</b>	<b>178</b>	<b>165</b>	<b>133</b>	<b>122</b>	<b>122</b>	<b>122</b>	<b>121</b>	<b>102</b>	<b>63</b>	<b>56</b>	<b>46</b>	<b>32</b>	<b>29</b>	
<b>RC-45</b>																					
Active	12	8	6	14	23	20	16	16	15	15											
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>23</b>	<b>20</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>15</b>											
<b>RC-47</b>																					
Active	5	5	7	7	7	6	6	6	5	5	2	2	2	2	2	0	30	51			
Reserve																					
ANG																					
<b>Total</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>51</b>			
<b>RC-54</b>																					
Active	2	0	0	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>																	
<b>RC-121</b>																					
Active					5	31	69	80	78	73	71	72	71	59	9	1					
Reserve																					
ANG																					
<b>Total</b>	<b>5</b>	<b>31</b>	<b>69</b>	<b>80</b>	<b>78</b>	<b>73</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>59</b>	<b>9</b>	<b>1</b>									
<b>RC-130</b>																					
Active									12	16	16	16	16	16	16	16	16	22	16	17	
Reserve																					
ANG																					
<b>Total</b>					<b>12</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>22</b>	<b>16</b>	<b>17</b>		
<b>RC-135</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>					<b>5</b>	<b>14</b>	<b>18</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>23</b>	

# Appendix B

## Reconnaissance 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>RF-4</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>RF-51</b>																					
Active		55	32	1																	
Reserve																					
ANG	15	0	5	10	19	19															
<b>Total</b>	<b>15</b>	<b>55</b>	<b>37</b>	<b>11</b>	<b>19</b>	<b>19</b>															
<b>RF-80</b>																					
Active	49	75	144	144	147	94	83	24													
Reserve																					
ANG						36	39	39													
<b>Total</b>	<b>49</b>	<b>75</b>	<b>144</b>	<b>144</b>	<b>147</b>	<b>130</b>	<b>122</b>	<b>63</b>													
<b>RF-84</b>																					
Active				1	4	151	281	193	103	34	1	1	85	4	20	3	2	1	0	1	
Reserve																					
ANG						9	82	132	137	137	169	155	53	128	122	136	134	132	137	142	
<b>Total</b>	<b>1</b>	<b>4</b>	<b>151</b>	<b>290</b>	<b>275</b>	<b>235</b>	<b>171</b>	<b>170</b>	<b>156</b>	<b>138</b>	<b>132</b>	<b>142</b>	<b>139</b>	<b>136</b>	<b>133</b>	<b>136</b>	<b>137</b>	<b>137</b>	<b>143</b>	<b>143</b>	
<b>RF-86</b>																					
Active		5	3	11	18	19	15														
Reserve																					
ANG						2	2	2	2												
<b>Total</b>	<b>5</b>	<b>3</b>	<b>13</b>	<b>20</b>	<b>21</b>	<b>17</b>															
<b>RF-101</b>																					
Active						2	21	114	184	175	163	157	152	149	136	117	99	146	76		
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>21</b>	<b>114</b>	<b>184</b>	<b>175</b>	<b>163</b>	<b>157</b>	<b>152</b>	<b>149</b>	<b>136</b>	<b>117</b>	<b>99</b>	<b>146</b>	<b>76</b>							
<b>RF-104</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>RF-111</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>M/RQ-1</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>RQ-4</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				

# Appendix B

Reconnaissance 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>RT-33</b>																					
Active												1	1	1	1						
Reserve																					
ANG																					
<b>Total</b>												<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>					<b>1</b>
<b>SR-71</b> None for all three components																					
<b>TE-8</b> None for all three components																					
<b>TR-1</b> None for all three components																					
<b>TU-2</b> None for all three components																					
<b>U-2</b> None for all three components																					
<b>WB-26</b>																					
Active				6	5	6	8	4													
Reserve																					
ANG																					
<b>Total</b>				<b>5</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>4</b>													
<b>WB-29</b>																					
Active		81	83	78	77	68	28	1													
Reserve																					
ANG																					
<b>Total</b>		<b>81</b>	<b>83</b>	<b>78</b>	<b>77</b>	<b>68</b>	<b>28</b>	<b>1</b>													
<b>WB-47</b>																					
Active									1	1	1	1	1	1	3	31	30	27	24	24	24
Reserve																					
ANG																					
<b>Total</b>									<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>30</b>	<b>27</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>
<b>WB-50</b>																					
Active						42	70	69	68	48	47	47	47	31	12	5	1				
Reserve																					
ANG																					
<b>Total</b>						<b>42</b>	<b>70</b>	<b>69</b>	<b>68</b>	<b>48</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>31</b>	<b>12</b>	<b>5</b>	<b>1</b>				
<b>WB-57</b> None for all three components																					
<b>WB-66</b>																					
Active					4	36	36	36	14	14	14	13	13	13	12	0	2	0	2	5	5
Reserve																					
ANG																					
<b>Total</b>		<b>4</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>WC-130</b>																					
Active																11	5	14	14		
Reserve																					
ANG																					
<b>Total</b>																<b>11</b>	<b>5</b>	<b>14</b>	<b>14</b>		<b>14</b>

**Reconnaissance 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>OC/WC-135</b>																					
Active																	10	10	10	10	
Reserve																					
ANG																					
<b>Total</b>																	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>WT-33</b>																					
Active							4	3	3	3	3	2	2								
Reserve																					
ANG																					
<b>Total</b>							<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>								
<b>YRB-58</b>																					
Active									25	18	13	8	4	3							
Reserve																					
ANG																					
<b>Total</b>									<b>25</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>3</b>							
<b>YRF-4</b>																					
Active															2	3	3	2	2		
Reserve																					
ANG																					
<b>Total</b>															<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>		

**Reconnaissance 1970s-1980s**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>B-57</b>																					
Active							3	3	3												
Reserve																					
ANG						5	4	4	3	3	18	17									
<b>Total</b>						<b>5</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>18</b>	<b>17</b>									
<b>C-121</b>																					
Active																					
Reserve									2	1											
ANG																					
<b>Total</b>									<b>2</b>	<b>1</b>											
<b>C-130</b>																					
Active											42	37	42	48	47	47	45	43	50	51	
Reserve											7	7	7	7	7	7	7	12			
ANG											8	8	8	8	8	8	8	8			
<b>Total</b>											<b>57</b>	<b>52</b>	<b>57</b>	<b>63</b>	<b>62</b>	<b>62</b>	<b>60</b>	<b>63</b>	<b>50</b>	<b>51</b>	
<b>C-135</b>																					
Active											73	71	72	73	74	73	73	73	73	73	
Reserve																					
ANG																					
<b>Total</b>											<b>73</b>	<b>71</b>	<b>72</b>	<b>73</b>	<b>74</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>

# Appendix B

## Reconnaissance 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>DC-130</b>																					
Active					7	12	12	13	13	8											
Reserve																					
ANG																					
<b>Total</b>					<b>7</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>8</b>											
<b>E-3</b>																					
Active								9	14	20	23	25	28	31	34	34	34	34	34	34	34
Reserve																					
ANG																					
<b>Total</b>								<b>9</b>	<b>14</b>	<b>20</b>	<b>23</b>	<b>25</b>	<b>28</b>	<b>31</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>
<b>E-4</b>																					
Active						3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Reserve																					
ANG																					
<b>Total</b>						<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>E-8</b> None for all three components																					
<b>E-9</b> None for all three components																					
<b>E-47</b> None for all three components																					
<b>EA-1</b> None for all three components																					
<b>EB-47</b> None for all three components																					
<b>EB-57</b>																					
Active		47	45	35	42	19	19	19	19	19											
Reserve																					
ANG						19	17	16	16	16											
<b>Total</b>		<b>47</b>	<b>45</b>	<b>35</b>	<b>42</b>	<b>19</b>	<b>38</b>	<b>36</b>	<b>35</b>	<b>35</b>	<b>16</b>										
<b>EB-66</b>																					
Active		63	48	45	34																
Reserve																					
ANG																					
<b>Total</b>		<b>63</b>	<b>48</b>	<b>45</b>	<b>34</b>																
<b>EC-18</b>																					
Active																2	2	2	3	4	4
Reserve																					
ANG																					
<b>Total</b>																<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>4</b>
<b>EC-47</b>																					
Active		62	61	59	22																
Reserve																					
ANG																					
<b>Total</b>		<b>62</b>	<b>61</b>	<b>59</b>	<b>22</b>																
<b>EC-54</b> None for all three components																					

# Appendix B

## Reconnaissance 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>EC-121</b>																					
Active	70	37	25	25	20	11															
Reserve		1	7	7	7	7	0	10	4												
ANG	4	4	4	4	6	9	0	4	2												
<b>Total</b>	<b>74</b>	<b>42</b>	<b>36</b>	<b>36</b>	<b>33</b>	<b>27</b>	<b>0</b>	<b>14</b>	<b>6</b>												
<b>EC-130</b>																					
Active								7	8	8	14	14	14	14	14	14	14	14	14	14	
Reserve																					
ANG																					
<b>Total</b>								<b>7</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>22</b>	
<b>EC-135</b>																					
Active	51	55	52	52	52	51	51	48	48	48	47	45	46	47	48	47	47	48	49	49	
Reserve																					
ANG																					
<b>Total</b>	<b>51</b>	<b>55</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>51</b>	<b>51</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>47</b>	<b>45</b>	<b>46</b>	<b>47</b>	<b>48</b>	<b>47</b>	<b>47</b>	<b>48</b>	<b>49</b>	<b>49</b>	
<b>EF-111</b>																					
Active						2	2	2	2	2	2	2	8	16	29	40	42	42	42	42	
Reserve																					
ANG																					
<b>Total</b>						<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>16</b>	<b>29</b>	<b>40</b>	<b>42</b>	<b>42</b>	<b>42</b>	<b>42</b>	
<b>ER-47</b>	None for all three components																				
<b>ET-29</b>																					
Active	16	16	16	14																	
Reserve																					
ANG																					
<b>Total</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>14</b>																	
<b>JRB-57</b>	None for all three components																				
<b>MC-12</b>	None for all three components																				
<b>MC/WC-130</b>																					
Active																					
Reserve		1				7	7	7	7	7									8	6	
ANG																					
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	
<b>MC-130</b>																					
Active						15	15	15	15	15	15	10	15	22	21	23	21	19	36	37	
Reserve																					
ANG																					
<b>Total</b>						<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>22</b>	<b>21</b>	<b>23</b>	<b>21</b>	<b>19</b>	<b>36</b>	<b>37</b>	
<b>MQ-9</b>	None for all three components																				
<b>OV-10</b>																					
Active	131	117	101	92	91	90	90	89	86	85	79	78	77	77	77	77	77	79	78	78	
Reserve																					
ANG																					
<b>Total</b>	<b>131</b>	<b>117</b>	<b>101</b>	<b>92</b>	<b>91</b>	<b>90</b>	<b>90</b>	<b>89</b>	<b>86</b>	<b>85</b>	<b>79</b>	<b>78</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>79</b>	<b>78</b>	<b>78</b>	



# Appendix B

Reconnaissance 1970s-1980s continued																				
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>R-47</b>	None for all three components																			
<b>RB-17</b>	None for all three components																			
<b>RB-25</b>	None for all three components																			
<b>RB-26</b>	None for all three components																			
<b>RB-29</b>	None for all three components																			
<b>RB-36</b>	None for all three components																			
<b>RB-45</b>	None for all three components																			
Active	1	1																		
Reserve																				
ANG																				
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>RB-47</b>	None for all three components																			
Active	1	1	1	1	1	1														
Reserve																				
ANG																				
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>RB-50</b>	None for all three components																			
<b>RB-52</b>	None for all three components																			
<b>RB-57</b>	None for all three components																			
Active	37	31																		
Reserve																				
ANG	29	17	2																	
<b>Total</b>	<b>66</b>	<b>48</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>RB-66</b>	None for all three components																			
Active	3																			
Reserve																				
ANG																				
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>RC-45</b>	None for all three components																			
<b>RC-47</b>	None for all three components																			
<b>RC-54</b>	None for all three components																			
<b>RC-121</b>	None for all three components																			
<b>RC-130</b>	None for all three components																			
Active	12	11	10	9																
Reserve	6	7	7	6	6															
ANG																				
<b>Total</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>RC-135</b>	None for all three components																			
Active	24	24	25	26	26	26	26	26	26	25	24	19	19	19	19	19	19	19	19	19
Reserve																				
ANG																				
<b>Total</b>	<b>24</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>25</b>	<b>24</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>

# Appendix B

## Reconnaissance 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>RF-4</b>																					
Active	373	358	326	324	323	307	241	227	219	189	186	182	182	181	180	180	176	166	161	144	
Reserve																					
ANG		24	53	58	60	71	134	136	135	157	157	156	155	152	152	150	150	153	147	128	
<b>Total</b>	<b>373</b>	<b>382</b>	<b>379</b>	<b>382</b>	<b>383</b>	<b>378</b>	<b>375</b>	<b>363</b>	<b>354</b>	<b>346</b>	<b>343</b>	<b>338</b>	<b>337</b>	<b>333</b>	<b>332</b>	<b>330</b>	<b>326</b>	<b>319</b>	<b>308</b>	<b>272</b>	
<b>RF-51</b>	None for all three components																				
<b>RF-80</b>	None for all three components																				
<b>RF-84</b>	None for all three components																				
Active																					
Reserve																					
ANG	141	27	1																		
<b>Total</b>	<b>141</b>	<b>27</b>	<b>1</b>																		
<b>RF-86</b>	None for all three components																				
<b>RF-101</b>	None for all three components																				
Active	74	2	1																		
Reserve																					
ANG	64	130	108	84	80	64	21	20	15												
<b>Total</b>	<b>138</b>	<b>132</b>	<b>109</b>	<b>84</b>	<b>80</b>	<b>64</b>	<b>21</b>	<b>20</b>	<b>15</b>												
<b>RF-104</b>	None for all three components																				
<b>RF-111</b>	None for all three components																				
<b>M/RQ-1</b>	None for all three components																				
<b>RQ-4</b>	None for all three components																				
<b>RT-33</b>	None for all three components																				
<b>SR-71</b>	None for all three components																				
Active						11	11	12	12	12											
Reserve																					
ANG																					
<b>Total</b>						<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>											
<b>TE-8</b>	None for all three components																				
<b>TR-1</b>	None for all three components																				
Active													4	7	9	13	20	22			
Reserve																					
ANG																					
<b>Total</b>													<b>4</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>20</b>	<b>22</b>			
<b>TU-2</b>	None for all three components																				
<b>U-2</b>	None for all three components																				
Active																					
Reserve																					
ANG						20	19	17	16	16											
<b>Total</b>						<b>20</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>16</b>											

# Appendix B

<b>Reconnaissance 1970s-1980s continued</b>																				
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>WB-26</b>	None for all three components																			
<b>WB-29</b>	None for all three components																			
<b>WB-47</b>	None for all three components																			
<b>WB-50</b>	None for all three components																			
<b>WB-57</b>	None for all three components																			
Active	20	13																		
Reserve																				
ANG																				
<b>Total</b>	<b>20</b>	<b>13</b>																		
<b>WB-66</b>	None for all three components																			
Active	2	2	1	1	1	1														
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>														
<b>WC-130</b>	None for all three components																			
Active	16	22	22	22	20	19	12	14	14	13	13	13	13	12	12	10	10	10	10	10
Reserve																				
ANG																				
<b>Total</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>20</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>OC/WC-135</b>	None for all three components																			
Active	10	10	10	10	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5
Reserve																				
ANG																				
<b>Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>5</b>
<b>WT-33</b>	None for all three components																			
<b>YRB-58</b>	None for all three components																			
<b>YRF-4</b>	None for all three components																			
<b>Reconnaissance 1990s-2000s</b>																				
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>B-57</b>	None for all three components																			
<b>C-121</b>	None for all three components																			
<b>C-130</b>	None for all three components																			
<b>C-135</b>	None for all three components																			
<b>DC-130</b>	None for all three components																			
<b>E-3</b>	None for all three components																			
Active	34	34	34	34	34	33	32	32	32	32	32	32	31	32	32	32	32	32	32	32
Reserve																				
ANG																				
<b>Total</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>33</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>

# Appendix B

Reconnaissance 1990s-2000s continued																						
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09		
<b>E-4</b>																						
Active	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Reserve																						
ANG																						
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	
<b>E-8</b>																						
Active				2	0	0	1	2	5	5	8	11	14	16	17	18	18	18	18	18	18	
Reserve																						
ANG																						
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>11</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>E-9</b>																						
Active				2	0	0	0	0	0	0	0	0	0	0	2							
Reserve																						
ANG																						
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>							
<b>E-47</b> None for all three components																						
<b>EA-1</b> None for all three components																						
<b>EB-47</b> None for all three components																						
<b>EB-57</b> None for all three components																						
<b>EB-66</b> None for all three components																						
<b>EC-18</b>																						
Active	4	6	6	6	6	4	4	4	3	3	3	3	3									
Reserve																						
ANG																						
<b>Total</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>									
<b>EC-47</b> None for all three components																						
<b>EC-54</b> None for all three components																						
<b>EC-121</b> None for all three components																						
<b>EC-130</b>																						
Active	22	22	22	22	22	22	26	22	22	22	22	22	20	15	17	16	16	14	14	14	15	
Reserve																						
ANG	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	8	8	7	7	7	7	
<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>34</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>27</b>	<b>22</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>22</b>	
<b>EC-135</b>																						
Active	49	50	16	19	18	41	14	14	9	3	3	2	2									
Reserve																						
ANG																						
<b>Total</b>	<b>49</b>	<b>50</b>	<b>16</b>	<b>19</b>	<b>18</b>	<b>41</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>									
<b>EF-111</b>																						
Active	42	41	40	40	40	40	37	33														
Reserve																						
ANG																						
<b>Total</b>	<b>42</b>	<b>41</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>33</b>														

