

ARSENAL OF AIRPOWER:

USAF Aircraft Inventory

1950-2009

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





Brig. Gen. Billy Mitchell

On September 12, 1918 at St. Mihiel in France, Col. William F. Mitchell became the first person ever to command a major force of allied aircraft in a combined-arms operation. This battle was the debut of the US Army fighting under a single American commander on European soil. Under Mitchell's control, more than 1,100 allied aircraft worked in unison with ground forces in a broad offensive—one encompassing not only the advance of ground troops but also direct air attacks on enemy strategic targets, aircraft, communications, logistics, and forces beyond the front lines.



Mitchell was promoted to Brigadier General by order of Gen. John J. Pershing, commander of the American Expeditionary Force, in recognition of his command accomplishments during the St. Mihiel offensive and the subsequent Meuse-Argonne offensive.

After World War I, General Mitchell served in Washington and then became Commander, First Provisional Air Brigade, in 1921. That summer, he led joint Army and Navy demonstration attacks as bombs delivered from aircraft sank several captured German vessels, including the SS *Ostfriesland*.

His determination to speak the truth about airpower and its importance to America led to a court-martial trial in 1925. Mitchell was convicted, and resigned from the service in February 1926.

Mitchell, through personal example and through his writing, inspired and encouraged a cadre of younger airmen. These included future General of the Air Force Henry H. Arnold, who led the two million-man Army Air Forces in World War II; Gen. Ira Eaker, who commanded the first bomber forces in Europe in 1942; and Gen. Carl Spaatz, who became the first Chief of Staff of the United States Air Force upon its charter of independence in 1947.

Mitchell died in 1936. One of the pallbearers at his funeral in Wisconsin was George Catlett Marshall, who was the chief ground-force planner for the St. Mihiel offensive.

ABOUT THE MITCHELL INSTITUTE FOR AIRPOWER STUDIES: The Mitchell Institute for Airpower Studies, founded by the Air Force Association, seeks to honor the leadership of Brig. Gen. William F. Mitchell through timely and high-quality research and writing on airpower and its role in the security of this nation.

ABOUT THE AUTHORS:

James C. Ruehrmund Jr. is a retired Air Force Reserve colonel. He holds master's degrees in history and business administration and is currently employed by Deloitte Consulting.

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A Mitchell Institute Study

November 2010

Foreword

This Mitchell Study presents a valuable new resource for research on airpower. Printed in the Appendix are tables of the United States Air Force aircraft inventory from 1950 through 2009.

Before this, there was no single source for such extended data on the airpower inventory as it became a dominant element of US national security. Air Force Magazine's long-running annual "USAF Almanac," which presents aircraft inventory data, became especially telling as the aging of the inventory grew serious over the last decade. However, the data in those almanacs were not collected in a single place, and they did not cover the years back to 1950.

Dr. Christopher Bowie and Col. James Ruehrmund, USAF (Ret.), have delivered the first data tool of its kind. Their database stands alone as a major historical reference. Within its rows and columns lives the story of how America built the aircraft in its Air Force through Korea and Vietnam; the massive strategic bomber forces supported by tankers; and the rise of precision attack capabilities. It also measures the planned reshaping of the force after 1991. Here rests the data behind the famous fat spike in aircraft inventory from Korea to the mid-1970s. The inventory starts out with specialized platforms bought in quantity. The Air Force retired them rapidly, replacing them with newer designs or eventually, by block upgrades to the basic type. Some aircraft, like the B-52, the C-130, and the KC-135 enter the inventory almost uneventfully, with little indication that the types will remain at work and at war six decades later.

In the final portion of the database comes the drop-off after the Cold War. Each aircraft category suddenly has fewer rows of types. Totals for the fighter force fall sharply as precision attack capabilities allow a full 40 percent decline in the size of the primary fighter force from 1991 to 2009.

Much rich detail remains to be mined from this work. Bowie and Ruehrmund wrote a long essay at the beginning to "provide a brief historical overview of key USAF trends and issues to illustrate the potential utility of this database," in their words. It is, in fact, a very concise history in itself. With little elaboration, the authors call out major trends in the data and conclusions that speak for themselves.

What stands out is both the effort and the quality of this type of work. The authors pay homage to the inspiration of the late Dr. Kevin Lewis of RAND, a brilliant and eccentric practitioner of the art of force structure analysis. "In presentations," the authors recalled, "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."

This brand of force structure analysis gained traction in the late 1970s and early 1980s when adjustments to the conventional force posture across the services were essential strategic tools in countering a resurgent Soviet military. Asymmetric threats and hybrid wars were not center-stage. A very symmetrical, well-equipped, and fiercely committed adversary sat across the inner German border. Fine-tuning force structure was no academic exercise. It meant the difference between holding a Soviet attack or losing Western Europe. Dollars were limited, then, too, and betting on the wrong posture was unacceptable.

Yet force structure analysis made a great gateway to strategy. One summer, I worked briefly for the same Dr. Kevin Lewis while I was an intern at RAND. His project was about mid-level contingencies, and it was ahead of trend. Sure enough, after 1991 these came to dominate force planning under the names "major contingency operations" and "major theater war" and stuck around for the next 20 years.

In the past decade, force structure analysis fell out of vogue. To some, it became synonymous with budget drills. After 9/11, the soaring interest in counterinsurgency war techniques pushed conventional force structure analysis even further off the stage. Perhaps the final decoupling of strategy and planning came with the 2009 QDR which espoused countless missions but with no clear link to spending priorities and major war force posture. At the time, this was explained in testimony to Congress as accepting "medium risk." It turned out to be at least as much a case of losing interest in the type of serious analysis practiced so well by Lewis, William Kaufman, and others.

What Bowie and Ruehrmund have produced is force structure analysis at its best. It comes at a time when the Air Force is inexorably committed to something it's never had to do before. Over the next decades, USAF will of necessity retain many "legacy" systems with 50- to 70-year-old designs and fuselages nearly as old. They will mix with and be enabled by small—in fact, historically miniscule—quantities of new aircraft such as the F-22, which makes its appearance in the Bowie and Ruehrmund database.

Read on for an informative look at the past—and sobering preparation for choices of the future.

*Rebecca Grant, Director
Mitchell Institute for Airpower Studies
November 2010*

Introduction

The US Air Force is currently facing a serious existential dilemma. Figure 1 illustrates where USAF has invested its monies since 1962.¹ For instance, the service's spending on joint force support—space, mobility, and intelligence-surveillance-reconnaissance (ISR) capabilities—grew almost 40 percent after 1962 and consumed about 45 percent of the budget in the past decade. The dominant trend in this area is the steady growth in space system funding. The data show that, when combining overhead and joint force enablers, only 25 percent remains for combat forces.²

In other words, if the Air Force retired its entire fighter, bomber, and intercontinental ballistic missile (ICBM) force, its spending would only decline 25 percent.

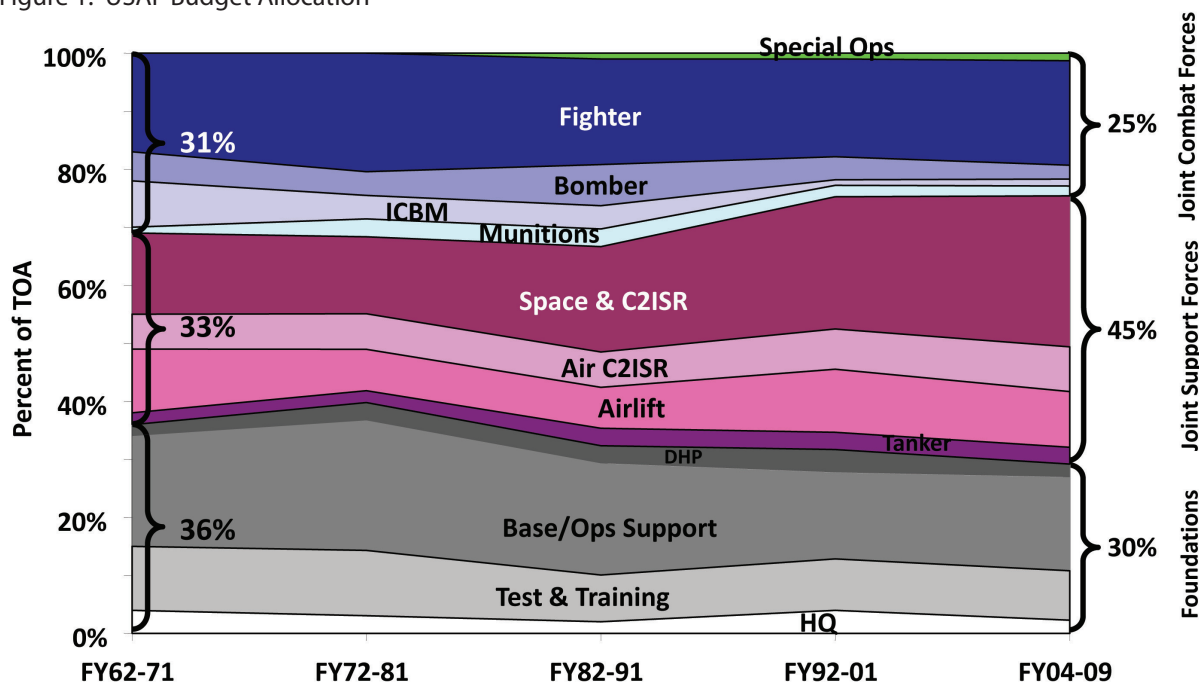
This insight has emerged from analysis of USAF budget and force structure from 1950. The purpose of this report is to provide historians and analysts with a database laying out the force structure of the United States Air Force from 1950 to the present day. The database, accurate through 2009, was compiled by James Ruehrmund and is summarized in Appendix A, along with an explanation of sources and methods used in its creation.

