

SECRET

25X1A

2846-63

Copy 5 of 5

24 JUN 1963

MEMORANDUM FOR: AFIGO-S
Headquarters USAF

ATTENTION: Colonel Houser Wilson

SUBJECT: Comparison of C-54 and C-118 Aircraft

As per your request the following is a list of some of the advantages and differences between the C-54 aircraft and the C-118 aircraft.

1. As a comparison, flying the C-54 to the West Coast with 10,000 pounds of cargo, encountering head winds as we do the entire year, and departing with a full load of fuel on board, requires a stop enroute which is normally Albuquerque, New Mexico. This flight varies between 9 and 9-1/2 hours flying time. Considering two hours ground time prior to departure for flight planning and so forth, this amounts to an 11 to 12 hour work day. When arriving at Albuquerque normally the crews remain overnight and starts out the next morning to complete the mission.

In using the C-118 aircraft with 15,000 pounds of cargo going to the same destination, there is adequate fuel on board to fly non-stop to the San Francisco area and to an alternate if required. This can be accomplished in 9 to 9-1/2 hours flying time.

2. Because of westerly winds the returning flight always has a difference in the pounds that can be carried and the fuel required. However, in the C-54 it is still necessary to refuel enroute because of incimate weather on the East Coast. With 10,000 pounds of cargo and one fuel stop between the West Coast and Washington, there is usually a lapse time of 14 to 16 hours.

25X1

SECRET

SECRET

by using the C-118 aircraft. Flying at 15,000 feet altitude the cabin pressure remains at 4,500 feet. Also, the convenience of the A-12 auto pilot which has altitude control and a single turn knob greatly reduces the work load.

FOR THE DEPUTY DIRECTOR (RESEARCH)

[(Signed)] Jack C. Ledford

BY:

JACK C. LEDFORD
Colonel USAF

25X1A CC/OD/OSA/[]:fec (20 June 1963)

Distribution:

- #1 - Addee
- #2 - AD/OSA
- #3 - D/FA/OSA
- #4 - C/OD/OSA
- #5 - RB/OSA

SECRET