**Reconnaissance 1990s-2000s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>ER-47</b> None for all three components																					
<b>ET-29</b> None for all three components																					
<b>JRB-57</b> None for all three components																					
<b>MC-12</b>																					
Active																					31
Reserve																					
ANG																					
<b>Total</b>																					<b>31</b>
<b>MC/WC-130</b>																					
Active																					
Reserve	4	12	12	12	10	10	10	21	23	23	23	19	28	28	20	20	17	17	11	11	
ANG																	3	3	9	9	
<b>Total</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>21</b>	<b>23</b>	<b>23</b>	<b>19</b>	<b>28</b>	<b>28</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	
<b>MC-130</b>																					
Active	29	23	42	32	38	16	53	53	53	55	48	48	45	44	45	43	44	46	49	52	
Reserve														14	14	14	14	14	14	14	
ANG									2	4	4	4	4	4	4	4	4	4	4	4	
<b>Total</b>	<b>29</b>	<b>23</b>	<b>42</b>	<b>32</b>	<b>38</b>	<b>16</b>	<b>53</b>	<b>53</b>	<b>53</b>	<b>57</b>	<b>52</b>	<b>52</b>	<b>49</b>	<b>62</b>	<b>63</b>	<b>61</b>	<b>62</b>	<b>64</b>	<b>67</b>	<b>70</b>	
<b>MQ-9</b>																					
Active															5	7	8	13	22	35	
Reserve																					
ANG																					
<b>Total</b>															<b>5</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>22</b>	<b>35</b>	
<b>OV-10</b>																					
Active	77	26	26																		
Reserve																					
ANG																					
<b>Total</b>	<b>77</b>	<b>26</b>	<b>26</b>																		
<b>R-47</b> None for all three components																					
<b>RB-17</b> None for all three components																					
<b>RB-25</b> None for all three components																					
<b>RB-26</b> None for all three components																					
<b>RB-29</b> None for all three components																					
<b>RB-36</b> None for all three components																					
<b>RB-45</b> None for all three components																					
<b>RB-47</b> None for all three components																					
<b>RB-50</b> None for all three components																					
<b>RB-52</b> None for all three components																					
<b>RB-57</b> None for all three components																					
<b>RB-66</b> None for all three components																					

# Appendix B

Reconnaissance 1990s-2000s continued																					
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>RC-45</b>	None for all three components																				
<b>RC-47</b>	None for all three components																				
<b>RC-54</b>	None for all three components																				
<b>RC-121</b>	None for all three components																				
<b>RC-130</b>	None for all three components																				
<b>RC-135</b>	None for all three components																				
Active	19	19	19	19	19	19	19	19	19	19	21	21	21	21	21	22	22	22	25	25	
Reserve																					
ANG																					
<b>Total</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>25</b>	<b>25</b>	
<b>RF-4</b>	None for all three components																				
Active	82	43	4	3																	
Reserve																					
ANG	154	141	98	48	29	8															
<b>Total</b>	<b>236</b>	<b>184</b>	<b>102</b>	<b>51</b>	<b>29</b>	<b>8</b>															
<b>RF-51</b>	None for all three components																				
<b>RF-80</b>	None for all three components																				
<b>RF-84</b>	None for all three components																				
<b>RF-86</b>	None for all three components																				
<b>RF-101</b>	None for all three components																				
<b>RF-104</b>	None for all three components																				
<b>RF-111</b>	None for all three components																				
<b>M/RQ-1</b>	None for all three components																				
Active								2	4	6	6	8	8	8	6	6	5	5	131	144	126
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>131</b>	<b>144</b>	<b>126</b>	
<b>RQ-4</b>	None for all three components																				
Active														2	6	9	11	12	14	14	17
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>17</b>
<b>RT-33</b>	None for all three components																				
<b>SR-71</b>	None for all three components																				
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

# Appendix B

Reconnaissance 1990s-2000s continued																					
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>TE-8</b>																					
Active							1	1	1	1	1	1	1	1							
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>							
<b>TR-1</b> None for all three components																					
<b>TU-2</b>																					
Active							4	4	4	4	4	4	4	4	5						
Reserve																					
ANG																					
<b>Total</b>							<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>							
<b>U-2</b>																					
Active				37	36	36	31	31	31	31	31	31	31	34	34	34	34	34	33	32	33
Reserve																					
ANG																					
<b>Total</b>				<b>37</b>	<b>36</b>	<b>36</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>33</b>	<b>32</b>	<b>33</b>
<b>WB-26</b> None for all three components																					
<b>WB-29</b> None for all three components																					
<b>WB-47</b> None for all three components																					
<b>WB-50</b> None for all three components																					
<b>WB-57</b> None for all three components																					
<b>WB-66</b> None for all three components																					
<b>WC-130</b> None for all three components																					
<b>OC/WC-135</b>																					
Active	5	5	5	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Reserve																					
ANG																					
<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>WT-33</b> None for all three components																					
<b>YRB-58</b> None for all three components																					
<b>YRF-4</b> None for all three components																					
<b>Reconnaissance 2010s</b>																					
<b>B-57</b> None for all three components																					
<b>C-121</b> None for all three components																					
<b>C-130</b> None for all three components																					
<b>C-135</b> None for all three components																					
<b>DC-130</b> None for all three components																					

# Appendix B

## Reconnaissance 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>E-3</b>							
Active	31	32	32	31	31	28	31
Reserve							
ANG							
<b>Total</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>31</b>	<b>31</b>	<b>28</b>	<b>31</b>
<b>E-4</b>							
Active	4	4	4	4	4	4	4
Reserve							
ANG							
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>E-8</b>							
Active							
Reserve							
ANG	18	18	18	17	17	16	16
<b>Total</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>16</b>
<b>E-9</b>							
Active	2	2	2	0	0	2	2
Reserve							
ANG							
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>E-47</b>	None for all three components						
<b>EA-1</b>	None for all three components						
<b>EB-47</b>	None for all three components						
<b>EB-57</b>	None for all three components						
<b>EB-66</b>	None for all three components						
<b>EC-18</b>	None for all three components						
<b>EC-47</b>	None for all three components						
<b>EC-54</b>	None for all three components						
<b>EC-121</b>	None for all three components						
<b>EC-130</b>	None for all three components						
Active	14	14	14	14	14	14	14
Reserve							
ANG	3	3	7	7	7	7	7
<b>Total</b>	<b>17</b>	<b>17</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>EC-135</b>	None for all three components						
<b>EF-111</b>	None for all three components						
<b>ER-47</b>	None for all three components						
<b>ET-29</b>	None for all three components						
<b>JRB-57</b>	None for all three components						



# Appendix B

## Reconnaissance 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>MC-12</b>							
Active	37	37	42	41	41	31	4
Reserve							
ANG							
<b>Total</b>	<b>37</b>	<b>37</b>	<b>42</b>	<b>41</b>	<b>41</b>	<b>31</b>	<b>4</b>
<b>MC/WC-130</b>							
Active							
Reserve	14	12	11	11	10	10	10
ANG	6	6	8	8	8	8	7
<b>Total</b>	<b>20</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>17</b>
<b>MC-130</b>							
Active	57	61	52	52	51	68	52
Reserve	10	10	5	4			
ANG	4	4	4	4	4	4	4
<b>Total</b>	<b>71</b>	<b>73</b>	<b>61</b>	<b>60</b>	<b>55</b>	<b>72</b>	<b>56</b>
<b>MQ-9</b>							
Active	48	71	97	97	143	151	181
Reserve							
ANG	6	6	7	7	11	14	14
<b>Total</b>	<b>54</b>	<b>77</b>	<b>104</b>	<b>104</b>	<b>154</b>	<b>165</b>	<b>195</b>
<b>OV-10</b>	None for all three components						
<b>R-47</b>	None for all three components						
<b>RB-17</b>	None for all three components						
<b>RB-25</b>	None for all three components						
<b>RB-26</b>	None for all three components						
<b>RB-29</b>	None for all three components						
<b>RB-36</b>	None for all three components						
<b>RB-45</b>	None for all three components						
<b>RB-47</b>	None for all three components						
<b>RB-50</b>	None for all three components						
<b>RB-52</b>	None for all three components						
<b>RB-57</b>	None for all three components						
<b>RB-66</b>	None for all three components						
<b>RC-45</b>	None for all three components						
<b>RC-47</b>	None for all three components						
<b>RC-54</b>	None for all three components						
<b>RC-121</b>	None for all three components						
<b>RC-130</b>	None for all three components						

# Appendix B

Reconnaissance 2010s continued							
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>RC-135</b>							
Active	22	22	22	22	22	24	25
Reserve							
ANG							
<b>Total</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>25</b>
<b>RF-4</b> None for all three components							
<b>RF-51</b> None for all three components							
<b>RF-80</b> None for all three components							
<b>RF-84</b> None for all three components							
<b>RF-86</b> None for all three components							
<b>RF-101</b> None for all three components							
<b>RF-104</b> None for all three components							
<b>RF-111</b> None for all three components							
<b>M/RQ-1</b>							
Active	138	133	129	120	118	105	96
Reserve							
ANG	36	36	36	36	34	34	33
<b>Total</b>	<b>174</b>	<b>169</b>	<b>165</b>	<b>156</b>	<b>152</b>	<b>139</b>	<b>129</b>
<b>RQ-4</b>							
Active	25	25	27	25	30	33	33
Reserve							
ANG							
<b>Total</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>25</b>	<b>30</b>	<b>33</b>	<b>33</b>
<b>RT-33</b> None for all three components							
<b>SR-71</b> None for all three components							
<b>TE-8</b>							
Active							
Reserve							
ANG						1	1
<b>Total</b>						<b>1</b>	<b>1</b>
<b>TR-1</b> None for all three components							
<b>TU-2</b>							
Active	5	5	5	5	5	5	5
Reserve							
ANG							
<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>U-2</b>							
Active	27	27	27	27	27	27	27
Reserve							
ANG							
<b>Total</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>

# Appendix B

Reconnaissance 2010s continued							
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>WB-26</b>	None for all three components						
<b>WB-29</b>	None for all three components						
<b>WB-47</b>	None for all three components						
<b>WB-50</b>	None for all three components						
<b>WB-57</b>	None for all three components						
<b>WB-66</b>	None for all three components						
<b>WC-130</b>	None for all three components						
<b>OC/WC-135</b>							
Active	2	2	2	2	2	2	4
Reserve							
ANG							
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>WT-33</b>	None for all three components						
<b>YRB-58</b>	None for all three components						
<b>YRF-4</b>	None for all three components						

# Appendix B

<b>Tankers 1950s-1960s</b>																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>KC-10</b> None for all three components																					
<b>KB-29</b>																					
Active	84	171	179	176	141	114	115	47	9	1											
Reserve																					
ANG																					
<b>Total</b>	<b>84</b>	<b>171</b>	<b>179</b>	<b>176</b>	<b>141</b>	<b>114</b>	<b>115</b>	<b>47</b>	<b>9</b>	<b>1</b>											
<b>KB-50</b>																					
Active						13	84	127	126	122	119	117	105	45							
Reserve																					
ANG																					
<b>Total</b>						<b>13</b>	<b>84</b>	<b>127</b>	<b>126</b>	<b>122</b>	<b>119</b>	<b>117</b>	<b>105</b>	<b>45</b>							
<b>KC-97</b>																					
Active	1	85	299	497	631	779	789	784	782	725	688	628	393	276	145	13	1				
Reserve																					
ANG											15	64	130	62	60	53	70	56	55	54	54
<b>Total</b>	<b>1</b>	<b>85</b>	<b>299</b>	<b>497</b>	<b>631</b>	<b>779</b>	<b>789</b>	<b>784</b>	<b>782</b>	<b>725</b>	<b>703</b>	<b>692</b>	<b>523</b>	<b>338</b>	<b>205</b>	<b>70</b>	<b>56</b>	<b>55</b>	<b>54</b>	<b>54</b>	<b>54</b>
<b>KC-119</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>KC-135</b>																					
Active							12	103	281	383	458	513	602	677	687	684	676	667	662		
Reserve																					
ANG																					
<b>Total</b>							<b>12</b>	<b>103</b>	<b>281</b>	<b>383</b>	<b>458</b>	<b>513</b>	<b>602</b>	<b>677</b>	<b>687</b>	<b>684</b>	<b>676</b>	<b>667</b>	<b>662</b>		
<b>NKC-135</b> None for all three components																					
<b>YKB-29J</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>Tankers 1970s-1980s</b>																					
<b>KC-10</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>KB-29</b> None for all three components																					
<b>KB-50</b> None for all three components																					

**Tankers 1970s-1980s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>KC-97</b>																					
Active																					
Reserve																					
ANG	77	77	77	77	77	75	71	27													
<b>Total</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>75</b>	<b>71</b>	<b>27</b>													

**KC-119** None for all three components

	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>KC-135</b>										
Active	663	659	660	660	660	657	622	567	525	529
Reserve										
ANG										
<b>Total</b>	<b>663</b>	<b>659</b>	<b>660</b>	<b>660</b>	<b>660</b>	<b>657</b>	<b>654</b>	<b>653</b>	<b>653</b>	<b>657</b>

**NKC-135** None for all three components

**YKB-29J** None for all three components

**Tankers 1990s-2000s**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>KC-10</b>																					
Active	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	
Reserve																					
ANG																					
<b>Total</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	

**KB-29** None for all three components

**KB-50** None for all three components

**KC-97** None for all three components

**KC-119** None for all three components

	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>KC-135</b>										
Active	413	413	413	332	267	266	255	257	255	254
Reserve	30	30	34	51	62	62	72	72	70	69
ANG	116	131	162	183	224	223	223	223	224	223
<b>Total</b>	<b>559</b>	<b>574</b>	<b>609</b>	<b>566</b>	<b>553</b>	<b>551</b>	<b>550</b>	<b>552</b>	<b>549</b>	<b>547</b>

**NKC-135**

Active

Reserve

ANG

**Total**

**YKB-29J** None for all three components

# Appendix B

## Tankers 2010s

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>KC-10</b>							
Active	59	59	59	59	59	59	59
Reserve							
ANG							
<b>Total</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>
<b>KB-29</b> None for all three components							
<b>KB-50</b> None for all three components							
<b>KC-97</b> None for all three components							
<b>KC-119</b> None for all three components							
<b>KC-135</b>							
Active	183	167	168	164	162	159	156
Reserve	64	67	67	66	62	62	70
ANG	170	180	180	178	176	175	172
<b>Total</b>	<b>417</b>	<b>414</b>	<b>415</b>	<b>408</b>	<b>400</b>	<b>396</b>	<b>398</b>
<b>NKC-135</b> None for all three components							
<b>YKB-29J</b> None for all three components							

# Appendix B

## Transports 1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>319A</b>																					
Active								1	1												
Reserve																					
ANG																					
<b>Total</b>								<b>1</b>	<b>1</b>												
<b>AMST</b> None for all three components																					
<b>C/AC/VC-47</b>																					
Active													15	0	1	1	5	2	0	2	2
Reserve																					
ANG																					
<b>Total</b>													<b>15</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>C-5</b> None for all three components																					
<b>C-6</b> None for all three components																					
<b>C-7</b>																					
Active																	125	121	116		
Reserve																					
ANG																					
<b>Total</b>																	<b>125</b>	<b>121</b>	<b>116</b>		
<b>C-8</b> None for all three components																					
<b>C-9</b>																					
Active																					8
Reserve																					
ANG																					
<b>Total</b>																					<b>8</b>
<b>C-12</b> None for all three components																					
<b>C-17</b> None for all three components																					
<b>C-18</b> None for all three components																					
<b>C-20</b> None for all three components																					
<b>C-21</b> None for all three components																					
<b>C-22</b> None for all three components																					
<b>C-23</b> None for all three components																					
<b>C-26</b> None for all three components																					
<b>C-27</b> None for all three components																					
<b>C-32</b> None for all three components																					
<b>C-37</b> None for all three components																					
<b>C-38</b> None for all three components																					
<b>C-40</b> None for all three components																					
<b>C-41</b> None for all three components																					