(Find an online version in Excel spreadsheet format on the General Billy Mitchell Institute for Airpower Studies website at www.afa.org/mitchell.)

The full database is unique. It contains total active inventory (TAI) numbers on all USAF aircraft and ICBMs. The 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, or the number of 4th generation fighters in service in the late 1980s. But more importantly, the database should be useful for all concerned with analyzing the changing force structure of the world's most powerful air force and with discerning key trends.

The following seeks to provide a brief historical overview of key USAF trends and issues to illustrate the potential utility of this database. 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*

Figure 1: USAF Budget Allocation



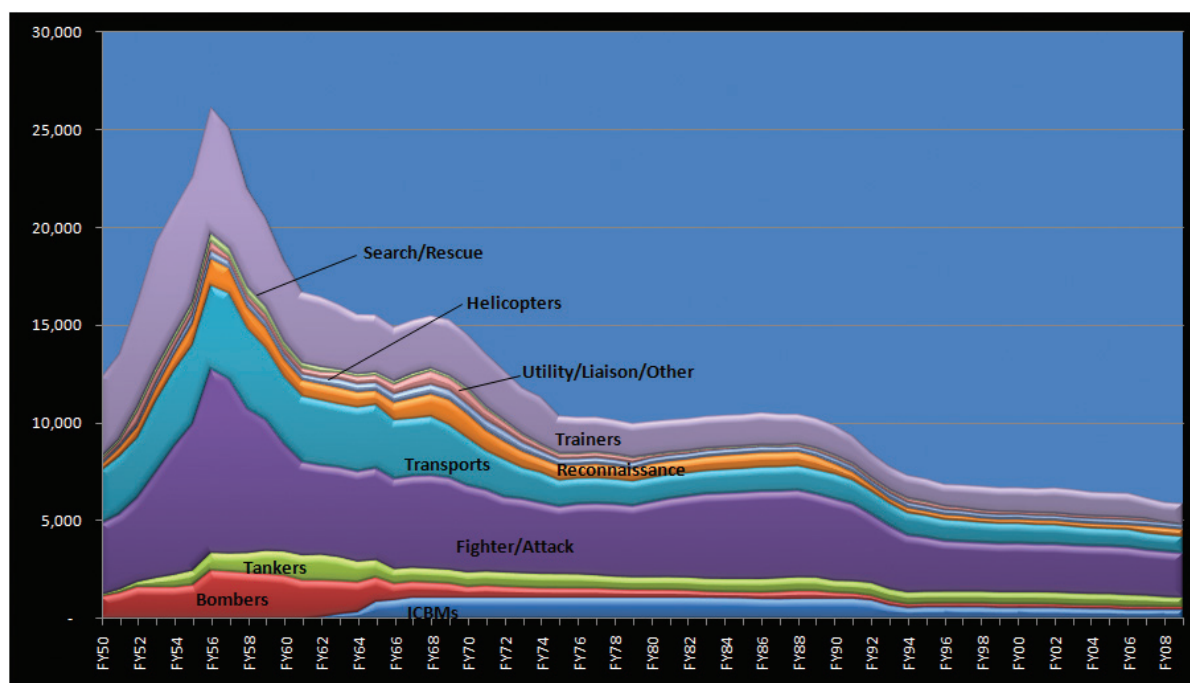


Figure 2: USAF Force Posture Over Six Decades

Force Budget and Posture Over Time, illustrates the deep insights that can be derived from studying the evolution of service force postures. We are indeed much poorer intellectually and historically due to his untimely death in 2008.³

Figure 2 provides an area chart of the Air Force's historical inventory—by numbers of major types of systems—from 1950 through 2009. USAF experienced a 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:

- The threatening posture of the Soviet Union combined with tensions from 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 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.⁴ The bombers could be based in the United States and still range their targets. Second, the Air Force began deploying ICBMs—1,000 Minuteman missiles and a small number of mighty 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 force posture—long periods of relative stability in force levels followed by rapid declines.

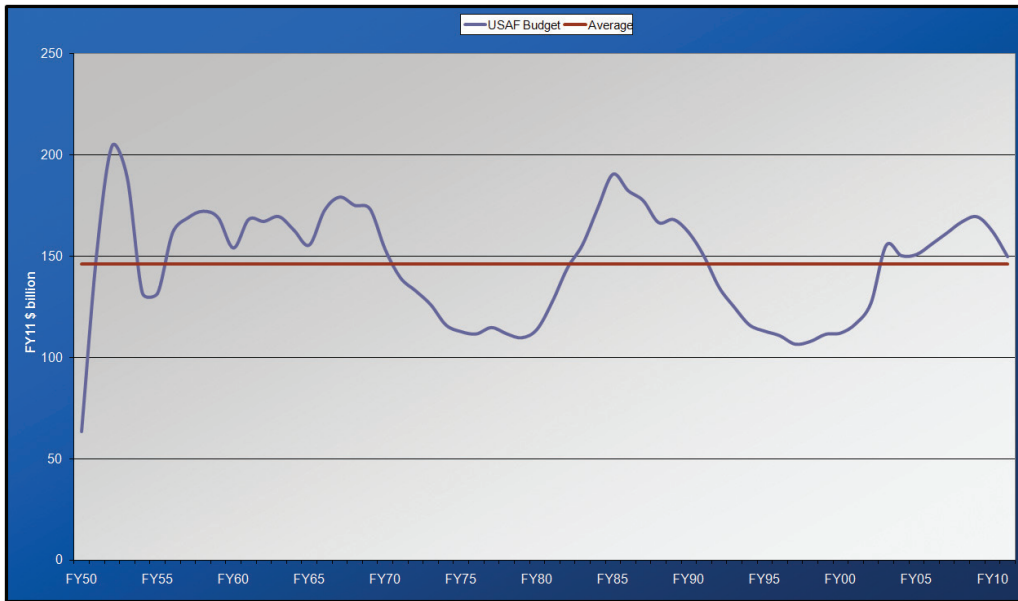
After the accelerated retirement of most of the air defense fleet in the late 1950s, the Air Force maintained a force level of about 15,000 aircraft and ICBMs until the early 1970s. As the Vietnam War wound down, the service's force posture declined to a level of roughly 12,000 aircraft and ICBMs. Except 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 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 steady at that level until the present day.

However, current signs indicate USAF may reach a new “inflec-

Figure 3: USAF Budget Over Time

Source: "Green Book," Comptroller, Office of the Secretary of Defense 2010.



tion point" with yet another significant reduction in force levels. Budget forecasts show the Air Force may, at best, be able to maintain current budgetary top lines, but, more likely, it will see a decline. The overall number of aircraft procured is low. And, the average ages of USAF aircraft are reaching unprecedented levels, which will force more retirements. Spending on personnel and operations is growing as a percent of the budget. So in all likelihood, USAF is about to "step off" the current staircase riser, shrinking even further.

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 3, the nation has invested approximately \$9 trillion dollars in land-based air and space power since 1950—an average of \$146 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 in Vietnam.

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, USAF was able to maintain that level by living off the fruits of the Reagan buildup.

Spending increased following the terrorists attacks in the US on Sept. 11, 2001, but little actual procurement of new systems took place while operational demands grew.

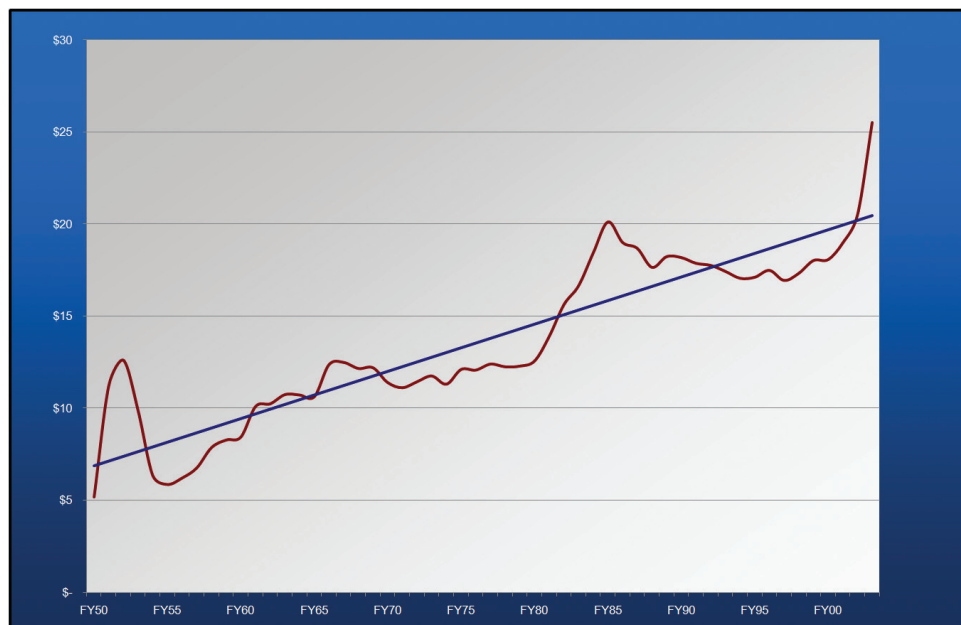
Cost growth in various areas makes it difficult to maintain force

levels for significant periods of time. In essence, almost every element of the 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 over the past decade is around \$23,000 (in constant FY11 dollars), compared to about \$11,000 in 1985 and roughly \$4,800 in 1970.⁵ Figure 4 provides a rough view of the steady overall increases in costs by simply dividing the annual USAF budget by the total number of aircraft fielded that year. As can be seen, the trend is steadily upward.