# Appendix B

## Transports 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
<b>C-45</b>																				
Active	453	397	416	671	726	725	652	629	533	153	22	4	1							
Reserve	1	0	0	0	35	68	68	61	9											
ANG	2	0	0	0	10	0	51	51	68	68	42									
<b>Total</b>	<b>456</b>	<b>397</b>	<b>416</b>	<b>671</b>	<b>771</b>	<b>793</b>	<b>771</b>	<b>741</b>	<b>610</b>	<b>221</b>	<b>64</b>	<b>4</b>	<b>1</b>							
<b>C-46</b>																				
Active	54	300	262	165	170	79	15	2	0	1	1	0	13	15	21	13	17	14		
Reserve	1	0	0	116	146	155	199	201	19											
ANG	2	0	5	9	9	9	29	32	4	2										
<b>Total</b>	<b>57</b>	<b>300</b>	<b>267</b>	<b>290</b>	<b>325</b>	<b>243</b>	<b>243</b>	<b>235</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>21</b>	<b>13</b>	<b>17</b>	<b>14</b>		
<b>C-47</b>																				
Active	1,101	1,255	1,225	1,183	1,096	1,046	1,033	1,003	735	726	667	589	474	388	293	269	247	227	213	192
Reserve	47	5	1	0	0	0														
ANG	176	89	83	76	75	0	85	84	69	68	15	61	52	43	40	34	29	20	5	5
<b>Total</b>	<b>1,324</b>	<b>1,349</b>	<b>1,309</b>	<b>1,259</b>	<b>1,171</b>	<b>1,046</b>	<b>1,118</b>	<b>1,087</b>	<b>804</b>	<b>794</b>	<b>682</b>	<b>650</b>	<b>526</b>	<b>431</b>	<b>333</b>	<b>303</b>	<b>276</b>	<b>247</b>	<b>218</b>	<b>197</b>
<b>C-53</b>																				
Active	1	1	1	1	1	1	1	1	1	2										
Reserve																				
ANG	1	1	1	1	1	1	1	1	0	0	1	1								
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>								
<b>C-54</b>																				
Active	353	357	339	327	334	281	320	319	245	248	238	244	234	219	204	167	109	97	98	86
Reserve																				
ANG																	9	36	34	44
<b>Total</b>	<b>353</b>	<b>357</b>	<b>339</b>	<b>327</b>	<b>334</b>	<b>281</b>	<b>320</b>	<b>319</b>	<b>245</b>	<b>248</b>	<b>238</b>	<b>244</b>	<b>234</b>	<b>219</b>	<b>204</b>	<b>167</b>	<b>118</b>	<b>133</b>	<b>132</b>	<b>130</b>
<b>C-64</b>																				
Active	2																			
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>																			
<b>C-74</b>																				
Active	10	11	11	11	11	11														
Reserve																				
ANG																				
<b>Total</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>														
<b>C-82</b>																				
Active	155	145	126	29	24	2														
Reserve																				
ANG																				
<b>Total</b>	<b>155</b>	<b>145</b>	<b>126</b>	<b>29</b>	<b>24</b>	<b>2</b>														
<b>C-97</b>																				
Active	39	50	62	67	66	63	67	66	64	65	14	12	54	34	44	43	32	37	40	40
Reserve																				
ANG											47	49	10	57	137	154	154	153	106	76
<b>Total</b>	<b>39</b>	<b>50</b>	<b>62</b>	<b>67</b>	<b>66</b>	<b>63</b>	<b>67</b>	<b>66</b>	<b>64</b>	<b>65</b>	<b>61</b>	<b>61</b>	<b>64</b>	<b>91</b>	<b>181</b>	<b>197</b>	<b>186</b>	<b>190</b>	<b>146</b>	<b>116</b>



# Appendix B

## Transports 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>C-99</b>																					
Active						1	1														
Reserve																					
ANG																					
<b>Total</b>						<b>1</b>	<b>1</b>														
<b>C-117</b>																					
Active	15	15	14	26	26	26	26	26	24	24	24	21	20	19	17	17	16	14	13	6	
Reserve																					
ANG																					1
<b>Total</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>21</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>7</b>	
<b>C-118</b>																					
Active	1	1	1	17	17	63	98	94	121	126	126	125	124	124	104	89	91	52	52	50	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>17</b>	<b>63</b>	<b>98</b>	<b>94</b>	<b>121</b>	<b>126</b>	<b>126</b>	<b>125</b>	<b>124</b>	<b>124</b>	<b>104</b>	<b>89</b>	<b>91</b>	<b>52</b>	<b>52</b>	<b>50</b>	
<b>C-119</b>																					
Active	86	157	274	565	683	805	809	627	249	103	75	16	62	131	3	51	41	46	72	23	
Reserve						26	38	226	571	674	666	651	583	501	602	529	367	319	269	190	
ANG								22	27	30	84	88	24	16	16	16	16	16	16	18	
<b>Total</b>	<b>86</b>	<b>157</b>	<b>274</b>	<b>565</b>	<b>683</b>	<b>831</b>	<b>847</b>	<b>853</b>	<b>842</b>	<b>804</b>	<b>771</b>	<b>751</b>	<b>733</b>	<b>656</b>	<b>621</b>	<b>596</b>	<b>424</b>	<b>381</b>	<b>357</b>	<b>231</b>	
<b>C-121</b>																					
Active	10	10	10	10	10	11	47	44	44	73	73	73	71	48	18	18	14	15	20	14	
Reserve																					
ANG													2	25	53	53	55	51	37	41	
<b>Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>47</b>	<b>44</b>	<b>44</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>71</b>	<b>71</b>	<b>69</b>	<b>66</b>	<b>57</b>	<b>55</b>	
<b>C-122</b>																					
Active	8	10	9	9	9	8															
Reserve																					
ANG																					
<b>Total</b>	<b>8</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>8</b>															
<b>C-123</b>																					
Active			1	0	7	127	224	224	269	217	203	200	196	209	177	182	188	0	152	131	
Reserve						47	47	44	44	26	41	23									
ANG																					
<b>Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>127</b>	<b>224</b>	<b>269</b>	<b>264</b>	<b>269</b>	<b>249</b>	<b>244</b>	<b>227</b>	<b>214</b>	<b>196</b>	<b>214</b>	<b>227</b>	<b>214</b>	<b>196</b>	<b>7</b>	<b>160</b>	<b>139</b>	
<b>C-124</b>																					
Active	1	50	122	268	345	430	424	420	412	404	401	352	398	394	375	364	293	208	187	58	
Reserve												47		3	20	28	97	141	117	142	
ANG																					
<b>Total</b>	<b>1</b>	<b>50</b>	<b>122</b>	<b>268</b>	<b>345</b>	<b>430</b>	<b>424</b>	<b>420</b>	<b>412</b>	<b>404</b>	<b>401</b>	<b>399</b>	<b>398</b>	<b>397</b>	<b>395</b>	<b>392</b>	<b>390</b>	<b>377</b>	<b>376</b>	<b>283</b>	
<b>C-125</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					

**Transports 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>C-129</b>																					
Active		1																			
Reserve																					
ANG		1																			
<b>Total</b>		<b>2</b>																			
<b>C-130</b>																					
Active						29	112	185	211	253	278	330	405	550	619	617	607	580	588	563	
Reserve																					
ANG																				8	9
<b>Total</b>		<b>29</b>	<b>112</b>	<b>185</b>	<b>211</b>	<b>253</b>	<b>278</b>	<b>330</b>	<b>405</b>	<b>550</b>	<b>619</b>	<b>617</b>	<b>607</b>	<b>588</b>	<b>572</b>						
<b>C-131</b>																					
Active					8	73	95	110	107	112	109	101	100	101	99	99	96	94	91	91	92
Reserve																					
ANG																					
<b>Total</b>		<b>8</b>	<b>73</b>	<b>95</b>	<b>110</b>	<b>107</b>	<b>112</b>	<b>109</b>	<b>101</b>	<b>100</b>	<b>101</b>	<b>99</b>	<b>96</b>	<b>94</b>	<b>91</b>	<b>92</b>					
<b>C-133</b>																					
Active						2	8	18	29	41	48	47	46	44	41	41	40	40	40	41	41
Reserve																					
ANG																					
<b>Total</b>		<b>2</b>	<b>8</b>	<b>18</b>	<b>29</b>	<b>41</b>	<b>48</b>	<b>47</b>	<b>46</b>	<b>44</b>	<b>41</b>	<b>41</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>41</b>
<b>C-134</b>																					
Active							1	2													
Reserve																					
ANG																					
<b>Total</b>		<b>1</b>	<b>2</b>																		
<b>C-135</b>																					
Active												40	44	43	43	29	19	17	12	12	
Reserve																					
ANG																					
<b>Total</b>												<b>40</b>	<b>44</b>	<b>43</b>	<b>43</b>	<b>29</b>	<b>19</b>	<b>17</b>	<b>12</b>	<b>12</b>	
<b>C-137</b>	None for all three components																				
<b>C-140</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>C-141</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>C-141</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>CB-17</b>																					
Active		33																			
Reserve																					
ANG																					
<b>Total</b>		<b>33</b>																			

# Appendix B

## Transports 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>CB-25</b>																					
Active	47	23	22																		
Reserve																					
ANG																					
<b>Total</b>	<b>47</b>	<b>23</b>	<b>22</b>																		
<b>CB-26</b>																					
Active	1	1	0	0	0	0	0														
Reserve																					
ANG	0	0	0	0	0	2															
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>															
<b>CT/T-39</b> None for all three components																					
<b>CT-29</b>																					
Active									4	4	4	4	4	4	4	4	4	4	4	3	
Reserve																					
ANG																					
<b>Total</b>									<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	
<b>CV-22</b> None for all three components																					
<b>DC-130</b>																					
Active																				12	
Reserve																					
ANG																					
<b>Total</b>																				<b>12</b>	
<b>EC-121</b>																					
Active													1								
Reserve																					
ANG																					
<b>Total</b>													<b>1</b>								
<b>EC-137</b> None for all three components																					
<b>LC-130</b> None for all three components																					
<b>MC-130</b>																					
Active																	1		1		
Reserve																					
ANG																					
<b>Total</b>																	<b>1</b>		<b>1</b>		
<b>NC-130</b> None for all three components																					
<b>NC-135</b> None for all three components																					
<b>NC-141</b> None for all three components																					
<b>NT/T-39</b> None for all three components																					
<b>NT-29</b>																					
Active																					
Reserve																					
ANG																				1	
<b>Total</b>																				<b>1</b>	

**Transports 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>RC-130</b> None for all three components																					
<b>T-39</b> None for all three components																					
<b>VB-17</b>																					
Active	33	37	38	40	39	31	9														
Reserve																					
ANG																					
<b>Total</b>	<b>33</b>	<b>37</b>	<b>38</b>	<b>40</b>	<b>39</b>	<b>31</b>	<b>9</b>														
<b>VB-25</b>																					
Active	55	34	32	33	29	34	37	37	29	1											
Reserve																					
ANG																					
<b>Total</b>	<b>55</b>	<b>34</b>	<b>32</b>	<b>33</b>	<b>29</b>	<b>34</b>	<b>37</b>	<b>37</b>	<b>29</b>	<b>1</b>											
<b>VB-26</b>																					
Active	16	4	2	2	2	2	2	2	2	1											
Reserve	1																				
ANG																					
<b>Total</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>VC-6</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>VC-9</b> None for all three components																					
<b>VC-25</b> None for all three components																					
<b>VC-47</b>																					
Active									253	252	250	244	216	183	168	155	118	103	93	84	
Reserve													2								
ANG						84	0	0	15	15	15	15	14	28	27	30	23	20	17	14	
<b>Total</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>268</b>	<b>267</b>	<b>265</b>	<b>259</b>	<b>232</b>	<b>211</b>	<b>195</b>	<b>141</b>	<b>123</b>	<b>110</b>	<b>98</b>						
<b>VC-53</b>																					
Active									2	2											
Reserve																					
ANG																					
<b>Total</b>									<b>2</b>	<b>2</b>											
<b>VC-54</b>																					
Active									29	29	30	28	27	25	26	23	18	16	16		
Reserve																					
ANG																					
<b>Total</b>									<b>29</b>	<b>29</b>	<b>30</b>	<b>28</b>	<b>27</b>	<b>25</b>	<b>26</b>	<b>23</b>	<b>18</b>	<b>16</b>	<b>16</b>		
<b>VC-97</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					

# Appendix B

## Transports 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>VC-117</b>																					
Active								2	2	2	2	2	2	2	2	2	0	1			
Reserve																					
ANG																					
<b>Total</b>								<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>			
<b>VC-118</b>																					
Active								4	5	5	5	5	5	5	5	5	4	43	43	44	44
Reserve																					
ANG																					
<b>Total</b>								<b>4</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>43</b>	<b>43</b>	<b>44</b>	<b>44</b>	
<b>VC-121</b>																					
Active								1	1	1	1	1	1	1	1	1					
Reserve																					
ANG																					
<b>Total</b>								<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VC-123</b>	None for all three components																				
<b>VC-131</b>																					
Active								4	0	0	0	4	4	4	4	4	6	7	11	11	11
Reserve																					
ANG																					
<b>Total</b>								<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>VC-135</b>																					
Active																					5
Reserve																					
ANG																					
<b>Total</b>																					<b>5</b>
<b>VC-137</b>																					
Active								3	3	3	3	3	3	3	4	4	4	4	4	4	4
Reserve																					
ANG																					
<b>Total</b>								<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>VC-140</b>																					
Active																					6
Reserve																					
ANG																					
<b>Total</b>																					<b>6</b>
<b>VT-29</b>																					
Active								4	4	4	4	4	4	4	4	4	4	4	4	4	4
Reserve																					160
ANG																					1
<b>Total</b>								<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>162</b>
<b>WV-2</b>																					
Active																					7
Reserve																					
ANG																					
<b>Total</b>																					<b>7</b>

<b>Transports 1950s-1960s continued</b>																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>XC-142</b>																					
Active																	2	3	3	1	
Reserve																					
ANG																					
<b>Total</b>																	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	
<b>XC-8</b> None for all three components																					
<b>Transports 1970s-1980s</b>																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>319A</b> None for all three components																					
<b>AMST</b>																					
Active								4													
Reserve																					
ANG																					
<b>Total</b>								<b>4</b>													
<b>C/AC/VC-47</b>																					
Active																					
Reserve	2																				
ANG																					
<b>Total</b>	<b>2</b>																				
<b>C-5</b>																					
Active	12	38	57	77	78	76	77	77	77	77	77	77	77	77	77	69	76	76	82	83	
Reserve																5	5	15	25	32	
ANG																3	3	5	10	12	
<b>Total</b>	<b>12</b>	<b>38</b>	<b>57</b>	<b>77</b>	<b>78</b>	<b>76</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>84</b>	<b>96</b>	<b>117</b>	<b>127</b>	
<b>C-6</b>																					
Active					1	0	0	1	1	1	1	1	1	1	1	1					
Reserve																					
ANG																					
<b>Total</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>					
<b>C-7</b>																					
Active	111	108	29																		
Reserve			36	33	32	32	32	32	32	32	36	28	18	9							
ANG			12	13	17	17	17	17	17	17	2	2	2	2							
<b>Total</b>	<b>111</b>	<b>108</b>	<b>65</b>	<b>45</b>	<b>45</b>	<b>49</b>	<b>49</b>	<b>49</b>	<b>49</b>	<b>49</b>	<b>38</b>	<b>30</b>	<b>20</b>	<b>11</b>							
<b>C-8</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>C-9</b>																					
Active	12	12	18	20	20	20	20	23	23	23	23	23	23	23	23	23	23	23	23	23	
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	

# Appendix B

## Transports 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>C-12</b>																					
Active							7	15	15	15	14	13	11	11	59	75	75	75	73	73	
Reserve																					
ANG																2	6	6	13	13	13
<b>Total</b>							<b>7</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>59</b>	<b>77</b>	<b>81</b>	<b>81</b>	<b>86</b>	<b>86</b>	
<b>C-17</b> None for all three components																					
<b>C-18</b>																					
Active													8	8	8	6	5	4	3	3	3
Reserve																					
ANG																					
<b>Total</b>												<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>C-20</b>																					
Active														3	3	3	3	13	13	13	13
Reserve																					
ANG																					
<b>Total</b>												<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
<b>C-21</b>																					
Active														26	76	80	79	79	79	79	79
Reserve																					
ANG																		3	4	4	4
<b>Total</b>														<b>26</b>	<b>76</b>	<b>80</b>	<b>82</b>	<b>83</b>	<b>83</b>	<b>83</b>	<b>83</b>
<b>C-22</b>																					
Active														1	1	1	1	1	1	1	1
Reserve																					
ANG																4	4	4	4	4	4
<b>Total</b>														<b>1</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>C-23</b>																					
Active																16	18	18	18	18	18
Reserve																					
ANG																					
<b>Total</b>																<b>16</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>C-26</b> None for all three components																					
<b>C-27</b> None for all three components																					
<b>C-32</b> None for all three components																					
<b>C-37</b> None for all three components																					
<b>C-38</b> None for all three components																					
<b>C-40</b> None for all three components																					
<b>C-41</b> None for all three components																					
<b>C-45</b> None for all three components																					

**Transports 1970s-1980s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>C-46</b>																					
Active	20	20	20																		
Reserve																					
ANG																					
<b>Total</b>	<b>20</b>	<b>20</b>	<b>20</b>																		
<b>C-47</b>																					
Active	119		35	27	13	8	1														
Reserve																					
ANG	4	3	3																		
<b>Total</b>	<b>123</b>	<b>3</b>	<b>38</b>	<b>27</b>	<b>13</b>	<b>8</b>	<b>1</b>														
<b>C-53</b> None for all three components																					
<b>C-54</b>																					
Active	53	25	14	9	4	4															
Reserve																					
ANG	49	43	43	11	7	1															
<b>Total</b>	<b>102</b>	<b>68</b>	<b>57</b>	<b>20</b>	<b>11</b>	<b>5</b>															
<b>C-64</b> None for all three components																					
<b>C-74</b> None for all three components																					
<b>C-82</b> None for all three components																					
<b>C-97</b>																					
Active	30	13	9	4	4	2															
Reserve																					
ANG	63	23	17	13	13	1															
<b>Total</b>	<b>93</b>	<b>36</b>	<b>26</b>	<b>17</b>	<b>17</b>	<b>3</b>															
<b>C-99</b> None for all three components																					
<b>C-117</b> None for all three components																					
<b>C-118</b>																					
Active	49	43	93	43	43																
Reserve																					
ANG																					
<b>Total</b>	<b>49</b>	<b>43</b>	<b>93</b>	<b>43</b>	<b>44</b>																
<b>C-119</b>																					
Active	13	13	10	1																	
Reserve	120	34	12																		
ANG	18	27	27	27	25	8															
<b>Total</b>	<b>151</b>	<b>74</b>	<b>49</b>	<b>28</b>	<b>25</b>	<b>8</b>															
<b>C-121</b>																					
Active	9	4	3	3																	
Reserve		2	3		2																
ANG	41	41	31	5	5																
<b>Total</b>	<b>50</b>	<b>47</b>	<b>37</b>	<b>8</b>	<b>7</b>																



**Transports 1970s-1980s continued**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>C-122</b>																					
Active					2																
Reserve																					
ANG																					
<b>Total</b>					<b>2</b>																
<b>C-123</b>																					
Active	120	94	35	8	2																
Reserve			22	70	72	64	64	64	63	63	54	36	4	4	4	4					
ANG	8	8	8	8	8	2															
<b>Total</b>	<b>128</b>	<b>102</b>	<b>65</b>	<b>86</b>	<b>82</b>	<b>72</b>	<b>66</b>	<b>64</b>	<b>63</b>	<b>63</b>	<b>54</b>	<b>36</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>					
<b>C-124</b>																					
Active	7	7	4	3	2																
Reserve	136	103	20																		
ANG	89	70	47	29	27																
<b>Total</b>	<b>232</b>	<b>180</b>	<b>71</b>	<b>32</b>	<b>29</b>																
<b>C-125</b>	None for all three components																				
<b>C-129</b>	None for all three components																				
<b>C-130</b>																					
Active	540	446	384	349	349	322	313	292	284	282	278	279	277	269	268	268	267	266	272	240	
Reserve	23	69	101	103	112	132	134	125	117	117	120	122	129	140	142	143	144	138	119	124	
ANG	12	46	69	66	70	107	138	159	171	171	179	179	175	174	173	175	192	194	198	220	
<b>Total</b>	<b>575</b>	<b>561</b>	<b>554</b>	<b>518</b>	<b>531</b>	<b>561</b>	<b>585</b>	<b>576</b>	<b>572</b>	<b>570</b>	<b>577</b>	<b>580</b>	<b>581</b>	<b>583</b>	<b>583</b>	<b>586</b>	<b>603</b>	<b>598</b>	<b>589</b>	<b>584</b>	
<b>C-131</b>																					
Active	91	91	190	90	96	26	15	26	2	1	1	1	1	1	1	1	1	1	1	1	
Reserve					1	1															
ANG			1	4	5	42	44	36	36	33	33	33	33	33	32	29	23	16	12	1	
<b>Total</b>	<b>91</b>	<b>91</b>	<b>191</b>	<b>94</b>	<b>102</b>	<b>69</b>	<b>59</b>	<b>62</b>	<b>38</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>33</b>	<b>30</b>	<b>24</b>	<b>17</b>	<b>13</b>	<b>2</b>	
<b>C-133</b>																					
Active	39	11																			
Reserve																					
ANG																					
<b>Total</b>	<b>39</b>	<b>11</b>																			
<b>C-134</b>	None for all three components																				
<b>C-135</b>																					
Active	11	10	9	9	12	17	17	15	15	15	15	15	15	14	14	14	14	14	13	13	
Reserve																					
ANG																					
<b>Total</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>13</b>	
<b>C-137</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					

# Appendix B

## Transports 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>C-140</b>																					
Active	9	9	5	4	15	15	15	15	15	15	15	15	15	15	12	12	12	5	5	3	
Reserve																					
ANG																					
<b>Total</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	
<b>C-141</b>																					
Active	281	281	281	278	280	278	278	276	276	275	275	274	272	272	271	263	255	255	255	254	
Reserve																4	8	8	8	8	
ANG																4	8	8	8	8	
<b>Total</b>	<b>281</b>	<b>281</b>	<b>281</b>	<b>278</b>	<b>280</b>	<b>278</b>	<b>278</b>	<b>276</b>	<b>276</b>	<b>275</b>	<b>275</b>	<b>274</b>	<b>272</b>	<b>272</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>271</b>	<b>270</b>	
<b>CB-17</b> None for all three components																					
<b>CB-25</b> None for all three components																					
<b>CB-26</b> None for all three components																					
<b>CT/T-39</b>																					
Active								122	121	132	132	132	131	131	94	18	10	12	14	14	
Reserve																					
ANG													3	4	6	4	4				
<b>Total</b>								<b>122</b>	<b>121</b>	<b>132</b>	<b>132</b>	<b>132</b>	<b>134</b>	<b>135</b>	<b>100</b>	<b>22</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>14</b>	
<b>CT-29</b>																					
Active	3	3																			
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>														
<b>CV-22</b> None for all three components																					
<b>DC-130</b>																					
Active	12	12	7	12																	
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>12</b>																	
<b>EC-121</b> None for all three components																					
<b>EC-137</b> None for all three components																					
<b>LC-130</b> None for all three components																					
<b>MC-130</b> None for all three components																					
<b>NC-130</b> None for all three components																					
<b>NC-135</b> None for all three components																					
<b>NC-141</b> None for all three components																					
<b>NT/T-39</b> None for all three components																					
<b>NT-29</b> None for all three components																					
<b>RC-130</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>

# Appendix B

## Transports 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>T-39</b>																					
Active						136	135	134	10	11											
Reserve																					
ANG						2	2	2	2												
<b>Total</b>						<b>138</b>	<b>137</b>	<b>136</b>	<b>12</b>	<b>11</b>											
<b>VB-17</b> None for all three components																					
<b>VB-25</b> None for all three components																					
<b>VB-26</b>																					
Active																					
Reserve																					
ANG	2	2	1																		
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>																		
<b>VC-6</b>																					
Active	1	1	1	1	1	1	1														
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>														
<b>VC-9</b>																					
Active						3	3														
Reserve																					
ANG																					
<b>Total</b>						<b>3</b>	<b>3</b>														
<b>VC-25</b> None for all three components																					
<b>VC-47</b>																					
Active	52	22	11	6																	
Reserve																					
ANG	7	3	3																		
<b>Total</b>	<b>59</b>	<b>25</b>	<b>14</b>	<b>6</b>																	
<b>VC-53</b> None for all three components																					
<b>VC-54</b>																					
Active	14	6	4	0																	
Reserve																					
ANG	6	5	0	1																	
<b>Total</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>																	
<b>VC-97</b> None for all three components																					
<b>VC-117</b> None for all three components																					
<b>VC-118</b>																					
Active	44	50	50	49	48	10	1														
Reserve																					
ANG				1																	
<b>Total</b>	<b>44</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>48</b>	<b>10</b>	<b>1</b>														

# Appendix B

## Transports 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>VC-121</b>																					
Active																					
Reserve																					
ANG	2	2	0	2																	
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>																	
<b>VC-123</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>VC-131</b>																					
Active	12	5	11	9																	
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>5</b>	<b>11</b>	<b>9</b>																	
<b>VC-135</b>																					
Active	5	5	5	5																	
Reserve																					
ANG																					
<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>																	
<b>VC-137</b>																					
Active	4	4	4	5	5	5	5														
Reserve																					
ANG																					
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>														
<b>VC-140</b>																					
Active	6	6	10	11																	
Reserve																					
ANG																					
<b>Total</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>11</b>																	
<b>VT-29</b>																					
Active	172	170	166	148	120	4															
Reserve	3	5	3	5	5																
ANG	1	3	12	34	61	8															
<b>Total</b>	<b>176</b>	<b>178</b>	<b>181</b>	<b>187</b>	<b>186</b>	<b>12</b>															
<b>WV-2</b> None for all three components																					
<b>XC-142</b> None for all three components																					
<b>XC-8</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>															

**Transports 1990s-2000s**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>319A</b> None for all three components																					
<b>AMST</b> None for all three components																					
<b>C/AC/NC-47</b> None for all three components																					
<b>C-5</b>																					
Active	83	82	82	82	82	81	81	81	81	81	81	81	81	81	73	63	52	33	33	36	36
Reserve	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	17	42	45	42	42	42
ANG	12	12	12	12	12	13	13	13	13	13	13	13	13	13	13	32	17	30	33	33	33
<b>Total</b>	<b>127</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>126</b>	<b>118</b>	<b>112</b>	<b>111</b>	<b>108</b>	<b>108</b>	<b>111</b>	<b>111</b>
<b>C-6</b> None for all three components																					
<b>C-7</b> None for all three components																					
<b>C-8</b> None for all three components																					
<b>C-9</b>																					
Active	23	23	23	23	23	23	23	23	23	23	23	23	23	6	4	4					3
Reserve																1	3	3	3	3	3
ANG																					
<b>Total</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>C-12</b>																					
Active	73	72	72	72	72	44	37	34	34	32	30	27	27	27	28	28	28	28	28	28	28
Reserve																					
ANG	13	13	13	12	6	4															
<b>Total</b>	<b>86</b>	<b>85</b>	<b>85</b>	<b>84</b>	<b>78</b>	<b>48</b>	<b>37</b>	<b>34</b>	<b>34</b>	<b>32</b>	<b>30</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>C-17</b>																					
Active	1	3	8	8	16	23	27	34	43	55	67	76	92	109	118	130	141	153	162	173	
Reserve																2	8	8	8	8	9
ANG															8	8	8	8	8	8	8
<b>Total</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>23</b>	<b>27</b>	<b>34</b>	<b>43</b>	<b>55</b>	<b>67</b>	<b>76</b>	<b>92</b>	<b>109</b>	<b>126</b>	<b>140</b>	<b>157</b>	<b>169</b>	<b>178</b>	<b>190</b>	
<b>C-18</b>																					
Active	3	1	1	1	1																
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>																
<b>C-20</b>																					
Active	13	13	13	13	13	13	13	13	13	13	13	13	12	10	10	10	10	10	10	10	10
Reserve																					
ANG																					
<b>Total</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>C-21</b>																					
Active	79	79	79	79	79	78	76	76	76	76	75	76	76	75	75	74	74	38	36	36	35
Reserve																					
ANG	4	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2	19	21	21
<b>Total</b>	<b>83</b>	<b>83</b>	<b>83</b>	<b>83</b>	<b>83</b>	<b>82</b>	<b>80</b>	<b>80</b>	<b>78</b>	<b>78</b>	<b>77</b>	<b>78</b>	<b>78</b>	<b>77</b>	<b>77</b>	<b>76</b>	<b>76</b>	<b>57</b>	<b>57</b>	<b>57</b>	<b>56</b>

# Appendix B

## Transports 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>C-22</b>																				
Active	1	1																		
Reserve																				
ANG	4	4	4	4	4	3	3	3	3	3	3	3	2	2						
<b>Total</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>						
<b>C-23</b>																				
Active	18	3	3	3	3	3	3	3												
Reserve																				
ANG																				
<b>Total</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>												
<b>C-26</b>																				
Active																				
Reserve																				
ANG														11	11	11	11	11		
<b>Total</b>														<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>		
<b>C-27</b>																				
Active		2	6	10	10	10	10	7	7											
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>7</b>											
<b>C-32</b>																				
Active								2	4	4	4	4	4	4	4	4	4	4	4	4
Reserve																				
ANG														1	2	2	2	2	2	2
<b>Total</b>								<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>C-37</b>																				
Active												6	9	9	9	9	9	9	10	10
Reserve																				
ANG																				
<b>Total</b>												<b>6</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>10</b>
<b>C-38</b>																				
Active																				
Reserve																				
ANG								2	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total</b>								<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>C-40</b>																				
Active														2	2	4	4	4	4	4
Reserve																				
ANG																				
<b>Total</b>																				
<b>C-41</b>																				
Active													2	2	2					
Reserve																				
ANG																				
<b>Total</b>													<b>2</b>	<b>2</b>	<b>2</b>					<b>2</b>

# Appendix B

## Transports 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>C-45</b> None for all three components																					
<b>C-46</b> None for all three components																					
<b>C-47</b> None for all three components																					
<b>C-53</b> None for all three components																					
<b>C-54</b> None for all three components																					
<b>C-64</b> None for all three components																					
<b>C-74</b> None for all three components																					
<b>C-82</b> None for all three components																					
<b>C-97</b> None for all three components																					
<b>C-99</b> None for all three components																					
<b>C-117</b> None for all three components																					
<b>C-118</b> None for all three components																					
<b>C-119</b> None for all three components																					
<b>C-121</b> None for all three components																					
<b>C-122</b> None for all three components																					
<b>C-123</b> None for all three components																					
<b>C-124</b> None for all three components																					
<b>C-125</b> None for all three components																					
<b>C-129</b> None for all three components																					
<b>C-130</b>																					
Active	237	245	235	227	213	205	204	197	191	191	192	191	191	190	189	196	205	173	160	150	
Reserve	128	127	117	104	109	111	111	110	110	111	107	107	107	103	93	90	93	94	93	92	
ANG	203	204	198	188	196	206	214	218	218	220	227	221	223	219	215	194	190	173	165	162	
<b>Total</b>	<b>568</b>	<b>576</b>	<b>550</b>	<b>519</b>	<b>518</b>	<b>522</b>	<b>529</b>	<b>525</b>	<b>519</b>	<b>522</b>	<b>526</b>	<b>519</b>	<b>521</b>	<b>512</b>	<b>497</b>	<b>480</b>	<b>488</b>	<b>440</b>	<b>418</b>	<b>404</b>	
<b>C-131</b>																					
Active	1	0	0	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>																	
<b>C-133</b> None for all three components																					
<b>C-134</b> None for all three components																					
<b>C-135</b>																					
Active	12	12	10	10	8	7	6	4	4	4	4	2	2	3	2	1					
Reserve																					
ANG				1	1	1	1	1	1	1	1	1	1	1	1						
<b>Total</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>					

**Transports 1990s-2000s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>C-137</b>																					
Active	7	7	8	8	8	8	5	5	4	2	1	1									
Reserve																					
ANG																					
<b>Total</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>									
<b>C-140</b> None for all three components																					
<b>C-141</b>																					
Active	254	249	237	202	194	185	156	139	122	101	69	39	14	10							
Reserve	8	8	15	32	36	41	46	48	33	39	44	45	45	40	20	8					
ANG	8	8	13	16	16	16	18	18	12	15	17	18	17	9							
<b>Total</b>	<b>270</b>	<b>265</b>	<b>265</b>	<b>250</b>	<b>246</b>	<b>242</b>	<b>220</b>	<b>205</b>	<b>167</b>	<b>155</b>	<b>130</b>	<b>102</b>	<b>76</b>	<b>59</b>	<b>20</b>	<b>8</b>					
<b>CB-17</b> None for all three components																					
<b>CB-25</b> None for all three components																					
<b>CB-26</b> None for all three components																					
<b>CT/7-39</b> None for all three components																					
<b>CT-29</b> None for all three components																					
<b>CV-22</b>																					
Active																1	4	7	10	12	
Reserve																					
ANG																					
<b>Total</b>																<b>1</b>	<b>4</b>	<b>7</b>	<b>10</b>	<b>12</b>	
<b>DC-130</b> None for all three components																					
<b>EC-121</b> None for all three components																					
<b>EC-137</b>																					
Active							1	1	1	1	1	1									
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>									
<b>LC-130</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>MC-130</b> None for all three components																					
<b>NC-130</b>																					
Active							4	4	4	2	2	2	2	2							
Reserve																					
ANG																					
<b>Total</b>							<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>							<b>2</b>



# Appendix B

## Transports 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09		
<b>NC-135</b>																						
Active												1	1	1	1	1	1	1	1	1	1	
Reserve																						
ANG																						
<b>Total</b>												<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>NC-141</b>																						
Active																						
Reserve																						
ANG																						
<b>Total</b>																						
<b>NT/T-39</b>																						
Active	77	7	1	8	6	3	2	2	3	3	3	3	3									
Reserve																						
ANG																						
<b>Total</b>	<b>77</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>									
<b>NT-29</b> None for all three components																						
<b>RC-130</b> None for all three components																						
<b>T-39</b> None for all three components																						
<b>VB-17</b> None for all three components																						
<b>VB-25</b> None for all three components																						
<b>VB-26</b> None for all three components																						
<b>VC-6</b> None for all three components																						
<b>VC-9</b> None for all three components																						
<b>VC-25</b>																						
Active	1	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	
Reserve																						
ANG	1	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	
<b>Total</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	
<b>VC-47</b> None for all three components																						
<b>VC-53</b> None for all three components																						
<b>VC-54</b> None for all three components																						
<b>VC-97</b> None for all three components																						
<b>VC-117</b> None for all three components																						
<b>VC-118</b> None for all three components																						
<b>VC-121</b> None for all three components																						
<b>VC-123</b> None for all three components																						
<b>VC-131</b> None for all three components																						
<b>VC-135</b> None for all three components																						

**Transports 1990s-2000s continued**

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>VC-137</b> None for all three components																					
<b>VC-140</b> None for all three components																					
<b>VT-29</b> None for all three components																					
<b>WV-2</b> None for all three components																					
<b>XC-142</b> None for all three components																					
<b>XC-8</b> None for all three components																					
<b>Transports 2010s</b>																					
	FY10	FY11	FY12	FY13	FY14	FY15	FY16														
<b>319A</b> None for all three components																					
<b>AMST</b> None for all three components																					
<b>C/AC/VC-47</b> None for all three components																					
<b>C-5</b>																					
Active	36	36	28	25	27	34	36														
Reserve	42	40	32	31	28	21	12														
ANG	33	21	19	16	10	0															
<b>Total</b>	<b>111</b>	<b>97</b>	<b>79</b>	<b>72</b>	<b>65</b>	<b>55</b>	<b>48</b>														
<b>C-6</b> None for all three components																					
<b>C-7</b> None for all three components																					
<b>C-8</b> None for all three components																					
<b>C-9</b>																					
Active																					
Reserve	3	3																			
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>																			
<b>C-12</b>																					
Active	27	27	28	22	28	28	29														
Reserve																					
ANG																					
<b>Total</b>	<b>27</b>	<b>27</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>28</b>	<b>29</b>														
<b>C-17</b>																					
Active	187	182	181	180	178	170	170														
Reserve	9	13	18	20	26	18	18														
ANG	9	17	18	18	18	34	34														
<b>Total</b>	<b>205</b>	<b>212</b>	<b>217</b>	<b>218</b>	<b>222</b>	<b>222</b>	<b>222</b>														
<b>C-18</b> None for all three components																					
<b>C-20</b>																					
Active	11	11	11	10	9	5	5														
Reserve																					
ANG																					
<b>Total</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>5</b>														