In attempting to maintain force levels and balance critical capabilities in the face of budget variability and inexorable cost growth, 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 2000, that number dropped to just 4.7 percent.

Although the overall force level is lower, the capabilities of the current force in almost all respects far exceed that of the huge 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 joint force. How did the Air Force achieve greater capability while its share of the federal budget—and, indeed, the overall defense budget—declined?

Figure 4: Cost per Total Active Inventory Aircraft (ICBMs not included)



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.”⁶ The following discussion provides an overview of measures that USAF leaders and planners pursued while engaged in the hubbub of Lewis’ “riot” over the past 60 years.

Trimming Overhead

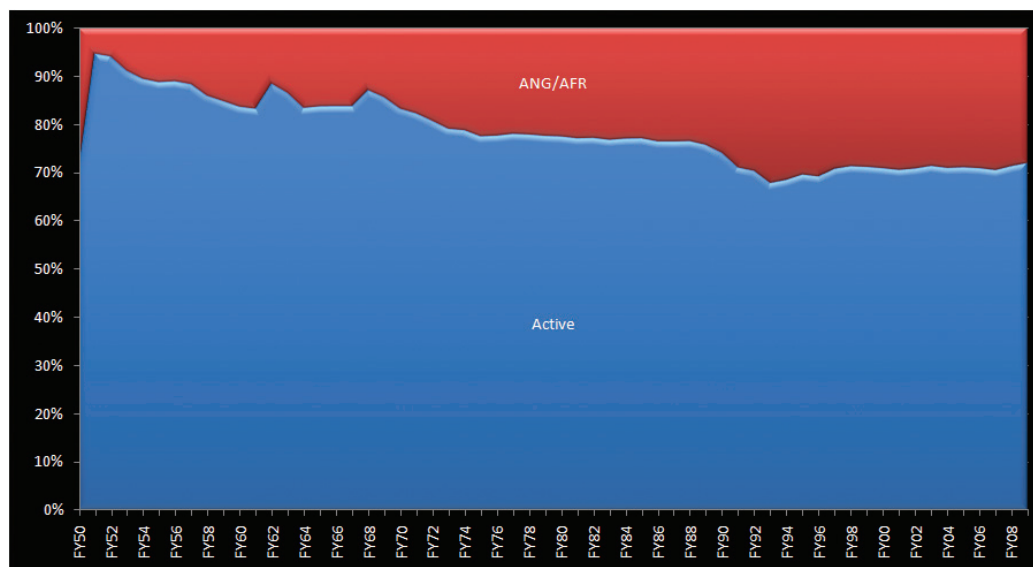
The Air Force strove to eke out every last measure of efficiency to keep force levels at the “agreed upon” level. Historical budget analysis indicates that the spending on “overhead,” such as bases, service schools, training, etc, has been reduced 16 per-

cent since the early 1960s.⁷ 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

USAF steadily increased the role and responsibilities of the Air National Guard and the Air Force Reserve, both of which can provide capabilities at a lower cost than active units. For example, Figure 5 shows the percent of the Total Force provided by the Air Guard and Air 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

Figure 5: The Growing Role of the Air National Guard and Reserve Components



reserve components. In the case of tankers and airlift units, for example, the Air Guard/Air Reserve percentage of the two fleets is close to 50 percent.

The reserve role is enabled in part by the strategic mobility inherent in airpower—an Air Guard or Air 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 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 2011.⁸

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 veteran tanker until the 2040 timeframe. Another example is the Minuteman force that USAF first deployed in

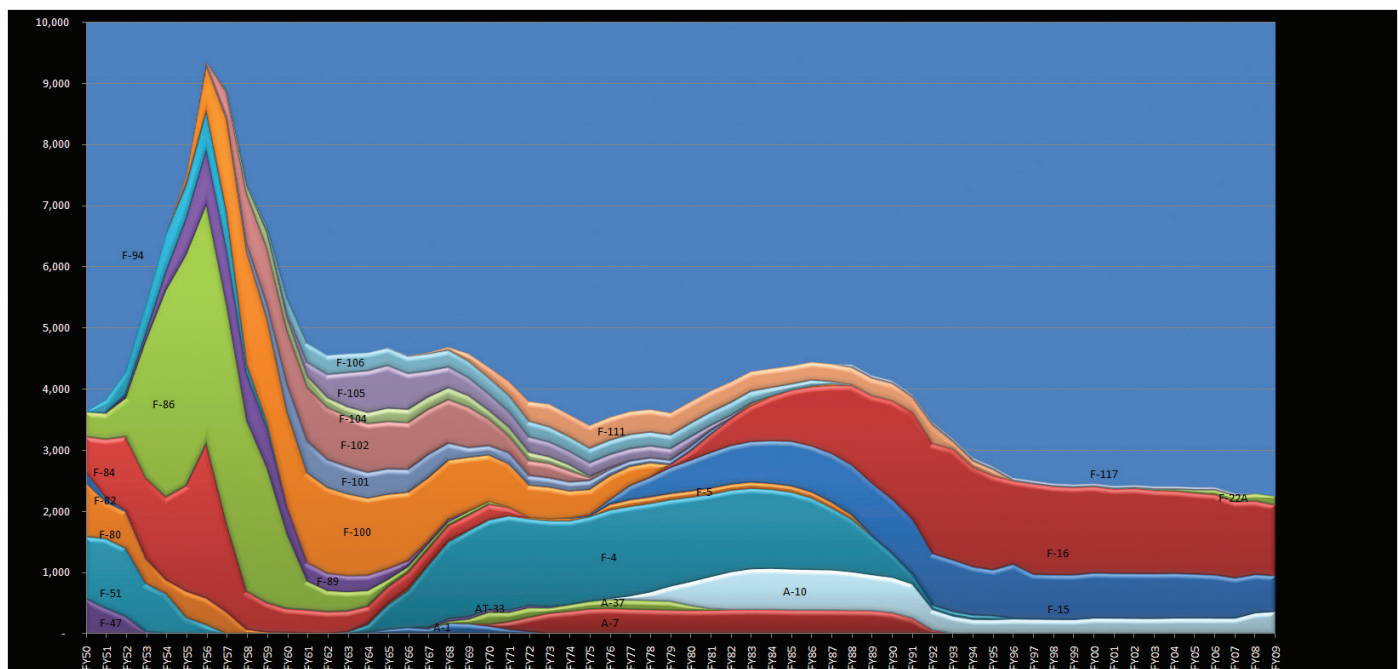
the 1960s and that remains on alert through regular upgrades and refitting. And, B-52s built in the 1960s flew in Vietnam and continue to fly in combat in Afghanistan today. Fighters in the 1950s had service lives measured in half-decades or less, but modern fighters now have operational service lives extending 30 years.

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 6 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 fairly 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 com-

Figure 6: USAF Fighter Force Composition



prised more than one-third of USAF's fighter force structure by the mid-1970s.

The F-15, F-16, and A-10 followed and are still in service today and probably will be retained another decade or more. The flatness of the inventory curves attests to the remarkable longevity of these systems. Their cutting edge design 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. Seeking cutting edge performance provided the design margin to enable these systems to remain operationally viable for decades.

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 gone from the US Air Force inventory, still flies with some other air forces around the world.

Leaving Nothing But Bone

At some point, force levels had to be cut, and in these cases,

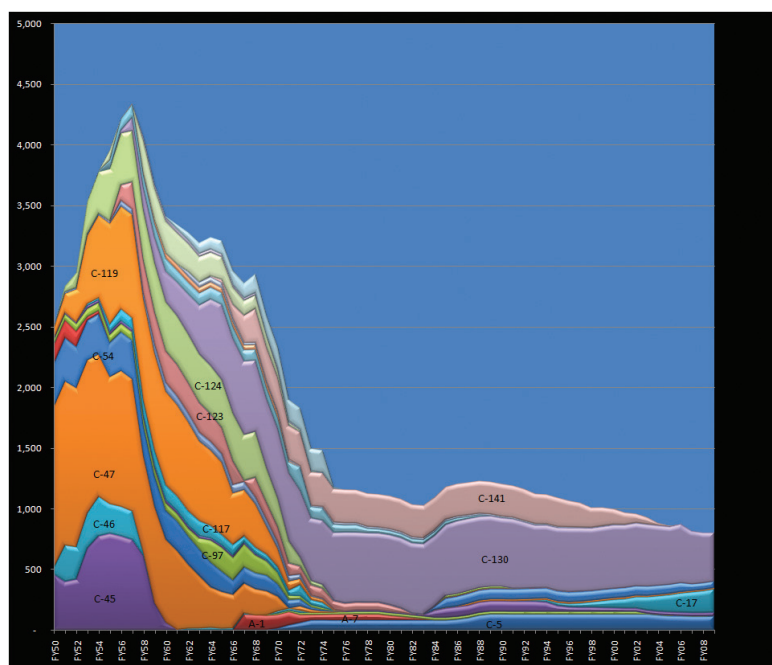
the Air Force elected to divest tangential missions. For example, in the 1950s, the service flew some B-17s fitted with lifeboats for coastal search and rescue operations, fielded Bomarc surface-to-air missile systems, and maintained a fleet of assault gliders. Core missions—strategic strike, air supremacy, 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," reducing fundamental capabilities.

Making the Most of Smaller Airlift Force

The Air Force was 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 7 illustrates, the 1950s force 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 US if

Figure 7: Evolution of USAF Airlift Fleet



USAF's airlift forces had not been able to use Lajes Field in the Azores.⁹

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.¹⁰

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 the 3.6 of the C-141 to 5.0 for the C-17 and bolstered other support functions.¹¹ 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 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.¹² 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.

Ultimately, USAF melded SAC and TAC forces to create today's Air Combat Command.

Seeking 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 Mach 3+ SR-71 Blackbird.

- 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, which were far more expensive to maintain than the satellite constellation.

- 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.¹³ 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 the 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 quantity in that war, but their revolutionary effects were more widely appreciated during the 1991 Gulf War. Post-war analyses indicated that these



The Value of Stealth

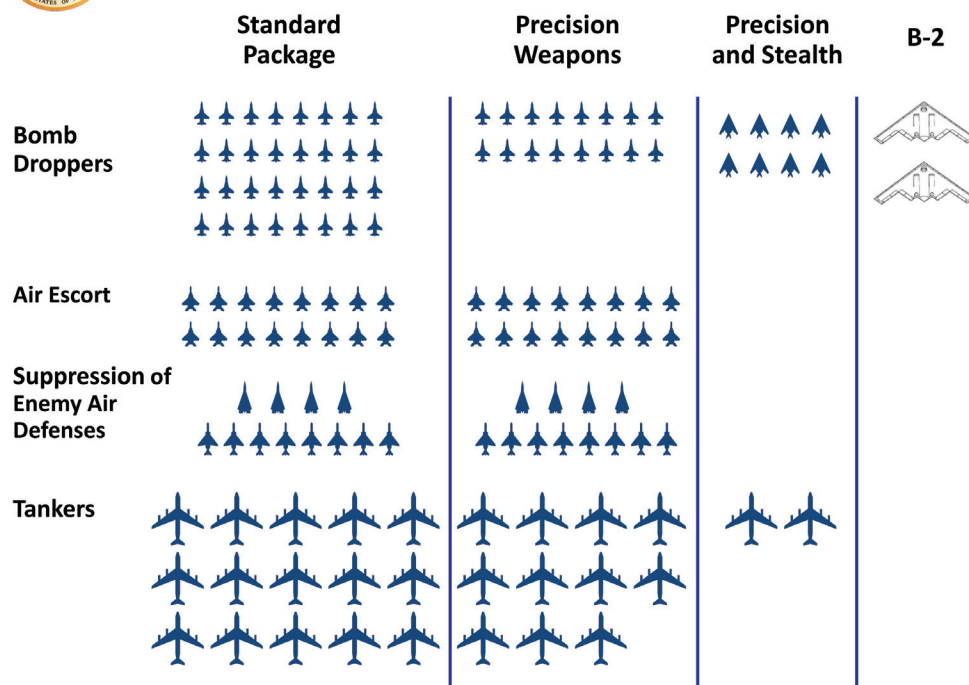


Figure 8: The Value of Stealth

weapons increased the kinetic capability of fighters by 13 to 26 times.¹⁴ As noted above, in more recent years the advent of GPS-guided weapons provided USAF combat aircraft with low-cost weapons capable of hitting targets reliably in adverse weather, adding a further boost to USAF hitting 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 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.¹⁵ The R models featured better take-off performance, better fuel efficiency, and significantly greater fuel offload capability.

- Replacing medium bombers with ICBMs significantly reduced operating and manpower costs and cut tanker support requirements while enhancing nuclear deterrence.

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. Such policies appear to contradict the current thrust to emphasize "75 percent" solutions that are "good enough."¹⁶

- 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 it retired some bombers, for example, must have presented a serious culture shock to an Air Force 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.

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

This presentation has provided some examples of the potential utility of studying force posture trends over time—made possible through the use of this unique data base. 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.” In addition, the Air Force currently maintains the ABIDES (Automated Budget Interactive Data Environment System) database, which contains great levels of 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 \$26 million versus the \$76 million program unit of cost of an F-15).¹⁷ (Note: The service expects to replace ABIDES and other legacy programming and budget systems with a new Financial Information Resource System, beginning in Fiscal 2011.)

The ABIDES database was also used to generate Figure 1 to illustrate the changing patterns in USAF investment allocations. Many other such useful comparisons and analysis can be conducted using this unparalleled historical tool. However, no one, currently, is exploiting the ABIDES database. Enabling 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 we move to the future, the force structure procured primarily during the Reagan buildup is reaching the end of its life; the average age of most elements of the force structure is reaching unprecedented levels. When front-line combat aircraft break apart during training missions, as occurred with an F-15C in November 2007, the nation is facing greater strategic risk. 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.

END NOTES

1. Figure 1 was generated in 2004 by the Strategic Planning Directorate in Hq. USAF using the Air Force's ABIDES (Automated Budget Interactive Data Environment System) database.
2. Some 30 percent of the Air Force budget goes to overhead functions; 45 percent goes to space, airlift, tankers, and air-breathing ISR systems. See Lt. Gen. Duncan J. McNabb and Christopher J. Bowie, "Past Trends and Future Plans," *Air and Space Power Journal*, Winter 2004.
3. 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.
4. 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).
5. 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) p. 36. Data for the 2000s comes from *Air Force Magazine's* annual "USAF Almanac," published by the Air Force Association.
6. Lewis, 1990, p. v.
7. 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 McNabb and Bowie.
8. Lewis, 1990, p. 40, combined with authors' subsequent estimates for the 1990-11 period.
9. Hq. Military Airlift Command point paper, "Strategic Airlift to Israel—Operation Nickel Grass," 1989.
10. Assumes standard planning load for C-17 (45 tons) and three tons for C-47. C-17 data taken from Air Force Pamphlet 10-1403, "Air Mobility Planning Factors," Dec. 18, 2003.
11. McNabb and Bowie, 2004.
12. Hq. MAC point paper "MAC Designation as Specified Command," Feb. 1, 1977.
13. From testimony by Gen. Merrill A. McPeak, USAF Chief of Staff, to the Senate Armed Services Committee, June 19, 1991.
14. See Barry Watts, *Gulf War Air Power Survey Volume II: Operations and Effects and Effectiveness, Part II: Effects and Effectiveness* (Washington, D.C.: Hq. USAF, 1993) p. 352-3; and Lt. Gen. David A. Deptula, *Effects-Based Operations: Change in the Nature of Warfare* (Arlington, VA: Aerospace Education Foundation, 2001) p. 10-11.
15. 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 or converted to R models all the KC-135As.
16. From testimony by Defense Secretary Robert M. Gates before House and Senate Armed Services Committees, Jan. 27, 2009: "We will pursue greater quantities of systems that represent the 75 percent solution instead of smaller quantities of 99 percent exquisite systems." From remarks by Gen. James E. Cartwright, Vice Chairman of the Joint Chiefs of Staff, to Space and Missile Defense Conference, Huntsville, Ala., Aug. 19, 2009, as quoted by *The Huntsville Times* in "Defense Officials Try to Strike a Balance," Aug. 20, 2009: "What is the right balance between an 'exquisite' high-dollar weapons—of which maybe we can buy only one or two, leaving us vulnerable if one is lost—and a system 'good enough' to meet our needs."
17. All costs in FY11 dollars. Data calculated by Hq. USAF XPXF in 2004. F-4 costs are lower, in part, because of the huge production runs and higher production rates.

APPENDIX A

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, and FY04 to FY09 data were compiled in 2010. The source for FY50-03 data was the United States Air Force Statistical Digest, first published in 1948 and the longest running Air Force publication. For FY04-09 data, the primary source was *Air Force Magazine's* annual "USAF Almanac," published in May. 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 Fiscal 1950, 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 Air Force TAI and Force Structure From FY50-09 database (presented here and online) represents the final product of this effort.

* *Total Active Inventory (TAI)* is aircraft assigned to operating forces for mission, test, or maintenance. It includes primary, backup, and attrition reserve aircraft.

APPENDIX B

Air Force Total Active Inventory (TAI) by Aircraft Category, 1950-2009

1950s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59
Total Aircraft										
Active	8,716	12,800	15,284	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
Total	12,319	13,527	16,232	19,207	20,910	22,542	26,104	25,039	21,944	20,461
ICBMs	0	0	0	0	0	0	0	0	0	0
Bombers										
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
Total	1,140	1,322	1,622	1,611	1,608	1,711	2,450	2,389	2,322	2,273
Fighter/Attack										
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
Total	3,624	3,828	4,294	5,380	6,537	7,456	9,353	8,876	7,342	6,660
Reconnaissance										
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
Total	270	430	567	650	809	1,074	1,363	1,277	1,084	1,039
Tankers										
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
Total	84	172	265	476	638	745	907	932	1,023	1,190
Transports										
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
Total	2,697	2,954	3,057	3,631	3,876	4,047	4,271	4,385	4,114	3,692

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1950s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59
Helicopters										
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
Total	87	83	136	234	308	425	411	362	325	298
Trainers										
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
Total	4,117	4,371	5,433	6,456	6,472	6,432	6,457	6,141	5,018	4,535
Search and Rescue										
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
Total	139	159	242	252	259	269	408	405	405	405
Liaison										
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
Total	161	208	615	515	401	381	483	272	311	197
Special Research										
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
Total	0	0	0	0	0	0	1	0	0	0
Utility/Observation/Other										
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
Total	0	0	1	2	2	2	0	0	0	172