# Appendix B

## Transports 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>C-21</b>							
Active	35	26	26	29	34	25	25
Reserve							
ANG	21	28	21	18	2	2	2
<b>Total</b>	<b>56</b>	<b>54</b>	<b>47</b>	<b>47</b>	<b>36</b>	<b>27</b>	<b>27</b>
<b>C-22</b> None for all three components							
<b>C-23</b> None for all three components							
<b>C-26</b> None for all three components							
<b>C-27</b>							
Active							
Reserve							
ANG	5	11	12	13			
<b>Total</b>	<b>5</b>	<b>11</b>	<b>12</b>	<b>13</b>			
<b>C-32</b>							
Active	4	4	4	4	4	4	4
Reserve							
ANG	2	2	2	0	0	2	2
<b>Total</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>6</b>
<b>C-37</b>							
Active	11	12	11	11	12	12	12
Reserve							
ANG							
<b>Total</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>
<b>C-38</b>							
Active							
Reserve							
ANG	2	2	2	2	2	2	2
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>C-40</b>							
Active	4	4	4	4	4	4	4
Reserve	3	4	4	4	4	4	4
ANG	3	3	3	3	3	3	3
<b>Total</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>C-41</b> None for all three components							
<b>C-45</b> None for all three components							
<b>C-46</b> None for all three components							
<b>C-47</b> None for all three components							
<b>C-53</b> None for all three components							
<b>C-54</b> None for all three components							
<b>C-64</b> None for all three components							
<b>C-74</b> None for all three components							

# Appendix B

## Transports 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>C-82</b> None for all three components							
<b>C-97</b> None for all three components							
<b>C-99</b> None for all three components							
<b>C-117</b> None for all three components							
<b>C-118</b> None for all three components							
<b>C-119</b> None for all three components							
<b>C-121</b> None for all three components							
<b>C-122</b> None for all three components							
<b>C-123</b> None for all three components							
<b>C-124</b> None for all three components							
<b>C-125</b> None for all three components							
<b>C-129</b> None for all three components							
<b>C-130</b>							
Active	140	124	130	126	112	97	97
Reserve	92	95	94	94	95	96	67
ANG	155	148	145	141	154	154	161
<b>Total</b>	<b>387</b>	<b>367</b>	<b>369</b>	<b>361</b>	<b>361</b>	<b>349</b>	<b>325</b>
<b>C-131</b> None for all three components							
<b>C-133</b> None for all three components							
<b>C-134</b> None for all three components							
<b>C-135</b> None for all three components							
<b>C-137</b> None for all three components							
<b>C-140</b> None for all three components							
<b>C-141</b> None for all three components							
<b>CB-17</b> None for all three components							
<b>CB-25</b> None for all three components							
<b>CB-26</b> None for all three components							
<b>CT/T-39</b> None for all three components							
<b>CT-29</b> None for all three components							
<b>CV-22</b>							
Active	16	19	28	32	38	43	49
Reserve							
ANG							
<b>Total</b>	<b>16</b>	<b>19</b>	<b>28</b>	<b>32</b>	<b>38</b>	<b>43</b>	<b>49</b>
<b>DC-130</b> None for all three components							
<b>EC-121</b> None for all three components							

Transports 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>EC-137</b> None for all three components							
<b>LC-130</b>							
Active							
Reserve							
ANG	10	10	10	10	10	10	10
<b>Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>MC-130</b> None for all three components							
<b>NC-130</b>							
Active	1	1					
Reserve							
ANG							
<b>Total</b>	<b>1</b>	<b>1</b>					
<b>NC-135</b>							
Active	1	1	1		1		1
Reserve							
ANG							
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>		<b>1</b>		<b>1</b>
<b>NC-141</b> None for all three components							
<b>NT/T-39</b> None for all three components							
<b>NT-29</b> None for all three components							
<b>RC-130</b> None for all three components							
<b>T-39</b> None for all three components							
<b>VB-17</b> None for all three components							
<b>VB-25</b> None for all three components							
<b>VB-26</b> None for all three components							
<b>VC-6</b> None for all three components							
<b>VC-9</b> None for all three components							
<b>VC-25</b>							
Active	2	2	2	2	2	2	2
Reserve							
ANG							
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>VC-47</b> None for all three components							
<b>VC-53</b> None for all three components							
<b>VC-54</b> None for all three components							
<b>VC-97</b> None for all three components							
<b>VC-117</b> None for all three components							
<b>VC-118</b> None for all three components							

# Appendix B

Transports 2010s continued							
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>VC-121</b>	None	for all three components					
<b>VC-123</b>	None	for all three components					
<b>VC-131</b>	None	for all three components					
<b>VC-135</b>	None	for all three components					
<b>VC-137</b>	None	for all three components					
<b>VC-140</b>	None	for all three components					
<b>VT-29</b>	None	for all three components					
<b>WV-2</b>	None	for all three components					
<b>XC-142</b>	None	for all three components					
<b>XC-8</b>	None	for all three components					

# Appendix B

## Helicopters 1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
<b>CH-47</b>																				
Active														4	5	4				
Reserve																				
ANG																				
<b>Total</b>														<b>4</b>	<b>5</b>	<b>4</b>				
<b>H-5</b>																				
Active	77	60	47	46	26	34	27	22	16	11										
Reserve																				
ANG																				
<b>Total</b>	<b>77</b>	<b>60</b>	<b>47</b>	<b>46</b>	<b>26</b>	<b>34</b>	<b>27</b>	<b>22</b>	<b>16</b>	<b>11</b>										
<b>H-12</b>																				
Active			5																	
Reserve																				
ANG																				
<b>Total</b>			<b>5</b>																	
<b>H-16</b>																				
Active					2	1														
Reserve																				
ANG																				
<b>Total</b>					<b>2</b>	<b>1</b>														
<b>H-18</b>																				
Active	2	2	1	1																
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>																
<b>H-23</b>																				
Active	6	21	3	3	0	0	0	0	11	1	1									
Reserve																				
ANG																				
<b>Total</b>	<b>6</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>									
<b>H-24</b>																				
Active	1	1																		
Reserve																				
ANG																				
<b>Total</b>	<b>1</b>	<b>1</b>																		
<b>H-32</b>																				
Active								2												
Reserve																				
ANG																				
<b>Total</b>								<b>2</b>												
<b>H-37</b>																				
Active									1	1										
Reserve																				
ANG																				
<b>Total</b>									<b>1</b>	<b>1</b>										

# Appendix B

Helicopters 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>H-39</b>																					
Active							1														
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>														
<b>H-40</b>																					
Active									1	0	0	0	1								
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>										
<b>H/HH/UH-1</b>																					
Active									2	3	8	4	37	78	115	112	105				
Reserve																					
ANG																					
<b>Total</b>							<b>2</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>37</b>	<b>78</b>	<b>115</b>	<b>112</b>	<b>105</b>						
<b>H/HH/CH-3</b>																					
Active									6	25	36	61	79	98	99						
Reserve																					
ANG																					
<b>Total</b>							<b>6</b>	<b>25</b>	<b>36</b>	<b>61</b>	<b>79</b>	<b>98</b>	<b>98</b>	<b>99</b>							
<b>H/UH-13</b>																					
Active	9	10	26	67	88	85	97	48	14	13	3	3	3	4	4	2	2	2	0	0	0
Reserve																					
ANG																					
<b>Total</b>	<b>9</b>	<b>10</b>	<b>26</b>	<b>67</b>	<b>88</b>	<b>85</b>	<b>97</b>	<b>48</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>H/HH/UH-19</b>																					
Active	1	4	34	117	174	247	143	138	120	106	100	92	88	160	131	81	69	48	24	23	23
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>4</b>	<b>34</b>	<b>117</b>	<b>174</b>	<b>247</b>	<b>143</b>	<b>138</b>	<b>120</b>	<b>106</b>	<b>100</b>	<b>92</b>	<b>88</b>	<b>160</b>	<b>131</b>	<b>81</b>	<b>69</b>	<b>48</b>	<b>24</b>	<b>23</b>	<b>23</b>
<b>H/HH/CH-21</b>																					
Active					16	59	138	149	154	147	97	80	75	84	70	54	42	39	37	36	36
Reserve																					
ANG																					
<b>Total</b>					<b>16</b>	<b>59</b>	<b>138</b>	<b>149</b>	<b>154</b>	<b>147</b>	<b>97</b>	<b>80</b>	<b>75</b>	<b>84</b>	<b>70</b>	<b>54</b>	<b>42</b>	<b>39</b>	<b>37</b>	<b>36</b>	<b>36</b>
<b>H/HH/CH/SH/UH-34</b>																					
Active							3	1	1	1	0	0	0	0	0	2	0	0	0	0	17
Reserve																					
ANG																					
<b>Total</b>							<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>H/HH-43</b>																					
Active									15	56	106	113	150	162	167	163	159	156	154		
Reserve																					
ANG																					
<b>Total</b>									<b>15</b>	<b>56</b>	<b>106</b>	<b>113</b>	<b>150</b>	<b>162</b>	<b>167</b>	<b>163</b>	<b>159</b>	<b>156</b>	<b>154</b>		



# Appendix B

Helicopters 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>H/HH/CH-53</b>																					
Active																	4	8	15		
Reserve																					
ANG																					
<b>Total</b>																	<b>4</b>	<b>8</b>	<b>15</b>		
<b>H/HH-60</b> None for all three components																					
<b>HOK-1</b>																					
Active								1													
Reserve																					
ANG																					
<b>Total</b>								<b>1</b>													
<b>HSS-2</b>																					
Active													3								
Reserve																					
ANG																					
<b>Total</b>													<b>3</b>								
<b>HUL-1</b>																					
Active													2								
Reserve																					
ANG																					
<b>Total</b>													<b>2</b>								
<b>OH-13</b>																					
Active																3	3	3	3	3	3
Reserve																					
ANG																					
<b>Total</b>													<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>TH-1</b>																					
Active																		17	27	27	
Reserve																					
ANG																					
<b>Total</b>																	<b>17</b>	<b>27</b>	<b>27</b>		
<b>XH-40</b>																					
Active																			1		
Reserve																					
ANG																					
<b>Total</b>																	<b>1</b>				
<b>YAO-1</b>																					
Active																			1		
Reserve																					
ANG																					
<b>Total</b>																	<b>1</b>				
<b>YH-1</b>																					
Active																			1		
Reserve																					
ANG																					
<b>Total</b>																			<b>1</b>		

**Helicopters 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>YH-16</b>																					
Active								1													
Reserve																					
ANG																					
<b>Total</b>								<b>1</b>													
<b>YH-40</b>																					
Active								5													
Reserve																					
ANG																					
<b>Total</b>								<b>5</b>													
<b>YH-41</b>																					
Active								1	1												
Reserve																					
ANG																					
<b>Total</b>								<b>1</b>	<b>1</b>												
<b>YHO-2</b>																					
Active									1												
Reserve																					
ANG																					
<b>Total</b>									<b>1</b>												<b>1</b>
<b>YOH-6</b>																					
Active																					1
Reserve																					
ANG																					
<b>Total</b>																					<b>1</b>

**Helicopters 1970s-1980s**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>CH-47</b> None for all three components																					
<b>H-5</b> None for all three components																					
<b>H-12</b> None for all three components																					
<b>H-16</b> None for all three components																					
<b>H-18</b> None for all three components																					
<b>H-23</b> None for all three components																					
<b>H-24</b> None for all three components																					
<b>H-32</b> None for all three components																					
<b>H-37</b> None for all three components																					
<b>H-39</b> None for all three components																					
<b>H-40</b> None for all three components																					

# Appendix B

## Helicopters 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>H/HH/UH-1</b>																					
Active	101	174	194	206	159	143	142	122	115	111	129	129	127	127	124	124	123	100	93	93	
Reserve					18	0	0	0	0	5	10	10	9	10	10	10	10	5	5	5	
ANG					12	18	18	18	18	17											
<b>Total</b>	<b>101</b>	<b>174</b>	<b>194</b>	<b>206</b>	<b>189</b>	<b>161</b>	<b>160</b>	<b>140</b>	<b>133</b>	<b>133</b>	<b>139</b>	<b>139</b>	<b>136</b>	<b>137</b>	<b>134</b>	<b>134</b>	<b>133</b>	<b>105</b>	<b>98</b>	<b>98</b>	
<b>H/HH/CH-3</b>																					
Active	99	101	94	97	87	65	61	63	62	51	53	54	54	54	56	56	56	51	39	35	
Reserve					8	13	13	12	13	15	14	14	14	14	14	14	14	18	18	17	
ANG					5	11	11	11	10	13	11	12	11	11	11	11	11	10	9	9	
<b>Total</b>	<b>99</b>	<b>101</b>	<b>94</b>	<b>97</b>	<b>95</b>	<b>83</b>	<b>85</b>	<b>86</b>	<b>85</b>	<b>79</b>	<b>78</b>	<b>80</b>	<b>79</b>	<b>79</b>	<b>81</b>	<b>81</b>	<b>81</b>	<b>79</b>	<b>66</b>	<b>61</b>	
<b>H/UH-13</b> None for all three components																					
<b>H/HH/UH-19</b>																					
Active	20	5	2	2																	
Reserve																					
ANG																					
<b>Total</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>2</b>																	
<b>H/HH/CH-21</b>																					
Active	24	1	1	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>1</b>																	
<b>H/HH/CH/SH/UH-34</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>23</b>	<b>23</b>	<b>29</b>																		
<b>H/HH-43</b>																					
Active	150	147	147	33	18	8															
Reserve																					
ANG																					
<b>Total</b>	<b>150</b>	<b>147</b>	<b>147</b>	<b>33</b>	<b>18</b>	<b>8</b>															
<b>H/HH/CH-53</b>																					
Active	35	53	55	52	53	53	51	49	50	49	48	47	46	46	46	43	42	41	49	49	
Reserve																					
ANG																					
<b>Total</b>	<b>35</b>	<b>53</b>	<b>55</b>	<b>52</b>	<b>53</b>	<b>53</b>	<b>51</b>	<b>49</b>	<b>50</b>	<b>49</b>	<b>48</b>	<b>47</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>43</b>	<b>42</b>	<b>41</b>	<b>49</b>	<b>49</b>	
<b>H/HH-60</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>HOK-1</b> None for all three components																					
<b>HSS-2</b> None for all three components																					

<b>Helicopters 1970s-1980s continued</b>																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>HUL-1</b>	None for all three components																				
<b>OH-13</b>	None for all three components																				
<b>TH-1</b>	None for all three components																				
Active	26						20	19	19												
Reserve																					
ANG																					
<b>Total</b>	<b>26</b>						<b>20</b>	<b>19</b>	<b>19</b>												
<b>XH-40</b>	None for all three components																				
<b>YAO-1</b>	None for all three components																				
<b>YH-1</b>	None for all three components																				
<b>YH-16</b>	None for all three components																				
<b>YH-40</b>	None for all three components																				
<b>YH-41</b>	None for all three components																				
<b>YHO-2</b>	None for all three components																				
<b>YOH-6</b>	None for all three components																				
Active	1	1																			
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>																			
<b>Helicopters 1990s-2000s</b>																					
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>CH-47</b>	None for all three components																				
<b>H-5</b>	None for all three components																				
<b>H-12</b>	None for all three components																				
<b>H-16</b>	None for all three components																				
<b>H-18</b>	None for all three components																				
<b>H-23</b>	None for all three components																				
<b>H-24</b>	None for all three components																				
<b>H-32</b>	None for all three components																				
<b>H-37</b>	None for all three components																				
<b>H-39</b>	None for all three components																				
<b>H-40</b>	None for all three components																				
<b>H/HH/UH-1</b>	None for all three components																				
Active	98	95	26	96	86	80	70	64	63	63	62	62	62	61	89	101	92	92	102	91	
Reserve																					
ANG								6													
<b>Total</b>	<b>98</b>	<b>95</b>	<b>26</b>	<b>96</b>	<b>86</b>	<b>80</b>	<b>70</b>	<b>70</b>	<b>63</b>	<b>63</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>61</b>	<b>89</b>	<b>101</b>	<b>92</b>	<b>92</b>	<b>102</b>	<b>91</b>	

# Appendix B

## Helicopters 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>H/HH/CH-3</b>																					
Active	26	18	12	9																	
Reserve	17	17	17																		
ANG																					
<b>Total</b>	<b>43</b>	<b>35</b>	<b>29</b>	<b>9</b>																	
<b>H/UH-13</b> None for all three components																					
<b>H/HH/UH-19</b> None for all three components																					
<b>H/HH/CH-21</b> None for all three components																					
<b>H/HH/CH/SH/UH-34</b> None for all three components																					
<b>H/HH-43</b> None for all three components																					
<b>H/HH/CH-53</b>																					
Active	50	47	49	49	49	47	46	46	46	44	43	38	36	36	33	33	32	22	10		
Reserve																					
ANG																					
<b>Total</b>	<b>50</b>	<b>47</b>	<b>49</b>	<b>49</b>	<b>49</b>	<b>47</b>	<b>46</b>	<b>46</b>	<b>46</b>	<b>44</b>	<b>43</b>	<b>38</b>	<b>36</b>	<b>36</b>	<b>33</b>	<b>33</b>	<b>32</b>	<b>22</b>	<b>10</b>		
<b>H/HH-60</b>																					
Active	43	51	51	49	54	56	58	59	56	58	63	64	64	68	71	68	68	68	68	68	
Reserve	9	6	6	25	25	25	23	23	23	23	23	23	23	18	15	15	15	15	15	15	
ANG	7	16	15	16	21	18	18	17	18	18	18	18	18	17	18	18	18	18	18	17	
<b>Total</b>	<b>50</b>	<b>76</b>	<b>72</b>	<b>90</b>	<b>100</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>97</b>	<b>99</b>	<b>104</b>	<b>105</b>	<b>105</b>	<b>103</b>	<b>104</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>100</b>	
<b>HOK-1</b> None for all three components																					
<b>HSS-2</b> None for all three components																					
<b>HUL-1</b> None for all three components																					
<b>OH-13</b> None for all three components																					
<b>TH-1</b> None for all three components																					
<b>XH-40</b> None for all three components																					
<b>YAO-1</b> None for all three components																					
<b>YH-1</b> None for all three components																					
<b>YH-16</b> None for all three components																					
<b>YH-40</b> None for all three components																					
<b>YH-41</b> None for all three components																					
<b>YHO-2</b> None for all three components																					
<b>YOH-6</b> None for all three components																					