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1960s

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

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1960s continued

	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
Helicopters										
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
Total	257	283	288	418	401	386	418	466	465	480
Trainers										
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
Total	4,164	3,642	3,600	3,344	3,074	2,948	2,802	2,745	2,710	2,885
Search and Rescue										
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
Total	314	277	256	145	137	152	159	166	141	130
Liaison										
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
Total	146	100	116	0	0	0	0	0	0	0
Special Research										
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
Total	2	3	3	3	3	5	4	7	5	2
Utility/Observation/Other										
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
Total	170	205	200	352	369	389	491	610	684	609

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1970s										
	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79
Total Aircraft										
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
Total	14,533	13,565	12,698	11,803	11,345	10,387	10,321	10,331	10,192	10,004
ICBMs	1,054	1,054	1,054	1,054	1,054	1,054	1,054	1,054	1,054	1,054
Bombers										
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
Total	570	622	574	536	503	497	493	489	448	417
Fighter/Attack										
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
Total	4,420	4,164	3,838	3,777	3,615	3,433	3,572	3,650	3,684	3,628
Reconnaissance										
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
Total	1,237	1,052	932	846	726	759	680	711	688	634
Tankers										
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
Total	740	736	737	737	734	733	725	680	653	653
Transports										
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
Total	2,437	1,998	1,928	1,599	1,558	1,351	1,322	1,319	1,283	1,274

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1970s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79
Helicopters										
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
Total	456	505	516	420	355	305	296	295	287	280
Trainers										
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
Total	2,768	2,754	2,579	2,384	2,437	1,937	1,864	1,824	1,793	1,764
Search and Rescue										
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
Total	143	119	84	70	72	64	63	59	59	59
Liaison										
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
Total	0	0	0	0	0	0	0	0	0	0
Special Research										
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
Total	0	0	0	1	0	0	0	0	0	0
Utility/Observation/Other										
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
Total	708	561	456	379	291	254	252	250	243	241

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1980s										
	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
Total Aircraft										
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
Total	10,105	10,192	10,252	10,369	10,423	10,458	10,559	10,478	10,473	10,269
ICBMs	1,054	1,054	1,052	1,043	1,032	1,021	988	977	996	1,000
Bombers										
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
Total	414	412	391	338	328	330	346	393	422	411
Fighter/Attack										
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
Total	3,813	3,991	4,134	4,303	4,352	4,397	4,459	4,429	4,420	4,241
Reconnaissance										
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
Total	714	695	701	725	742	755	756	756	732	696
Tankers										
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
Total	657	662	666	673	679	687	698	704	705	701
Transports										
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
Total	1,260	1,235	1,200	1,193	1,220	1,228	1,244	1,246	1,260	1,251

Air Force Total Active Inventory (TAI) by Aircraft Category, FY 1950-2009

1980s continued

	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
Helicopters										
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
Total	265	266	261	271	272	269	267	234	232	233
Trainers										
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
Total	1,736	1,695	1,681	1,673	1,668	1,659	1,689	1,622	1,560	1,573
Search and Rescue										
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
Total	59	59	59	58	58	59	59	57	55	55
Liaison										
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
Total	0	0	0	0	0	0	0	0	0	0
Special Research										
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
Total	0	0	2	2	2	0	0	0	0	0
Utility/Observation/Other										
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
Total	133	123	105	90	70	53	53	60	91	108

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1990s										
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99
Total Aircraft										
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
Total	9,907	9,369	8,513	7,825	7,364	7,189	6,912	6,872	6,809	6,736
ICBMs	1,000	1,000	925	672	550	580	580	580	580	550
Bombers										
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
Total	327	290	248	225	198	203	208	208	208	208
Fighter/Attack										
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
Total	4,155	3,936	3,486	3,222	2,903	2,756	2,575	2,526	2,482	2,467
Reconnaissance										
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
Total	533	434	336	254	268	244	257	255	221	217
Tankers										
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
Total	618	633	668	625	612	610	609	611	611	609
Transports										
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
Total	1,295	1,213	1,185	1,156	1,147	1,118	1,096	1,083	1,045	1,038

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

1990s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99
Helicopters										
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
Total	241	253	176	244	235	226	215	215	206	206
Trainers										
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
Total	1,566	1,445	1,297	1,232	1,209	1,202	1,161	1,209	1,273	1,272
Search and Rescue										
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
Total	54	56	59	56	55	56	31	29	29	16
Liaison										
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
Total	0	0	0	0	0	0	0	0	0	0
Special Research										
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
Total	0	0	0	0	0	0	0	0	0	0
Utility/Observation/Other										
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
Total	118	109	133	139	187	194	180	156	154	153

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

2000s										
	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
Total Aircraft										
Active	4,944	4,887	4,932	4,896	4,780	4,764	4,723	4,534	4,431	4,460
Reserve	442	445	446	433	404	385	410	396	370	375
ANG	1,355	1,360	1,352	1,314	1,337	1,339	1,332	1,300	1,213	1,153
Total	6,741	6,692	6,730	6,643	6,521	6,488	6,465	6,230	6,014	5,988
ICBMs	550	550	550	523	506	500	450	450	450	450
Bombers										
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
Fighter/Attack										
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
Reconnaissance										
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
Tankers										
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
Transports										
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	244	241
Total	1,026	1,004	999	970	928	909	925	872	853	854

Air Force Total Active Inventory (TAI) by Aircraft Category, FY1950-2009

2000s continued

	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
Helicopters										
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
Total	209	205	203	200	226	235	225	215	213	191
Trainers										
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
Total	1,285	1,285	1,339	1,340	1,269	1,260	1,277	1,104	1,067	1,108
Search and Rescue										
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
Total	20	31	32	32	32	32	33	33	33	33
Liaison										
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
Total	0	0	0	0	0	0	0	0	0	0
Special Research										
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
Total	0	0	0	0	0	0	0	0	0	0
Utility/Observation/Other										
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
Total	130	129	128	127	119	119	119	117	11	11

Air Force Total Active Inventory by Aircraft Type and Variants, 1950-2009

Bombers

1950s-1960s

B-1 Total—none for all three components
B-2 Total—none for all three components

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
B-17 Total	43	32	29	30	28	24	25	20	15	2										
Active	43	32	29	30	28	24	25	20	15	2										
AFR																				
ANG																				
B-25 Total	7	12	8	8	6	6	96	5	1											
Active	7	12	8	8	6	6	7	5	1											
AFR																				
ANG							89													
B-26 Total	364	442	433	395	354	271	257	100	31	24	10	5	22	29	25	37	1	0	1	1
Active	77	434	412	354	280	248	178	45	17	11	10	5	22	29	25	37	1	0	1	1
AFR	89	0	1	9	12	23	79	3												
ANG	198	8	20	32	62	0	0	52	14	13										
B-29 Total	433	518	680	386	223	82	18	5	2	1										
Active	433	518	680	386	223	82	18	5	2	1										
AFR																				
ANG																				
B-36 Total	40	47	91	160	172	191	188	121	32											
Active	40	47	91	160	172	191	188	121	32											
AFR																				
ANG																				
B-45 Total	55	60	64	49	53	61	62	53	40	6	1	1	1	1	1	1	1	1	1	1
Active	55	60	64	49	53	61	62	53	40	6	1	1	1	1	1	1	1	1	1	1
AFR																				
ANG																				
B-47 Total	0	5	72	350	672	930	1426	1535	1499	1463	1350	1033	909	712	568	306	17	13	3	2
Active	0	5	72	350	672	930	1426	1535	1499	1463	1350	1033	909	712	568	306	17	13	3	2
AFR																				
ANG																				
B-50 Total	198	205	245	233	97	25	80	39	2									1		
Active	198	205	245	233	97	25	80	39	2									1		
AFR																				
ANG																				
B-52 Total							42	170	358	478	580	629	697	708	705	702	666	649	628	588
Active							42	170	358	478	580	629	697	708	705	702	666	649	628	588
AFR																				
ANG																				
B-57 Total					3	121	228	279	262	231	176	171	133	113	106	95	57	68	61	55
Active					3	121	228	279	262	231	176	169	129	111	104	95	57	68	61	55
AFR																				
ANG									32	26	0	2	4	2	2					
B-58 Total									11	0	11	42	76	94	91	88	87	85	82	80
Active									11	0	11	42	76	94	91	88	87	85	82	80
AFR																				
ANG																				
B-66 Total							28	62	68	68	66	68	17	17	15	15	15	1	2	2
Active							28	62	68	68	66	68	17	17	15	15	15	1	2	2
AFR																				
ANG																				

1950s-1960s continued

Bombers

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
FB-111 Total																				
Active																			1	3
AFR																			1	
ANG																				3
JD-1 Total		1																		
Active		1																		
AFR																				
ANG																				
P2V-5 Total																				
Active																				
AFR																				
ANG																				
XB-70Total																				
Active																1	1			
AFR																1	1			
ANG																				

1970s-1980s

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
B-1 Total																				
Active	1	1	1				3	3	3	2	2	2	2	3	2	5	21	68	98	96
AFR	1	1	1				3	3	3	2	2	2	2	3	2	5	21	68	98	96
ANG																				
B-2 Total—none for all three components																				
B-17 Total—none for all three components																				
B-25 Total—none for all three components																				
B-26 Total	1	1	1																	
Active	1	1	1																	
AFR																				
ANG																				
B-29 Total—none for all three components																				
B-36 Total—none for all three components																				
B-45 Total	1																			
Active	1																			
AFR																				
ANG																				
B-47 Total																				
Active																				
AFR																				
ANG																				
B-50 Total—none for all three components																				
B-52 Total	518	512	459	433	403	426	421	418	378	349	347	347	326	273	264	263	263	263	262	254
Active	518	512	459	433	403	426	421	418	378	349	347	347	326	273	264	263	263	263	262	254
AFR																				
ANG																				
B-57 Total	37	34	39	28	24															
Active	37	34	23	12	4															
AFR																				
ANG			16	16	20															
B-58 Total—none for all three components																				
B-66 Total	2	2	1	0	1															
Active	2	2	1	0	1															
AFR																				
ANG																				

Bombers

1970s-1980s continued

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

JD-1 Total—none for all three components
P2V-5 Total—none for all three components
XB-70 Total—none for all three components

1990s-2000s

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

B-17 Total—none for all three components
B-25 Total—none for all three components
B-26 Total—none for all three components
B-29 Total—none for all three components
B-36 Total—none for all three components
B-45 Total—none for all three components
B-47 Total—none for all three components
B-50 Total—none for all three components

B-52 Total	230	191	148	124	94	94	94	94	94	94	94	94	93	94	93	94	94	94	76	77
Active	230	191	148	124	85	85	85	85	85	85	85	85	84	85	84	85	85	85	67	68
AFR			0	0	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
ANG																				

B-57 Total—none for all three components
B-58 Total—none for all three components
B-66 Total—none for all three components
FB-111 Total—none for all three components
JD-1 Total—none for all three components
P2V-5 Total—none for all three components
XB-70 Total—none for all three components

1950s-1960s

Fighter/Attack

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
A-1 Total																				
Active														2	19	67	94	72	161	151
AFR														2	19	67	94	72	161	151
ANG																				
A-3 Total																				
Active																			1	1
AFR																			1	1
ANG																				
A-4 Total																6				
Active																6				
AFR																6				
ANG																				
A-7 Total																				
Active																			2	5
AFR																			2	5
ANG																				
A-9 Total																				
Active																				
AFR																				
ANG																				
A-10 Total																				
Active																				
AFR																				
ANG																				
A-26 Total																	30	32	28	25
Active																	30	32	28	25
AFR																				
ANG																				
A-37 Total																		4	35	79
Active																		4	35	79
AFR																				
ANG																				
AC-47 Total																	27	31	36	19
Active																	27	31	36	19
AFR																				
ANG																				
AC-119 Total																				
Active																				
AFR																				
ANG																				
AC-123 Total																				
Active																				
AFR																				
ANG																				
AC-130 Total																				
Active																				
AFR																				
ANG																				
AT-33 Total																		24	38	38
Active																		24	38	38
AFR																				
ANG																				
F-3 Total																				
Active																				
AFR																				
ANG																				
F-4 Total																				
Active																				
AFR																				
ANG																				
F-4 Total																				
Active																				
AFR																				
ANG																				

Fighter/Attack

1950s-1960s continued

FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
F-5 Total																			
Active													3	13	26	34	22	24	16
AFR													3	13	26	34	22	24	16
ANG																			
F-6 Total																1			
Active																1			
AFR																1			
ANG																			
F-8 Total										2	2								
Active										2	2								
AFR																			
ANG																			
F-11 Total																			
Active													1						
AFR													1						
ANG																			
F-15 Total—none for all three components																			
F-16 Total—none for all three components																			
F-24 Total																			
Active																			
AFR																			
ANG																			
F-47 Total	577	417	283.5	34	4														
Active	79	230	173																
AFR																			
ANG	498	187	110.5	34	4														
F-51 Total	1,006	1,133	1,109	784	647	264	144												
Active	99	987	785	196	40	6	1												
AFR				85	60														
ANG	907	146	324	503	547	258	143												
F-80 Total	886	601	593	400	224	427	433	353	66	23	17	6	1						
Active	773	601	545	289	72	10	27	52	25	19	17	6	1						
AFR	1	0	0	15	49	170	165	69											
ANG	112	0	48	96	103	247	241	232	41	4									
F-82 Total	174	66	15	8															
Active	174	66	15	8															
AFR																			
ANG																			
F-84 Total	571	952	1,210	1,311	1,352	1,722	2,521	1,438	620	481	390	379	356	286	270	264	257	251	246
Active	286	897	1,152	1,250	1,279	1,448	2,218	1,125	222	116	73	69	356	106	12	1	1	0	1
AFR																			
ANG	285	55	58	61	73	274	303	313	398	365	317	310	0	180	258	263	256	251	245
F-86 Total	403	423	630	2239	3376	3767	3998	3569	2786	2203	1213	468	342	253	116	91	78	58	59
Active	403	423	630	2239	3145	3506	3554	3095	1846	1247	400	100	169	30	26	15	3	57	6
AFR								45											
ANG	0	0	0	0	231	261	344	429	940	956	813	368	173	223	90	76	75	1	53
F-89 Total	0	15	66	115	304	592	894	916	771	655	450	307	286	253	180	100	41	40	11
Active		15	66	115	304	529	763	770	531	433	169	53	41	0	0	0	2	0	3
AFR																			
ANG																			
F-94 Total	7	220	387	489	628	553	633	610	147	82	1	254	245	253	180	100	39	40	8
Active	7	220	387	489	565	345	353	270	39	4									
AFR																			
ANG					63	208	280	340	108	78									

Fighter/Attack

[illegible]

1970s-1980s continued

Fighter/Attack

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
AC-47 Total	3																			
Active	3																			
AFR																				
ANG																				
AC-119 Total	48	24	23																	
Active	48	24	23																	
AFR																				
ANG																				
AC-123 Total	2																			
Active	2																			
AFR																				
ANG																				
AC-130 Total	7	16	21	23	31	23	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Active	7	16	21	23	20	12	10	10	10	10	10	10	10	10	10	10	10	10	10	10
AFR					11	11														
ANG																				
AT-33 Total	37	34	32	20																
Active	37	34	32	20																
AFR																				
ANG																				
F-3 Total—none for all three components																				
F-4 Total	1,462	1,535	1,414	1,396	1,365	1,374	1,444	1,458	1,442	1,407	1,376	1,342	1,331	1,314	1,289	1,258	1,171	1,014	862	630
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
AFR									9	20	31	62	110	113	112	112	112	117	106	48
ANG					10	15	26	60	85	213	267	329	416	497	515	522	520	449	368	261
F-5 Total	12	13	19	33	39	5	93	111	109	106	105	104	101	105	101	103	100	94	70	
Active	12	13	19	33	39	5	93	111	109	106	105	104	101	105	101	103	100	94	70	
AFR																				
ANG																				
F-6 Total—none for all three components																				
F-8 Total—none for all three components																				
F-11 Total—none for all three components																				
F-15 Total					16	29	79	235	321	428	505	584	634	663	699	731	752	798	818	869
Active					16	29	79	235	321	428	505	584	634	663	699	719	711	732	719	758
AFR																				
ANG																12	41	66	99	111
F-16 Total					2	2	2	6	11	50	156	306	444	594	723	839	972	1,120	1,304	1,431
Active					2	2	2	6	11	50	156	306	444	577	671	787	866	944	1,033	979
AFR														1	26	26	26	44	57	114
ANG														16	26	26	80	132	214	338
F-24 Total—none for all three components																				
F-47 Total—none for all three components																				
F-51 Total—none for all three components																				
F-80 Total—none for all three components																				
F-82 Total—none for all three components																				
F-84 Total	255	132	9																	
Active																				
AFR																				
ANG	255	132	9																	
F-86 Total	40	3	2	2																
Active	3	3	2	2																
AFR																				
ANG	37																			

Fighter/Attack

1970s-1980s continued

FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
F-89 Total—none for all three components																			
F-94 Total—none for all three components																			
F-100 Total	768	710	529	525	443	421	395	313	236	0	0	5	31	12	3	10	23	4	1
Active	508	298	33	11	0	0	0	0	0	0	0	5	31	12	3	10	23	4	1
AFR																			
ANG	260	412	496	514	443	421	395	313	236										
F-101 Total	153	187	161	153	149	149	109	92	82	78	77	60							
Active	94	51	18	15	15	15	21	17	20	20	20	19							
AFR																			
ANG	59	136	143	138	134	134	88	75	62	58	57	41							
F-102 Total	433	268	241	234	183	44	19												
Active	120	17	17	10															
AFR																			
ANG	313	251	224	224	183	44	19												
F-104 Total	140	145	137	108	96	19	4												
Active	118	123	115	85	77														
AFR	22	22	22	23	19	19	4												
ANG																			
F-105 Total	267	258	250	242	219	225	217	201	193	189	158	86	52	14					
Active	223	165	110	58	54	49	47	46	42	23									
AFR			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						
F-106 Total	264	261	256	247	238	235	234	229	227	223	220	216	211	193	102	103	38	6	5
Active	264	261	216	172	165	145	144	140	147	145	142	128	119	102	24	25	5	6	5
AFR																			
ANG			40	75	73	90	90	89	80	78	78	88	92	91	78	78	33		
F-107 Total—none for all three components																			
F-111 Total	179	235	324	374	365	376	377	378	372	362	354	350	338	324	298	295	292	288	285
Active	179	235	324	374	365	376	377	378	372	362	354	350	338	324	298	295	292	288	285
AFR																			
ANG																			
F-117 Total																		49	48
Active																		49	48
AFR																			
ANG																			
F-22A Total—none for all three components																			
FH-1 Total—none for all three components																			
MiG-15 Total—none for all three components																			
N-156 Total—none for all three components																			
NA-37 Total										4	4	1	0	3	3	3	3	3	3
Active										4	4	1	0	3	3	3	3	3	3
AFR																			
ANG																			
S-2 Total—none for all three components																			
TF-15 Total						7	15												
Active						7	15												
AFR																			
ANG																			
XF-4 Total—none for all three components																			
YA-37 Total																			
Active	1																		
AFR	1																		
ANG																			