# Appendix B

<b>Helicopters 2010s</b>							
	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>	<b>FY16</b>
<b>CH-47</b>	None for all three components						
<b>H-5</b>	None for all three components						
<b>H-12</b>	None for all three components						
<b>H-16</b>	None for all three components						
<b>H-18</b>	None for all three components						
<b>H-23</b>	None for all three components						
<b>H-24</b>	None for all three components						
<b>H-32</b>	None for all three components						
<b>H-37</b>	None for all three components						
<b>H-39</b>	None for all three components						
<b>H-40</b>	None for all three components						
<b>H/HH/UH-1</b>	65	62	75	46	62	62	63
Active							
Reserve							
ANG							
<b>Total</b>	<b>65</b>	<b>62</b>	<b>75</b>	<b>46</b>	<b>62</b>	<b>62</b>	<b>63</b>
<b>H/HH/CH-3</b>	None for all three components						
<b>H/UH-13</b>	None for all three components						
<b>H/HH/UH-19</b>	None for all three components						
<b>H/HH/CH-21</b>	None for all three components						
<b>H/HH/CH/SH/UH-34</b>	None for all three components						
<b>H/HH-43</b>	None for all three components						
<b>H/HH/CH-53</b>	None for all three components						
<b>H/HH-60</b>	68	69	71	67	66	67	69
Active							
Reserve	15	15	15	15	15	15	15
ANG	17	17	17	17	17	17	17
<b>Total</b>	<b>100</b>	<b>101</b>	<b>103</b>	<b>99</b>	<b>98</b>	<b>99</b>	<b>101</b>
<b>HOK-1</b>	None for all three components						
<b>HSS-2</b>	None for all three components						
<b>HUL-1</b>	None for all three components						
<b>OH-13</b>	None for all three components						
<b>TH-1</b>	27	20	24	25	28	28	28
Active							
Reserve							
ANG							
<b>Total</b>	<b>27</b>	<b>20</b>	<b>24</b>	<b>25</b>	<b>28</b>	<b>28</b>	<b>28</b>

# Appendix B

Helicopters 2010s continued							
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>XH-40</b>	None for all three components						
<b>YAO-1</b>	None for all three components						
<b>YH-1</b>	None for all three components						
<b>YH-16</b>	None for all three components						
<b>YH-40</b>	None for all three components						
<b>YH-41</b>	None for all three components						
<b>YHO-2</b>	None for all three components						
<b>YOH-6</b>	None for all three components						

# Appendix B

Trainers 1950s-1960s																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>AT-38</b>	None for all three components																				
<b>CT-39</b>	None for all three components																				
<b>DT-33</b>	None for all three components																				
Active																					4
Reserve																					
ANG																					
<b>Total</b>																					<b>4</b>
<b>LT-6</b>	None for all three components																				
Active					38	37															
Reserve																					
ANG																					
<b>Total</b>					<b>38</b>	<b>37</b>															
<b>NT-29</b>	None for all three components																				
<b>T-1</b>	None for all three components																				
<b>T-3</b>	None for all three components																				
<b>T-6</b>	None for all three components																				
Active	1,528	1,642	2,137	1,571	1,224	765	116	1													
Reserve	3	0	0	55	51	4															
ANG	271	46	237	428	279	175	50	3													
<b>Total</b>	<b>1,802</b>	<b>1,688</b>	<b>2,374</b>	<b>2,054</b>	<b>1,554</b>	<b>944</b>	<b>166</b>	<b>4</b>													
<b>T-7</b>	None for all three components																				
Active	67	115	169	60	15	11															
Reserve	153	69																			
ANG																					
<b>Total</b>	<b>220</b>	<b>184</b>	<b>169</b>	<b>60</b>	<b>15</b>	<b>11</b>															
<b>T-11</b>	None for all three components																				
Active	7	297	337	148	28	8															
Reserve	366	69	3																		
ANG	30																				
<b>Total</b>	<b>403</b>	<b>366</b>	<b>340</b>	<b>148</b>	<b>28</b>	<b>8</b>															
<b>T-28</b>	None for all three components																				
Active	4	317	350	643	701	810	975	933	618	416	90	40	80	98	71	69	87	84	71	91	
Reserve				48	64	61	61	16													
ANG								38	20	5											
<b>Total</b>	<b>4</b>	<b>317</b>	<b>350</b>	<b>691</b>	<b>765</b>	<b>871</b>	<b>1,036</b>	<b>987</b>	<b>638</b>	<b>421</b>	<b>90</b>	<b>40</b>	<b>80</b>	<b>98</b>	<b>71</b>	<b>69</b>	<b>87</b>	<b>84</b>	<b>71</b>	<b>91</b>	
<b>T-29</b>	None for all three components																				
Active	9	25	56	156	226	334	355	353	351	342	336	299	264	232	217	203	184	171	138	136	
Reserve																					
ANG																					
<b>Total</b>	<b>9</b>	<b>25</b>	<b>56</b>	<b>156</b>	<b>226</b>	<b>334</b>	<b>355</b>	<b>353</b>	<b>351</b>	<b>342</b>	<b>336</b>	<b>299</b>	<b>264</b>	<b>232</b>	<b>217</b>	<b>203</b>	<b>184</b>	<b>171</b>	<b>138</b>	<b>136</b>	



# Appendix B

## Trainers 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>T-33</b>																					
Active	135	238	623	1,628	2,072	2,249	2,505	2,545	2,693	2,796	2,741	2,401	2,218	1,785	1,375	1,061	909	685	599	546	
Reserve				6	37	96	91	66													
ANG			12	23	139	179	216	222	221	220	217	196	140	159	168	148	142	146	126	140	140
<b>Total</b>	<b>135</b>	<b>238</b>	<b>635</b>	<b>1,657</b>	<b>2,248</b>	<b>2,524</b>	<b>2,812</b>	<b>2,833</b>	<b>2,914</b>	<b>3,016</b>	<b>2,958</b>	<b>2,597</b>	<b>2,358</b>	<b>1,944</b>	<b>1,543</b>	<b>1,209</b>	<b>1,051</b>	<b>831</b>	<b>725</b>	<b>686</b>	
<b>T-34</b>																					
Active	1	3	3	1	61	239	427	406	190	189	188	21	8	9	6	2	1	1	1	1	1
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>61</b>	<b>239</b>	<b>427</b>	<b>406</b>	<b>190</b>	<b>189</b>	<b>188</b>	<b>21</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>T-35</b>																					
Active	3	3																			
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>																			
<b>T-37</b>																					
Active							9	53	170	341	511	571	569	560	580	601	605	689	698	788	788
Reserve																					
ANG																					
<b>Total</b>							<b>9</b>	<b>53</b>	<b>170</b>	<b>341</b>	<b>511</b>	<b>571</b>	<b>569</b>	<b>560</b>	<b>580</b>	<b>601</b>	<b>605</b>	<b>689</b>	<b>698</b>	<b>788</b>	
<b>T-38</b>																					
Active								2	9	26	151	290	423	558	685	795	867	975			
Reserve																					
ANG																					
<b>Total</b>							<b>2</b>	<b>9</b>	<b>26</b>	<b>151</b>	<b>290</b>	<b>424</b>	<b>558</b>	<b>685</b>	<b>795</b>	<b>867</b>	<b>975</b>				
<b>T-39</b>																					
Active												11	68	128	145	144	145	144	145	144	144
Reserve																					
ANG																					
<b>Total</b>												<b>11</b>	<b>68</b>	<b>128</b>	<b>146</b>	<b>145</b>	<b>145</b>	<b>144</b>	<b>145</b>	<b>144</b>	
<b>T-41</b>																					
Active																	91	0	1	47	45
Reserve																					
ANG																					
<b>Total</b>																	<b>91</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>45</b>
<b>C/T-43</b>	None for all three components																				
<b>T-46</b>	None for all three components																				
<b>T-51</b>	None for all three components																				
<b>TB-17</b>																					
Active	37	30	35	31	30	10	7	1	1												
Reserve																					
ANG																					
<b>Total</b>	<b>37</b>	<b>30</b>	<b>35</b>	<b>31</b>	<b>30</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>												

**Trainers 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>TB-25</b>																					
Active	684	711	785	878	811	852	900	886	310	39	2										
Reserve						1	1														
ANG			3	6	30	30	30	30	2	2											
<b>Total</b>	<b>684</b>	<b>711</b>	<b>788</b>	<b>884</b>	<b>841</b>	<b>863</b>	<b>931</b>	<b>916</b>	<b>312</b>	<b>41</b>	<b>2</b>										
<b>TB-26</b>																					
Active	105	220	262	284	217	200	171	153	80	44	1	15	3	3	7	0	1	1			
Reserve	2	0	0	0	1	1	10	6													
ANG	111	43	26	9	22	31	28	17	4	3	1	1	1	1	1	1	1	1			
<b>Total</b>	<b>218</b>	<b>263</b>	<b>288</b>	<b>293</b>	<b>240</b>	<b>232</b>	<b>209</b>	<b>176</b>	<b>84</b>	<b>47</b>	<b>2</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>			
<b>TB-29</b>																					
Active	10	93	76	90	99	92	150	52	33	11	3										
Reserve																					
ANG																					
<b>Total</b>	<b>10</b>	<b>93</b>	<b>76</b>	<b>90</b>	<b>99</b>	<b>92</b>	<b>150</b>	<b>52</b>	<b>33</b>	<b>11</b>	<b>3</b>										
<b>TB-45</b>																					
Active				8	11	15	19	4													
Reserve																					
ANG																					
<b>Total</b>	<b>8</b>	<b>11</b>	<b>15</b>	<b>19</b>	<b>4</b>																
<b>TB-47</b>																					
Active			42	52	62	98	109	66	26	5	3	2	1	1	1	1	1				
Reserve																					
ANG																					
<b>Total</b>	<b>42</b>	<b>52</b>	<b>62</b>	<b>98</b>	<b>109</b>	<b>66</b>	<b>26</b>	<b>66</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>				
<b>TB-50</b>																					
Active	10	11	43	35	10	45	36	16	10	2	1										
Reserve																					
ANG																					
<b>Total</b>	<b>10</b>	<b>11</b>	<b>43</b>	<b>35</b>	<b>10</b>	<b>45</b>	<b>36</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>1</b>										
<b>TB-57</b>																					
Active						1	6	7	7	7	7	7	37	29	28	27	4	1	2	1	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>37</b>	<b>29</b>	<b>28</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	
<b>TB-58</b>																					
Active						3	4	4	4	6	8	8	8	8	8	8	8	8	8	8	
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	
<b>TC-18</b> None for all three components																					
<b>TC-45</b>																					
Active			21	94	93	89	86	70	60	20											
Reserve																					
ANG																					
<b>Total</b>	<b>21</b>	<b>94</b>	<b>93</b>	<b>89</b>	<b>86</b>	<b>70</b>	<b>60</b>	<b>20</b>	<b>60</b>	<b>20</b>											

# Appendix B

## Trainers 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
<b>TC-46</b>																				
Active		32	1	0	0	0	0	0	0	0	0	0	1	1	1	1				
Reserve	285	1	2	1	1	1	1	1												
ANG		1	1	1	1	1	1	1												
<b>Total</b>	<b>285</b>	<b>33</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>				
<b>TC-47</b>																				
Active	65	54	53	52	50	25	9	0	0	8	3	0	2	5	0	2	4	9	6	4
Reserve						25	39	46	45	37	32	32	30	26	30	16	14			1
ANG																				
<b>Total</b>	<b>65</b>	<b>54</b>	<b>53</b>	<b>52</b>	<b>50</b>	<b>50</b>	<b>48</b>	<b>46</b>	<b>45</b>	<b>45</b>	<b>35</b>	<b>32</b>	<b>32</b>	<b>31</b>	<b>30</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>5</b>
<b>TC-54</b>																				
Active			7	8	8	6	8	8	8	8	8	8	8	8	8	8	6	2	2	2
Reserve																				
ANG																				
<b>Total</b>			<b>7</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>TC-121</b>																				
Active									5	6	5	5	5	5	5	6	6			6
Reserve																				
ANG																				
<b>Total</b>									<b>5</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>6</b>			<b>6</b>
<b>TC-130</b> None for all three components																				
<b>TC-135</b> None for all three components																				
<b>TF-47</b>																				
Active									153	12										
Reserve																				
ANG	18	5	3																	
<b>Total</b>	<b>18</b>	<b>158</b>	<b>15</b>																	
<b>TF-51</b>																				
Active	129	123	151	57																
Reserve				32	23															
ANG	22	2	1	0	42	8	6													
<b>Total</b>	<b>151</b>	<b>125</b>	<b>152</b>	<b>89</b>	<b>65</b>	<b>8</b>	<b>6</b>													
<b>TF-80</b>																				
Active	69	64	32	9	0	0	0	38	11	3										
Reserve				3	6															
ANG			4	8	1															
<b>Total</b>	<b>69</b>	<b>64</b>	<b>36</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>11</b>	<b>3</b>										
<b>TF-84</b>																				
Active									8											
Reserve																				
ANG																				
<b>Total</b>									<b>8</b>											<b>8</b>

# Appendix B

## Trainers 1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>TF-86</b>																					
Active						1	39	19	1	1											
Reserve																					
ANG																					
<b>Total</b>						<b>1</b>	<b>39</b>	<b>19</b>	<b>1</b>	<b>1</b>											
<b>TF-101</b>																					
Active																					9
Reserve																					
ANG																					
<b>Total</b>																					<b>9</b>
<b>TF-102</b>																					
Active							3	26	103												
Reserve																					
ANG																					
<b>Total</b>							<b>3</b>	<b>26</b>	<b>103</b>												
<b>TG-3</b> None for all three components																					
<b>TG-4</b> None for all three components																					
<b>TG-7</b> None for all three components																					
<b>TG-9</b> None for all three components																					
<b>TG-10</b> None for all three components																					
<b>TG-11</b> None for all three components																					
<b>TG-14</b> None for all three components																					
<b>TH-5</b>																					
Active		1	1	1	1	1	1	1	1	1											
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>											
<b>TRF-51</b>																					
Active						7	2	1													
Reserve																					
ANG																					
<b>Total</b>						<b>6</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>3</b>	<b>3</b>										
<b>TV-2</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>UV-18</b> None for all three components																					
<b>YAT-37</b>																					
Active																					2
Reserve																					
ANG																					
<b>Total</b>																					<b>2</b>

# Appendix B

Trainers 1970s-1980s																				
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
<b>AT-38</b>	None for all three components																			
<b>CT-39</b>	None for all three components																			
Active																				
Reserve																			6	12
ANG																				
<b>Total</b>																			<b>6</b>	<b>12</b>
<b>DT-33</b>	None for all three components																			
Active	4	4	3																	
Reserve																				
ANG																				
<b>Total</b>	<b>4</b>	<b>4</b>	<b>3</b>																	
<b>LT-6</b>	None for all three components																			
<b>NT-29</b>	None for all three components																			
Active	2																			
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>																			
<b>T-1</b>	None for all three components																			
<b>T-3</b>	None for all three components																			
<b>T-6</b>	None for all three components																			
<b>T-7</b>	None for all three components																			
<b>T-11</b>	None for all three components																			
<b>T-28</b>	None for all three components																			
Active	79	89	60	2	1	1	1													
Reserve																				
ANG																				
<b>Total</b>	<b>79</b>	<b>89</b>	<b>60</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>												
<b>T-29</b>	None for all three components																			
Active	124	123	117	96	216															
Reserve																				
ANG			3	1	1															
<b>Total</b>	<b>124</b>	<b>123</b>	<b>120</b>	<b>97</b>	<b>217</b>															
<b>T-33</b>	None for all three components																			
Active	398	379	328	234	198	163	140	121	122	120	122	120	121	118	114	112	97	55	1	1
Reserve				4	4	4	4	4	4	4	2									
ANG	141	131	120	106	78	72	60	49	48	48	48	45	44	43	40	40	40	21	1	1
<b>Total</b>	<b>539</b>	<b>510</b>	<b>448</b>	<b>344</b>	<b>280</b>	<b>239</b>	<b>204</b>	<b>174</b>	<b>174</b>	<b>172</b>	<b>172</b>	<b>165</b>	<b>165</b>	<b>161</b>	<b>154</b>	<b>152</b>	<b>137</b>	<b>76</b>	<b>2</b>	<b>2</b>
<b>T-34</b>	None for all three components																			
<b>T-35</b>	None for all three components																			

# Appendix B

## Trainers 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>T-37</b>																					
Active	809	808	749	772	760	701	672	681	670	662	648	625	619	615	611	609	609	609	608	608	606
Reserve																					
ANG																					
<b>Total</b>	<b>809</b>	<b>808</b>	<b>749</b>	<b>772</b>	<b>760</b>	<b>701</b>	<b>672</b>	<b>681</b>	<b>670</b>	<b>662</b>	<b>648</b>	<b>625</b>	<b>619</b>	<b>615</b>	<b>611</b>	<b>609</b>	<b>609</b>	<b>609</b>	<b>608</b>	<b>608</b>	<b>606</b>
<b>T-38</b>																					
Active	1,026	1,036	1,017	980	971	925	916	896	876	857	843	834	826	822	820	816	814	810	810	808	807
Reserve																					
ANG																					
<b>Total</b>	<b>1,026</b>	<b>1,036</b>	<b>1,017</b>	<b>980</b>	<b>971</b>	<b>925</b>	<b>916</b>	<b>896</b>	<b>876</b>	<b>857</b>	<b>843</b>	<b>834</b>	<b>826</b>	<b>822</b>	<b>820</b>	<b>816</b>	<b>814</b>	<b>810</b>	<b>810</b>	<b>808</b>	<b>807</b>
<b>T-39</b>																					
Active	142	142	139	139	137																
Reserve																					
ANG			2	2	2																
<b>Total</b>	<b>142</b>	<b>142</b>	<b>141</b>	<b>141</b>	<b>139</b>																
<b>T-41</b>																					
Active	40	39	39	45	52	52	52	52	52	52	52	50	50	50	50	50	100	100	100	100	100
Reserve																					
ANG																					
<b>Total</b>	<b>40</b>	<b>39</b>	<b>39</b>	<b>45</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>C/T-43</b>																					
Active				1	17	19	19	19	19	13	13	15	15	15	15	15	14	14	14	14	14
Reserve																					
ANG								6	6	6	6	4	4	4	4	4	4	4	4	4	4
<b>Total</b>	<b>1</b>	<b>17</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>T-46</b>																					
Active																1					2
Reserve																					
ANG																					
<b>Total</b>																<b>1</b>					<b>2</b>
<b>T-51</b>	None for all three components																				
<b>TB-17</b>	None for all three components																				
<b>TB-25</b>	None for all three components																				
<b>TB-26</b>	None for all three components																				
<b>TB-29</b>	None for all three components																				
<b>TB-45</b>	None for all three components																				
<b>TB-47</b>	None for all three components																				
<b>TB-50</b>	None for all three components																				
<b>TB-57</b>	None for all three components																				
<b>TB-58</b>	None for all three components																				
<b>TC-18</b>	None for all three components																				

# Appendix B

## Trainers 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>TC-45</b> None for all three components																					
<b>TC-46</b> None for all three components																					
<b>TC-47</b>																					
Active	3	3	2	2																	
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>																	
<b>TC-54</b> None for all three components																					
<b>TC-121</b> None for all three components																					
<b>TC-130</b> None for all three components																					
<b>TC-135</b>																					
Active																1	1	1	1		
Reserve																					
ANG																					
<b>Total</b>																<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>		
<b>TF-47</b> None for all three components																					
<b>TF-51</b> None for all three components																					
<b>TF-80</b> None for all three components																					
<b>TF-84</b> None for all three components																					
<b>TF-86</b> None for all three components																					
<b>TF-101</b> None for all three components																					
<b>TF-102</b> None for all three components																					
<b>TG-3</b> None for all three components																					
<b>TG-4</b>																					
Active																					10
Reserve																					
ANG																					
<b>Total</b>																					<b>10</b>
<b>TG-7</b>																					
Active																8	7	6	6	10	10
Reserve																					
ANG																					
<b>Total</b>																<b>8</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>10</b>
<b>TG-9</b>																					
Active																					5
Reserve																					5
ANG																					
<b>Total</b>																					<b>5</b>
<b>TG-10</b> None for all three components																					<b>5</b>

<b>Trainers 1970s-1980s continued</b>																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>TG-11</b> None for all three components																					
<b>TG-14</b> None for all three components																					
<b>TH-5</b> None for all three components																					
<b>TRF-51</b> None for all three components																					
<b>TV-2</b> None for all three components																					
<b>UV-18</b>																					
Active							2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
Reserve																					
ANG																					
<b>Total</b>							<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>
<b>YAT-37</b> None for all three components																					
<b>Trainers 1990s-2000s</b>																					
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>AT-38</b>																					
Active								94	93	93	93	77	31	31							
Reserve																					
ANG																					
<b>Total</b>								<b>94</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>77</b>	<b>31</b>	<b>31</b>							
<b>CT-39</b>																					
Active	10	10	10	10					3	1											
Reserve																					
ANG																					
<b>Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>				<b>3</b>	<b>1</b>												
<b>DT-33</b> None for all three components																					
<b>LT-6</b> None for all three components																					
<b>NT-29</b> None for all three components																					
<b>T-1</b>																					
Active	49	87	123	123	156	179	180	180	180	180	180	180	180	180	179	179	179	179	179	179	179
Reserve																					
ANG																					
<b>Total</b>	<b>49</b>	<b>87</b>	<b>123</b>	<b>123</b>	<b>156</b>	<b>179</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>179</b>	<b>179</b>	<b>179</b>	<b>179</b>	<b>179</b>	<b>179</b>	<b>179</b>
<b>T-3</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>24</b>	<b>95</b>	<b>112</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>



# Appendix B

## Trainers 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>T-6</b>																					
Active				1	13	34	81	110	159	217	272	320	354	431							
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>13</b>	<b>34</b>	<b>81</b>	<b>110</b>	<b>159</b>	<b>217</b>	<b>272</b>	<b>320</b>	<b>354</b>	<b>431</b>										
<b>T-7</b> None for all three components																					
<b>T-11</b> None for all three components																					
<b>T-28</b> None for all three components																					
<b>T-29</b> None for all three components																					
<b>T-33</b>																					
Active	1	0	1	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>																	
<b>T-34</b> None for all three components																					
<b>T-35</b> None for all three components																					
<b>T-37</b>																					
Active	602	567	504	496	494	461	420	419	418	417	417	415	404	333	283	213	171	87	32		
Reserve																					
ANG																					
<b>Total</b>	<b>602</b>	<b>567</b>	<b>504</b>	<b>496</b>	<b>494</b>	<b>461</b>	<b>420</b>	<b>419</b>	<b>418</b>	<b>417</b>	<b>417</b>	<b>415</b>	<b>404</b>	<b>333</b>	<b>283</b>	<b>213</b>	<b>171</b>	<b>87</b>	<b>32</b>		
<b>T-38</b>																					
Active	804	721	638	559	506	471	451	377	416	416	416	413	458	489	484	485	489	462	459	456	
Reserve																					
ANG																					
<b>Total</b>	<b>804</b>	<b>721</b>	<b>638</b>	<b>559</b>	<b>506</b>	<b>471</b>	<b>451</b>	<b>377</b>	<b>416</b>	<b>416</b>	<b>416</b>	<b>413</b>	<b>458</b>	<b>489</b>	<b>484</b>	<b>485</b>	<b>489</b>	<b>462</b>	<b>459</b>	<b>456</b>	
<b>T-39</b> None for all three components																					
<b>T-41</b>																					
Active	102	100	100	70	50	3	3	3	3	3	3	6	4	4	4	4	4	4	4	4	4
Reserve																					
ANG																					
<b>Total</b>	<b>102</b>	<b>100</b>	<b>100</b>	<b>70</b>	<b>50</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>C/T-43</b>																					
Active	15	15	12	12	12	12	11	10	11	11	11	10	10	10	9	8	8	8	8	7	
Reserve																					
ANG	4	4	4	3	2	2	2														
<b>Total</b>	<b>19</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>7</b>	
<b>T-46</b> None for all three components																					
<b>T-51</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					

# Appendix B

## Trainers 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
<b>TB-17</b>	None for all three components																			
<b>TB-25</b>	None for all three components																			
<b>TB-26</b>	None for all three components																			
<b>TB-29</b>	None for all three components																			
<b>TB-45</b>	None for all three components																			
<b>TB-47</b>	None for all three components																			
<b>TB-50</b>	None for all three components																			
<b>TB-57</b>	None for all three components																			
<b>TB-58</b>	None for all three components																			
<b>TC-18</b>																				
Active	2	2	2	2	2	2	2	2	2	2	4	2	2							
Reserve																				
ANG																				
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>							
<b>TC-45</b>	None for all three components																			
<b>TC-46</b>	None for all three components																			
<b>TC-47</b>	None for all three components																			
<b>TC-54</b>	None for all three components																			
<b>TC-121</b>	None for all three components																			
<b>TC-130</b>																				
Active													1	1						
Reserve																				
ANG																				
<b>Total</b>													<b>1</b>	<b>1</b>						
<b>TC-135</b>																				
Active	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Reserve																				
ANG																				
<b>Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>TF-47</b>	None for all three components																			
<b>TF-51</b>	None for all three components																			
<b>TF-80</b>	None for all three components																			
<b>TF-84</b>	None for all three components																			
<b>TF-86</b>	None for all three components																			
<b>TF-101</b>	None for all three components																			
<b>TF-102</b>	None for all three components																			

# Appendix B

## Trainers 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>TG-3</b>																					
Active	2	3	3	4	4	3	3	3	3	3	3	3	3	3							
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>						
<b>TG-4</b>																					
Active	10	10	10	10	10	11	14	14	14	14	14	14	14	14							
Reserve																					
ANG																					
<b>Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>						
<b>TG-7</b>																					
Active	9	9	9	9	9	9	9	9	9	9	9	9	9	9							
Reserve																					
ANG																					
<b>Total</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>						
<b>TG-9</b>																					
Active	4	4	4	4	4	4	4	4	4	4	4	4	4	4							
Reserve																					
ANG																					
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>						
<b>TG-10</b>																					
Active						1	1	1	1	1	1	1	16	21	21	21	21	21	21	21	21
Reserve																					
ANG																					
<b>Total</b>						<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>TG-11</b>																					
Active						2	2	2	2	2	2	2	2	2							
Reserve																					
ANG																					
<b>Total</b>						<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>						
<b>TG-14</b>																					
Active										5	14	14	14	14	14	14	14	14	14	14	4
Reserve																					
ANG																					
<b>Total</b>										<b>5</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>4</b>
<b>TH-5</b>	None for all three components																				
<b>TRF-51</b>	None for all three components																				
<b>TV-2</b>	None for all three components																				
<b>UV-18</b>																					
Active	3	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>YAT-37</b>	None for all three components																				

# Appendix B

## Trainers 2010s

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>AT-38</b>							
Active					6	6	6
Reserve							
ANG							
<b>Total</b>					<b>6</b>	<b>6</b>	<b>6</b>
<b>CT-39</b> None for all three components							
<b>DT-33</b> None for all three components							
<b>LT-6</b> None for all three components							
<b>NT-29</b> None for all three components							
<b>T-1</b>							
Active	177	178	178	178	178	178	178
Reserve							
ANG							
<b>Total</b>	<b>177</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>
<b>T-3</b> None for all three components							
<b>T-6</b>							
Active	345	450	445	445	445	445	444
Reserve							
ANG							
<b>Total</b>	<b>345</b>	<b>450</b>	<b>445</b>	<b>445</b>	<b>445</b>	<b>445</b>	<b>444</b>
<b>T-7</b> None for all three components							
<b>T-11</b> None for all three components							
<b>T-28</b> None for all three components							
<b>T-29</b> None for all three components							
<b>T-33</b> None for all three components							
<b>T-34</b> None for all three components							
<b>T-35</b> None for all three components							
<b>T-37</b> None for all three components							
<b>T-38</b>							
Active	434	521	508	508	507	446	498
Reserve							
ANG							
<b>Total</b>	<b>434</b>	<b>521</b>	<b>508</b>	<b>508</b>	<b>507</b>	<b>446</b>	<b>498</b>
<b>T-39</b> None for all three components							
<b>T-41</b>							
Active	4	4	4	4	4	4	4
Reserve							
ANG							
<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>

# Appendix B

## Trainers 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>C/T-43</b>							
Active	3						
Reserve							
ANG							
<b>Total</b>	<b>3</b>						
<b>T-46</b> None for all three components							
<b>T-51</b>							
Active	3	3	3	3	3	3	3
Reserve							
ANG							
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>TB-17</b> None for all three components							
<b>TB-25</b> None for all three components							
<b>TB-26</b> None for all three components							
<b>TB-29</b> None for all three components							
<b>TB-45</b> None for all three components							
<b>TB-47</b> None for all three components							
<b>TB-50</b> None for all three components							
<b>TB-57</b> None for all three components							
<b>TB-58</b> None for all three components							
<b>TC-18</b> None for all three components							
<b>TC-45</b> None for all three components							
<b>TC-46</b> None for all three components							
<b>TC-47</b> None for all three components							
<b>TC-54</b> None for all three components							
<b>TC-121</b> None for all three components							
<b>TC-130</b> None for all three components							
Active	1	1	1	1	1	1	1
Reserve							
ANG							
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>TC-135</b>							
Active	3	3	3	3	3	3	3
Reserve							
ANG							
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>TF-47</b> None for all three components							
<b>TF-51</b> None for all three components							

# Appendix B

## Trainers 2010s continued

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>TF-80</b>	None for all three components						
<b>TF-84</b>	None for all three components						
<b>TF-86</b>	None for all three components						
<b>TF-101</b>	None for all three components						
<b>TF-102</b>	None for all three components						
<b>TG-3</b>	None for all three components						
<b>TG-4</b>	None for all three components						
<b>TG-7</b>	None for all three components						
<b>TG-9</b>	None for all three components						
<b>TG-10</b>	None for all three components						
<b>TG-11</b>	None for all three components						
<b>TG-14</b>	None for all three components						
<b>TH-5</b>	None for all three components						
<b>TRF-51</b>	None for all three components						
<b>TV-2</b>	None for all three components						
<b>UV-18</b>	None for all three components						
Active	3	3	3	3	3	3	3
Reserve							
ANG							
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>YAT-37</b>	None for all three components						

# Appendix B

Search and Rescue 1950s-1960s																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>HC-130</b>																					
Active														1	0	5	42	63	63	60	
Reserve																					
ANG																					
<b>Total</b>														<b>1</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>63</b>	<b>63</b>	<b>60</b>	
<b>HC/SC-47</b>																					
Active	3	3	5	5	35	65	66	84	80	75	51	32	18	9	8	7	5	5	5	4	
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>35</b>	<b>65</b>	<b>84</b>	<b>80</b>	<b>75</b>	<b>51</b>	<b>32</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>4</b>	
<b>HC/SC-54</b>																					
Active	3	3	3	3	3	39	38	38	38	38	38	36	35	36	36	34	7	2	2	3	
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>36</b>	<b>35</b>	<b>36</b>	<b>36</b>	<b>34</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	
<b>HC-97</b>																					
Active														12	27	19	5	9			
Reserve																					
ANG																					
<b>Total</b>														<b>12</b>	<b>27</b>	<b>27</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>HU/SA-16</b>																					
Active	19	53	129	198	181	174	164	139	111	103	40	32	43	45	44	42	43	43	12	6	
Reserve																					
ANG																					
<b>Total</b>	<b>19</b>	<b>53</b>	<b>129</b>	<b>198</b>	<b>181</b>	<b>174</b>	<b>178</b>	<b>169</b>	<b>167</b>	<b>165</b>	<b>110</b>	<b>104</b>	<b>102</b>	<b>99</b>	<b>81</b>	<b>79</b>	<b>78</b>	<b>76</b>	<b>53</b>	<b>45</b>	
<b>SA-10</b>																					
Active	25	19	13																		
Reserve																					
ANG																					
<b>Total</b>	<b>25</b>	<b>19</b>	<b>13</b>																		
<b>SB-17</b>																					
Active	73	62	57	10	10	5	5														
Reserve																					
ANG																					
<b>Total</b>	<b>73</b>	<b>62</b>	<b>57</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>5</b>														
<b>SB-29</b>																					
Active	7	14	29	35	29	22	3														
Reserve																					
ANG																					
<b>Total</b>	<b>7</b>	<b>14</b>	<b>29</b>	<b>35</b>	<b>29</b>	<b>22</b>	<b>3</b>														
<b>SC-130</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																				<b>3</b>	
<b>Total</b>																					
																					<b>3</b>

**Search and Rescue 1950s-1960s continued**

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>SH-19</b>																					
Active						97	94	101	109	99	91	85									
Reserve																					
ANG																					
<b>Total</b>						<b>97</b>	<b>94</b>	<b>101</b>	<b>109</b>	<b>99</b>	<b>91</b>	<b>85</b>									
<b>SH-21</b>																					
Active						20	20	19	18	16	14	13									
Reserve																					
ANG																					
<b>Total</b>						<b>20</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>16</b>	<b>14</b>	<b>13</b>									
<b>SH-5</b>																					
Active	10	8	6	1	1																
Reserve																					
ANG																					
<b>Total</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>																
<b>SL-5</b>																					
Active	2																				
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>																				

**Search and Rescue 1970s-1980s**

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>HC-130</b>																					
Active	72	75	70	58	60	44	41	37	37	35	35	36	36	35	35	37	37	35	33	35	
Reserve			5	10	10	12	14	14	14	16	16	15	15	15	14	14	14	14	14	12	
ANG						8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
<b>Total</b>	<b>72</b>	<b>75</b>	<b>75</b>	<b>68</b>	<b>70</b>	<b>64</b>	<b>63</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>59</b>	<b>58</b>	<b>58</b>	<b>59</b>	<b>59</b>	<b>57</b>	<b>55</b>	<b>55</b>	
<b>HC/SC-47</b>																					
Active	3	1	1																		
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>																		
<b>HC/SC-54</b>																					
Active	2	1	1																		
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>																		
<b>HC-97</b>																					
Active																					
Reserve	18	18	1																		
ANG																					
<b>Total</b>	<b>18</b>	<b>18</b>	<b>1</b>																		



# Appendix B

## Search and Rescue 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>HU/SA-16</b>																					
Active	10	5	3	2	2	2															
Reserve	21	8	3																		
ANG	17	11																			
<b>Total</b>	<b>48</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>															
<b>SA-10</b> None for all three components																					
<b>SB-17</b> None for all three components																					
<b>SB-29</b> None for all three components																					
<b>SC-130</b> None for all three components																					
<b>SH-19</b> None for all three components																					
<b>SH-21</b> None for all three components																					
<b>SH-5</b> None for all three components																					
<b>SL-5</b> None for all three components																					