Fighter/Attack

1970s-1980s continued

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

1990s-2000s

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
A-1 Total—none for all three components																				
A-3 Total—none for all three components																				
A-4 Total—none for all three components																				
A-7 Total	335	248	55	1																
Active	14	3																		
AFR																				
ANG	321	245	55	1																
A-9 Total—none for all three components																				
A-10 Total	572	551	333	281	228	225	235	231	228	226	249	248	245	243	249	249	248	247	335	355
Active	393	349	138	123	131	135	131	130	126	123	129	128	125	123	129	129	128	125	188	208
AFR	97	98	85	75	31	31	30	27	27	27	44	44	44	44	44	44	44	44	51	55
ANG	82	104	110	83	66	59	74	74	75	76	76	76	76	76	76	76	76	78	96	92
A-26 Total—none for all three components																				
A-37 Total—none for all three components																				
AC-47 Total—none for all three components																				
AC-119 Total—none for all three components																				
AC-123 Total—none for all three components																				
AC-130 Total	20	20	22	22	22	21	21	21	21	21	21	21	21	21	21	21	23	25	25	25
Active	10	10	12	12	12	21	21	21	21	21	21	21	21	21	21	21	23	25	25	25
AFR	10	10	10	10	10															
ANG																				
AT-33 Total—none for all three components																				
F-3 Total—none for all three components																				
F-4 Total	390	164	75	79	75	66	12	3												
Active	248	140	39	49	45	40	12	3												
AFR	40			30																
ANG	102	24	36		30	26														
F-5 Total—none for all three components																				
F-6 Total—none for all three components																				
F-8 Total—none for all three components																				
F-11 Total—none for all three components																				
F-15 Total	890	903	841	841	786	747	886	733	730	730	740	734	735	734	733	722	708	660	630	588
Active	765	740	686	687	646	628	620	617	615	614	614	608	609	608	604	583	567	515	499	454
AFR																				
ANG	125	163	155	154	140	119	266	116	115	116	126	126	126	126	129	139	141	145	131	134

Fighter/Attack

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
F-16 Total	1,613	1,746	1,797	1,810	1,630	1,538	1,363	1,480	1,444	1,431	1,412	1,378	1,391	1,361	1,346	1,325	1,315	1,248	1,200	1,156
Active	1,027	927	868	787	777	780	809	802	792	777	773	735	751	742	737	733	724	700	688	665
AFR	117	171	182	193	121	114	73	71	72	70	70	70	70	70	69	69	69	53	52	53
ANG	469	648	747	830	732	644	481	607	580	584	569	573	570	549	540	523	522	495	460	438
F-24 Total—none for all three components																				
F-47 Total—none for all three components																				
F-51 Total—none for all three components																				
F-80 Total—none for all three components																				
F-82 Total—none for all three components																				
F-84 Total—none for all three components																				
F-86 Total—none for all three components																				
F-89 Total—none for all three components																				
F-94 Total—none for all three components																				
F-100 Total—none for all three components																				
F-101 Total—none for all three components																				
F-102 Total—none for all three components																				
F-104 Total—none for all three components																				
F-105 Total—none for all three components																				
F-106 Total	1	1	2	2																
Active	1	1	2	2																
AFR																				
ANG																				
F-107 Total—none for all three components																				
F-111 Total	286	248	305	128	104	105														
Active	286	248	305	128	104	105														
AFR																				
ANG																				
F-117 Total	48	55	56	58	58	54	54	54	53	53	52	52	52	55	55	55	52	44		
Active	48	55	56	58	58	54	54	54	53	53	52	52	52	55	55	55	52	44		
AFR																				
ANG																				
F-22A Total																				
Active																				
AFR																				
ANG																				
FH-1 Total—none for all three components																				
MIG-15 Total—none for all three components																				
N-156 Total—none for all three components																				
NA-37 Total—none for all three components																				
S-2 Total—none for all three components																				
TF-15 Total—none for all three components																				
XF-4 Total—none for all three components																				
YA-37 Total—none for all three components																				
YAT-28 Total—none for all three components																				
YF-4 Total—none for all three components																				
YF-5 Total—none for all three components																				
YF-15 Total							1	1	1	1										
Active							1	1	1	1										
AFR																				
ANG																				
YF-16/17 Total—none for all three components																				
YF-84 Total—none for all three components																				
YF-117 Total							3	3	3	3	3	3	3	3						
Active							3	3	3	3	3	3	3	3						
AFR																				
ANG																				

1950s-1960s

Reconnaissance

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
B-57 Total—none for all three components																				
C-121 Total—none for all three components																				
C-130 Total—none for all three components																				
C-135 Total—none for all three components																				
DC-130 Total—none for all three components																				
E-3 Total—none for all three components																				
E-4 Total—none for all three components																				
E-8 Total—none for all three components																				
E-9 Total—none for all three components																				
E-47 Total													94							
Active													94							
AFR																				
ANG																				
EA-1 Total																	13			
Active																	13			
AFR																				
ANG																				
EB-47 Total														115	84	5	5	3		
Active													115	84	5	5	3			
AFR																				
ANG																				
EB-57 Total																		56	57	55
Active																	43	56	57	55
AFR																	43	56	57	55
ANG																				
EB-66 Total																		26	51	65
Active																	7	26	51	65
AFR																	7	26	51	65
ANG																				
EC-18 Total—none for all three components																				
EC-47 Total														5	3	3	3	3	64	61
Active													5	3	3	3	3	3	64	61
AFR																				
ANG																				
EC-54 Total														1	0	0	0	0	1	1
Active													1						1	1
AFR																				
ANG																				
EC-121 Total														21	69	76	80	109	106	108
Active													21	69	76	80	109	106	106	104
AFR																				
ANG																				4
EC-130 Total—none for all three components																				
EC-135 Total																				
Active																				
AFR																				
ANG																				
EF-111 Total—none for all three components																				
ER-47 Total																				
Active																				
AFR																				
ANG																				

Reconnaissance

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
ET-29 Total																				
Active																	7	9	12	13
AFR																	7	9	12	13
ANG																				
JRB-57 Total																		1		
Active																				
AFR																				
ANG																		1		
MC-12 Total—none for all components																				
MC/WC-130 Total—none for all components																				
MC-130 Total—none for all components																				
MQ-9 Total—none for all components																				
OC/WC-135 Total																	10	10	10	10
Active																	10	10	10	10
AFR																				
ANG																				
OV-10 Total																				
Active																				
AFR																				
ANG																			27	151
R-47 Total																				
Active																				
AFR																				
ANG																				
RB-17 Total	13	12	11	3	4	1	1													
Active	13	12	11	3	4	1	1													
AFR																				
ANG																				
RB-25 Total	3	3	3	3	3	2	2	2												
Active	3	3	3	3	3	2	2	2												
AFR																				
ANG																				
RB-26 Total	22	51	93	104	98	112	124	49	2	2	0	8	1	1						
Active	22	51	88	94	88	96	78	12	2	2	0	8	1	1						
AFR	0	0	0	0	0	1														
ANG	0	0	5	10	10	15	46	37												
RB-29 Total	134	44	39	28	19	6	3													
Active	134	44	39	28	19	6	3													
AFR																				
ANG																				
RB-36 Total	2	40	74	122	117	106	133	67	46											
Active	2	40	74	122	117	106	133	67	46											
AFR																				
ANG																				
RB-45 Total		29	24	6	17	18	16	15	1	1	0	0	1	1	1	1	1	1	1	1
Active		29	24	6	17	18	16	15	1	1	0	0	1	1	1	1	1	1	1	1
AFR																				
ANG																				
RB-47 Total		80	185	80	185	273	294	282	206	195	152	105	14	38	31	29	13	4	1	1
Active		80	185	80	185	273	294	282	206	195	152	105	14	38	31	29	13	4	1	1
AFR																				
ANG																				

Reconnaissance

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
RB-50Total	13	27	41	39	32	38	39	40	36	28	26	23	16	16	16	8	1			
Active	13	27	41	39	32	38	39	40	36	28	26	23	16	16	16	8	1			
AFR																				
ANG																				
RB-52Total						6	16	8	1											
Active						6	16	8	1											
AFR																				
ANG																				
RB-57Total					34	59	71	76	58	55	82	83	93	110	95	103	94	63	60	60
Active					34	59	71	76	50	40	25	26	33	50	25	55	64	34	31	30
AFR																				
ANG									8	15	57	57	60	60	70	48	30	29	29	30
RB-66Total						2	60	177	178	165	133	122	122	121	102	63	56	46	32	29
Active						2	60	177	178	165	133	122	122	121	102	63	56	46	32	29
AFR																				
ANG																				
RC-45Total	12	8	6	14	23	20	16	16	15	15										
Active	12	8	6	14	23	20	16	16	15	15										
AFR																				
ANG																				
RC-47Total	5	5	7	7	7	6	6	6	5	5	2	2	2	2	2	0	30	51		
Active	5	5	7	7	7	6	6	6	5	5	2	2	2	2	2	0	30	51		
AFR																				
ANG																				
RC-54Total	2	0	0	1																
Active	2	0	0	1																
AFR																				
ANG																				
RC-121Total					5	31	69	80	78	73	71	72	71	59	9	1				
Active					5	31	69	80	78	73	71	72	71	59	9	1				
AFR																				
ANG																				
RC-130Total										12	16	16	16	16	16	16	16	22	16	17
Active										12	16	16	16	16	16	16	16	22	16	17
AFR																				
ANG																				
RC-135Total																				
Active																				
AFR																				
ANG																				
RF-4Total																				
Active																				
AFR																				
ANG																				
RF-51Total	15	55	37	11	19															
Active		55	32	1																
AFR																				
ANG																				
RF-80Total	49	75	144	144	147	130	122	63												
Active	49	75	144	144	147	94	83	24												
AFR																				
ANG						36	39	39												