## Search and Rescue 1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>HC-130</b>																					
Active	36	32	35	35	34	31	9	9	9	9	12	13	13	17	18	18	19	19	19	19	
Reserve	12	14	14	10	10	14	9	7	7	7	8	9	10	6	5	5	5	5	5	5	
ANG	6	10	10	11	11	11	13	13	13	0	0	9	9	9	9	9	9	9	9	9	
<b>Total</b>	<b>54</b>	<b>56</b>	<b>59</b>	<b>56</b>	<b>55</b>	<b>56</b>	<b>31</b>	<b>29</b>	<b>29</b>	<b>16</b>	<b>20</b>	<b>31</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>	
<b>HC/SC-47</b> None for all three components																					
<b>HC/SC-54</b> None for all three components																					
<b>HC-97</b> None for all three components																					
<b>HU/SA-16</b> None for all three components																					
<b>SA-10</b> None for all three components																					
<b>SB-17</b> None for all three components																					
<b>SB-29</b> None for all three components																					
<b>SC-130</b> None for all three components																					
<b>SH-19</b> None for all three components																					
<b>SH-21</b> None for all three components																					
<b>SH-5</b> None for all three components																					
<b>SL-5</b> None for all three components																					

# Appendix B

## Search and Rescue 2010s

	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>HC-130</b> Authors' note: USAF counts this as a tanker							
Active	21	21	19	20	23	21	21
Reserve	5	5	5	5	6	6	2
ANG	9	9	9	9	9	9	9
<b>Total</b>	<b>35</b>	<b>35</b>	<b>33</b>	<b>34</b>	<b>38</b>	<b>36</b>	<b>32</b>
<b>HC/SC-47</b> None for all three components							
<b>HC/SC-54</b> None for all three components							
<b>HC-97</b> None for all three components							
<b>HU/SA-16</b> None for all three components							
<b>SA-10</b> None for all three components							
<b>SB-17</b> None for all three components							
<b>SB-29</b> None for all three components							
<b>SC-130</b> None for all three components							
<b>SH-19</b> None for all three components							
<b>SH-21</b> None for all three components							
<b>SH-5</b> None for all three components							
<b>SL-5</b> None for all three components							

# Appendix B

## Liaison 1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>L-4</b>																					
Active	19	19	32																		
Reserve																					
ANG																					
<b>Total</b>	<b>19</b>	<b>19</b>	<b>32</b>																		
<b>L-5</b>																					
Active	66	80	136	115	55	6	3														
Reserve																					
ANG																					
<b>Total</b>	<b>66</b>	<b>80</b>	<b>136</b>	<b>115</b>	<b>55</b>	<b>6</b>	<b>3</b>														
<b>L-13</b>																					
Active	42	40	58	20	5	2															
Reserve																					
ANG																					
<b>Total</b>	<b>42</b>	<b>40</b>	<b>58</b>	<b>20</b>	<b>5</b>	<b>2</b>															
<b>L-15</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>																				
<b>L-16</b>																					
Active	23	57	145	2																	
Reserve																					
ANG																					
<b>Total</b>	<b>23</b>	<b>57</b>	<b>145</b>	<b>2</b>																	
<b>L-17</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>34</b>	<b>33</b>	<b>10</b>										
<b>L-19</b>																					
Active	1	2	46	40	69	221	2	1													
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>40</b>	<b>69</b>	<b>221</b>	<b>2</b>	<b>1</b>													
<b>L-20</b>																					
Active	2	55	182	173	183	176	171	167	161	133	100	97									
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>55</b>	<b>182</b>	<b>173</b>	<b>183</b>	<b>176</b>	<b>171</b>	<b>167</b>	<b>161</b>	<b>133</b>	<b>100</b>	<b>97</b>									
<b>L-21</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>	<b>125</b>	<b>146</b>	<b>127</b>	<b>121</b>	<b>67</b>																

# Appendix B

<b>Liaison 1950s-1960s continued</b>																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>L-23</b>																					
Active				1	1	0	1	2	1												
Reserve																					
ANG																					
<b>Total</b>				<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>												
<b>L-26</b>																					
Active							15	14	14												
Reserve																					
ANG																					
<b>Total</b>							<b>15</b>	<b>14</b>	<b>14</b>												
<b>L-27</b>																					
Active								15	94												
Reserve																					
ANG																					
<b>Total</b>								<b>15</b>	<b>94</b>												
<b>L-28</b>																					
Active									3	3	0	19									
Reserve																					
ANG																					
<b>Total</b>									<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>									
<b>LC-126</b>																					
Active							10	8	6												
Reserve																					
ANG																					
<b>Total</b>							<b>10</b>	<b>8</b>	<b>6</b>												
<b>LT-126</b>																					
Active									55												
Reserve																					
ANG																					
<b>Total</b>									<b>55</b>												
<b>Liaison 1970s-1980s</b>																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>L-4</b>	None for all three components																				
<b>L-5</b>	None for all three components																				
<b>L-13</b>	None for all three components																				
<b>L-15</b>	None for all three components																				
<b>L-16</b>	None for all three components																				
<b>L-17</b>	None for all three components																				
<b>L-19</b>	None for all three components																				
<b>L-20</b>	None for all three components																				

# Appendix B

<b>Liaison 1970s-1980s continued</b>																														
	<b>FY70</b>	<b>FY71</b>	<b>FY72</b>	<b>FY73</b>	<b>FY74</b>	<b>FY75</b>	<b>FY76</b>	<b>FY77</b>	<b>FY78</b>	<b>FY79</b>	<b>FY80</b>	<b>FY81</b>	<b>FY82</b>	<b>FY83</b>	<b>FY84</b>	<b>FY85</b>	<b>FY86</b>	<b>FY87</b>	<b>FY88</b>	<b>FY89</b>										
<b>L-21</b>	None for all three components																													
<b>L-23</b>	None for all three components																													
<b>L-26</b>	None for all three components																													
<b>L-27</b>	None for all three components																													
<b>L-28</b>	None for all three components																													
<b>LC-126</b>	None for all three components																													
<b>LT-126</b>	None for all three components																													
<b>Liaison 1990s-2010s</b>																														
	<b>FY90 through FY99</b>										<b>FY00 through FY09</b>										<b>FY10 through FY16</b>									
<b>L-4</b>	None for all three components																													
<b>L-5</b>	None for all three components																													
<b>L-13</b>	None for all three components																													
<b>L-15</b>	None for all three components																													
<b>L-16</b>	None for all three components																													
<b>L-17</b>	None for all three components																													
<b>L-19</b>	None for all three components																													
<b>L-20</b>	None for all three components																													
<b>L-21</b>	None for all three components																													
<b>L-23</b>	None for all three components																													
<b>L-26</b>	None for all three components																													
<b>L-27</b>	None for all three components																													
<b>L-28</b>	None for all three components																													
<b>LC-126</b>	None for all three components																													
<b>LT-126</b>	None for all three components																													

# Appendix B

Special Research 1950s-1960s																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>X-1</b>																					
Active							1														
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>														
<b>X-13</b>																					
Active										2		2	2	2							
Reserve																					
ANG																					
<b>Total</b>							<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>							
<b>X-15</b>																					
Active												1	1	1	1	1	1	1			1
Reserve																					
ANG																					
<b>Total</b>							<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>			<b>1</b>
<b>X-19</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-21</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-25</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-29</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-25</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-25</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-25</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-29</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>X-29</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>XV-4</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>XV-6</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>XV-6</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>YE-5</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>YE-5</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					

# Appendix B

Special Research 1970s-1980s																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>X-1</b> None for all three components																					
<b>X-13</b> None for all three components																					
<b>X-15</b> None for all three components																					
<b>X-19</b> None for all three components																					
<b>X-21</b> None for all three components																					
<b>X-25</b> None for all three components																					
<b>X-29</b>																					
Active													2	2	2						
Reserve																					
ANG																					
<b>Total</b>													<b>2</b>	<b>2</b>	<b>2</b>						<b>2</b>
<b>XV-4</b> None for all three components																					
<b>XV-6</b> None for all three components																					
<b>YE-5</b>																					
Active													1								
Reserve																					
ANG																					
<b>Total</b>													<b>1</b>								
<b>Special Research 1990s-2010s</b>																					
<b>FY90 through FY99</b>													<b>FY00 through FY09</b>								
<b>X-1</b> None for all three components																					
<b>X-13</b> None for all three components																					
<b>X-15</b> None for all three components																					
<b>X-19</b> None for all three components																					
<b>X-21</b> None for all three components																					
<b>X-25</b> None for all three components																					
<b>X-29</b> None for all three components																					
<b>XV-4</b> None for all three components																					
<b>XV-6</b> None for all three components																					
<b>YE-5</b> None for all three components																					

# Appendix B

Utility/Observation/Other 1950s-1960s																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>AU-23</b> None for all three components																					
<b>AU-24</b> None for all three components																					
<b>C/RC-26</b> None for all three components																					
<b>L-16</b>																					
Active																					
Reserve																					
ANG			1	2	2	2															
<b>Total</b>			<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>															
<b>O-1</b>																					
Active										5		67		166		240		195		147	
Reserve																					
ANG																					
<b>Total</b>										<b>5</b>		<b>67</b>		<b>166</b>		<b>240</b>		<b>195</b>		<b>147</b>	
<b>O-2</b>																					
Active																	45		194		219
Reserve																					
ANG																					
<b>Total</b>																	<b>45</b>		<b>194</b>		<b>219</b>
<b>OA-10</b> None for all three components																					
<b>OA-37</b> None for all three components																					
<b>TO-1</b>																					
Active													1								7
Reserve																					
ANG																					
<b>Total</b>													<b>1</b>								<b>7</b>
<b>U-1</b>																					
Active															3		3		3		3
Reserve																					
ANG																					
<b>Total</b>															<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>
<b>U-3</b>																					
Active															158	156	191	186	185	183	182
Reserve																					182
ANG																					165
<b>Total</b>															<b>158</b>	<b>156</b>	<b>191</b>	<b>186</b>	<b>185</b>	<b>183</b>	<b>182</b>
<b>U-4</b>																					
Active															14	14	14	14	14	14	14
Reserve																					4
ANG																					2
<b>Total</b>															<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>4</b>



# Appendix B

Utility/Observation/Other 1950s-1960s continued																					
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69	
<b>U-6</b>																					
Active									125	115	68	54	22	15	14						
Reserve																					
ANG											25	25									
<b>Total</b>									<b>125</b>	<b>115</b>	<b>68</b>	<b>79</b>	<b>47</b>	<b>15</b>	<b>14</b>						
<b>U-10</b>																					
Active									27	25	25	43	49	57	55						
Reserve																					
ANG									24	21	0	13	24	24	23						
<b>Total</b>									<b>27</b>	<b>49</b>	<b>46</b>	<b>43</b>	<b>62</b>	<b>81</b>	<b>78</b>						
<b>U-16</b>	None for all three components																				
<b>U-17</b>																					
Active																					3
Reserve																					
ANG																					
<b>Total</b>																					<b>3</b>
<b>U-18</b>																					
Active									1	1	1	1	0	1							
Reserve																					
ANG																					
<b>Total</b>									<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>							
<b>UC-123</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>YAO-1</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>Gliders</b>	None for all three components																				
<b>E-11</b>	None for all three components																				
<b>T-53</b>	None for all three components																				

# Appendix B

Utility/Observation/Other 1970s-1980s																					
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>AU-23</b>																					
Active			8																		
Reserve																					
ANG																					
<b>Total</b>			<b>8</b>																		
<b>AU-24</b>																					
Active			9																		
Reserve																					
ANG																					
<b>Total</b>			<b>9</b>																		
<b>C/RC-26</b>																					
Active																					
Reserve																					
ANG																					7
<b>Total</b>																					<b>7</b>
<b>L-16</b> None for all three components																					
<b>O-1</b>																					
Active	85	1	0	16	1																
Reserve																					
ANG																					
<b>Total</b>	<b>85</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>																
<b>O-2</b>																					
Active	377	320	237	191	124	95	106	127	122	123											
Reserve	20	1																			
ANG	20	80	107	137	136	155	144	121	121	118	78	44	28	20	13						
<b>Total</b>	<b>417</b>	<b>401</b>	<b>344</b>	<b>328</b>	<b>260</b>	<b>250</b>	<b>250</b>	<b>248</b>	<b>243</b>	<b>241</b>	<b>78</b>	<b>44</b>	<b>28</b>	<b>20</b>	<b>13</b>						
<b>OA-10</b>																					
Active																				24	39
Reserve																					
ANG																					19
<b>Total</b>																				<b>24</b>	<b>58</b>
<b>OA-37</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>TO-1</b> None for all three components																					
<b>U-1</b>																					
Active	3	3	3	3	3	2															
Reserve																					
ANG																					
<b>Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>															

# Appendix B

## Utility/Observation/Other 1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89	
<b>U-3</b>																					
Active	21	19	9	5	4	2															
Reserve																					
ANG	72	52	61																		
<b>Total</b>	<b>93</b>	<b>71</b>	<b>70</b>	<b>5</b>	<b>4</b>	<b>2</b>															
<b>U-4</b>																					
Active	2	2	2	2	2	2	2	2	2	2											
Reserve																					
ANG																					
<b>Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>											
<b>U-6</b>																					
Active	12	7																			
Reserve																					
ANG																					
<b>Total</b>	<b>12</b>	<b>7</b>																			
<b>U-10</b>																					
Active	28	18	2	3																	
Reserve																					
ANG	28	28		21	20																
<b>Total</b>	<b>56</b>	<b>46</b>	<b>2</b>	<b>24</b>	<b>20</b>																
<b>U-16</b>																					
Active																					
Reserve																					
ANG																					
<b>Total</b>																					
<b>U-17</b>	None for all three components																				
<b>U-18</b>																					
Active	1	1	1	1																	
Reserve																					
ANG																					
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>																	
<b>UC-123</b>																					
Active	39	29	17																		
Reserve																					
ANG																					
<b>Total</b>	<b>39</b>	<b>29</b>	<b>17</b>																		
<b>YAO-1</b>	None for all three components																				
<b>Gliders</b>	None for all three components																				
<b>E-11</b>	None for all three components																				
<b>T-53</b>	None for all three components																				

Utility/Observation/Other 1990s-2000s																					
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	
<b>AU-23</b> None for all three components																					
<b>AU-24</b> None for all three components																					
<b>C/RC-26</b>																					
Active																					
Reserve																					
ANG	11	12	24	29	34	40	40	16	14	12	12	11	11	11	11	11	11	11	11	11	11
<b>Total</b>	<b>11</b>	<b>12</b>	<b>24</b>	<b>29</b>	<b>34</b>	<b>40</b>	<b>40</b>	<b>16</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>L-16</b> None for all three components																					
<b>O-1</b> None for all three components																					
<b>O-2</b> None for all three components																					
<b>OA-10</b>																					
Active	47	55	84	90	101	96	92	91	91	93	84	84	83	83	75	75	75	71			
Reserve					13	13	21	23	23	23	8	8	7	7	7	7	7	7			
ANG	20	20	25	20	39	45	27	26	26	25	26	26	26	26	26	26	26	26	28		
<b>Total</b>	<b>67</b>	<b>75</b>	<b>109</b>	<b>110</b>	<b>153</b>	<b>154</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>141</b>	<b>118</b>	<b>118</b>	<b>117</b>	<b>116</b>	<b>108</b>	<b>108</b>	<b>108</b>	<b>106</b>			
<b>OA-37</b>																					
Active																					
Reserve																					
ANG	40							22													
<b>Total</b>	<b>40</b>							<b>22</b>													
<b>TO-1</b> None for all three components																					
<b>U-1</b> None for all three components																					
<b>U-3</b> None for all three components																					
<b>U-4</b> None for all three components																					
<b>U-6</b> None for all three components																					
<b>U-10</b> None for all three components																					
<b>U-16</b> None for all three components																					
<b>U-17</b> None for all three components																					
<b>U-18</b> None for all three components																					
<b>UC-123</b> None for all three components																					
<b>YAO-1</b> None for all three components																					
<b>Gliders</b>																					
Active																					31
Reserve																					
ANG																					
<b>Total</b>																					<b>31</b>
<b>E-11</b> None for all three components																					
<b>T-53</b> None for all three components																					

# Appendix B

Utility/Observation/Other 2010s							
	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>AU-23</b>	None for all three components						
<b>AU-24</b>	None for all three components						
<b>C/RC-26</b>							
Active							
Reserve							
ANG	11	11	11	11	11	11	11
<b>Total</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>L-16</b>	None for all three components						
<b>O-1</b>	None for all three components						
<b>O-2</b>	None for all three components						
<b>OA-10</b>	None for all three components						
<b>OA-37</b>	None for all three components						
<b>TO-1</b>	None for all three components						
<b>U-1</b>	None for all three components						
<b>U-3</b>	None for all three components						
<b>U-4</b>	None for all three components						
<b>U-6</b>	None for all three components						
<b>U-10</b>	None for all three components						
<b>U-16</b>	None for all three components						
<b>U-17</b>	None for all three components						
<b>U-18</b>	None for all three components						
<b>UC-123</b>	None for all three components						
<b>YAO-1</b>	None for all three components						
<b>Gliders</b>							
Active	31	31	47	24	30	24	34
Reserve							
ANG							
<b>Total</b>	<b>31</b>	<b>31</b>	<b>47</b>	<b>24</b>	<b>30</b>	<b>24</b>	<b>34</b>
<b>E-11</b>							
Active			3	0	0	4	4
Reserve							
ANG							
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>T-53</b>							
Active			25	24	25	24	24
Reserve							
ANG							
<b>Total</b>	<b>25</b>	<b>24</b>	<b>24</b>	<b>25</b>	<b>24</b>	<b>24</b>	<b>24</b>



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