Reconnaissance

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
RF-84 Total																				
Active				1	4	151	290	275	235	171	170	156	138	132	142	139	136	133	137	143
AFR				1	4	151	281	193	103	34	1	1	85	4	20	3	2	1	0	1
ANG							9	82	132	137	169	155	53	128	122	136	134	132	137	142
RF-86 Total			5	3	13	20	21	17												
Active			5	3	11	18	19	15												
AFR																				
ANG					2	2	2	2												
RF-101 Total							2	21	114	184	175	163	157	152	149	136	117	119	146	136
Active							2	21	114	184	175	163	157	152	149	136	117	99	146	76
AFR																				
ANG																	20		0	60
RF-104 Total																				
Active														1						
AFR														1						
ANG																				
RF-111 Total																			1	1
Active																			1	1
AFR																				
ANG																				
M/RQ-1 Total—none for all three components																				
RQ-4 Total—none for all three components																				
RT-33 Total																				
Active												1	1	1	1					
AFR											1	1	1	1					1	1
ANG																				
SR-71 Total—none for all three components																				
TE-8 Total—none for all three components																				
TR-1 Total—none for all three components																				
TU-2 Total—none for all three components																				
U-2 Total—none for all three components																				
WB-26 Total					5	6	8	4												
Active				6	5	6	8	4												
AFR																				
ANG																				
WB-29 Total		81	83	78	77	68	28	1												
Active		81	83	78	77	68	28	1												
AFR																				
ANG																				
WB-47 Total									1	1	1	1	1	3	31	30	27	24	24	24
Active																				
AFR																				
ANG																				
WB-50 Total							42	70	69	68	48	47	47	31	12	5	1			
Active							42	70	69	68	48	47	47	31	12	5	1			
AFR																				
ANG																				
WB-57 Total—none for all three components																				
WB-66 Total								4	36	36	14	14	13	13	12	0	2	0	2	5
Active								4	36	36	14	14	13	13	12	0	2	0	2	5
AFR																				
ANG																				

1950s-1960s continued

Reconnaissance

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
WC-130 Total																				
Active																	11	5	14	14
AFR																	11	5	14	14
ANG																				
WT-33 Total								4	3	3	3	2	2							
Active								4	3	3	3	2	2							
AFR																				
ANG																				
YRB-58 Total										25	18	13	8	4	3					
Active										25	18	13	8	4	3					
AFR																				
ANG																				
YRF-4 Total															2	3	3	2	2	
Active															2	3	3	2	2	
AFR																				
ANG																				

1970s-1980s

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
B-57 Total																				
Active						5	7	7	6	3	18	17								
AFR							3	3	3											
ANG																				
C-121 Total																				
Active								2	1											
AFR																				
ANG								2	1											
C-130 Total																				
Active											57	52	57	63	62	62	60	63	50	51
AFR											42	37	42	48	47	47	45	43	50	51
ANG											7	7	7	7	7	7	7	12	50	51
C-135 Total											8	8	8	8	8	8	8	8		
Active											73	71	72	73	74	73	73	73	73	73
AFR											73	71	72	73	74	73	73	73	73	73
ANG																				
DC-130 Total																				
Active						7	12	13	13	8										
AFR						7	12	13	13											
ANG																				
E-3 Total																				
Active								9	14	20	23	25	28	31	34	34	34	34	34	34
AFR																				
ANG																				
E-4 Total																				
Active						3	4	4	4	4	4	4	4	4	4	4	4	4	4	4
AFR						3	4	4	4	4	4	4	4	4	4	4	4	4	4	4
ANG																				

E-8 Total—none for all three components
E-9 Total—none for all three components
E-47 Total—none for all three components
EA-1 Total—none for all three components
EB-47 Total—none for all three components

Reconnaissance

1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
OV-10 Total	131	117	101						86	85	79	78	77	77	77	77	77	79	78	78
Active	131	117	101	92	91	90	90	89	86	85	79	78	77	77	77	77	77	79	78	78
AFR				92	91	90	90	89	86	85	79	78	77	77	77	77	77	79	78	78
ANG																				
R-47 Total—none for all three components																				
RB-17 Total—none for all three components																				
RB-25 Total—none for all three components																				
RB-26 Total—none for all three components																				
RB-29 Total—none for all three components																				
RB-36 Total—none for all three components																				
RB-45 Total	1	1																		
Active	1	1																		
AFR																				
ANG																				
RB-47 Total	1	1	1	1	1	1	1													
Active	1	1	1	1	1	1	1													
AFR																				
ANG																				
RB-50 Total—none for all three components																				
RB-52 Total—none for all three components																				
RB-57 Total	66	48	2																	
Active	37	31																		
AFR																				
ANG	29	17	2																	
RB-66 Total	3																			
Active	3																			
AFR																				
ANG																				
RC-45 Total—none for all three components																				
RC-47 Total—none for all three components																				
RC-54 Total—none for all three components																				
RC-121 Total—none for all three components																				
RC-130 Total	18	18	17	15	6															
Active	12	11	10	9																
AFR	6	7	7	6																
ANG																				
RC-135 Total	24	24	25	26	26	26	26	26	25	24	19	19	19	19	19	19	19	19	19	19
Active	24	24	25	26	26	26	26	26	25	24	19	19	19	19	19	19	19	19	19	19
AFR																				
ANG																				
RF-4 Total	373	382	379	382	383	378	375	363	354	346	343	338	337	333	332	330	326	319	308	272
Active	373	358	326	324	323	307	241	227	219	189	186	182	182	181	180	180	176	166	161	144
AFR																				
ANG				58	60	71	134	136	135	157	157	156	155	152	152	150	150	153	147	128
RF-51 Total—none for all three components																				
RF-80 Total—none for all three components																				
RF-84 Total	141	27	1																	
Active																				
AFR																				
ANG	141	27	1																	
RF-86 Total—none for all three components																				

Reconnaissance

1970s-1980s continued

FY70 FY71 FY72 FY73 FY74 FY75 FY76 FY77 FY78 FY79 FY80 FY81 FY82 FY83 FY84 FY85 FY86 FY87 FY88 FY89

RF-101 Total	138	132	109	84	80	64	21	20	15									
Active	74	2	1															
AFR																		
ANG	64	130	108	84	80	64	21	20	15									
RF-104 Total—none for all three components																		
RF-111 Total—none for all three components																		
M/RQ-1 Total—none for all three components																		
RQ-4 Total—none for all three components																		
RT-33 Total—none for all three components																		
SR-71 Total						11	11	12	12									
Active						11	11	12	12									
AFR																		
ANG																		

TE-8 Total—none for all three components

TR-1 Total												4	7	9	13	20	22	
Active												4	7	9	13	20	22	
AFR																		
ANG																		

TU-2 Total—none for all three components

U-2 Total						20	19	17	16	16								
Active						20	19	17	16	16								
AFR																		
ANG																		

WB-26 Total—none for all three components

WB-29 Total—none for all three components

WB-47 Total—none for all three components

WB-50 Total—none for all three components

WB-57 Total				13														
Active				13														
AFR																		
ANG																		

WB-66 Total	2	2	2	1	1													
Active	2	2	2	1	1													
AFR																		
ANG																		

WC-130 Total	16	22	22	22	20	19	12	14	13	13	13	13	12	12	10	10	10	
Active	16	22	22	22	20	19	12	14	13	13	13	13	12	12	10	10	10	
AFR																		
ANG																		

WT-33 Total—none for all three components

YRB-58 Total—none for all three components

YRF-4 Total—none for all three components

1990s-2000s

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
B-57 Total—none for all three components																				
C-121 Total—none for all three components																				
C-130 Total—none for all three components																				
C-135 Total—none for all three components																				
DC-130 Total—none for all three components																				
E-3 Total	34	34	34	34	34	33	32	32	32	32	32	32	31	32	32	32	32	32	32	32
Active	34	34	34	34	34	33	32	32	32	32	32	32	31	32	32	32	32	32	32	32
AFR																				
ANG																				

Reconnaissance

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
E-4 Total	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Active	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
AFR																				
ANG																				
E-8 Total				2	0	0	1	2	5	5	8	11	14	16	17	18	18	18	18	18
Active				2	0	0	1	2	5	5	8	11	14	16						
AFR															17	18	18	18	18	18
ANG																				
E-9 Total				2	0	0	0	0	0	0	0	0	0	0	2					
Active				2	0	0	0	0	0	0	0	0	0	0	2					
AFR																				
ANG																				
E-47 Total—none for all three components																				
EA-1 Total—none for all three components																				
EB-47 Total—none for all three components																				
EB-57 Total—none for all three components																				
EB-66 Total—none for all three components																				
EC-18 Total	4	6	6	6	6	4	4	4	3	3	3	3								
Active	4	6	6	6	6	4	4	4	3	3	3	3								
AFR																				
ANG																				
EC-47 Total—none for all three components																				
EC-54 Total—none for all three components																				
EC-121 Total—none for all three components																				
EC-130 Total	30	30	30	30	30	30	34	30	30	30	30	30	27	22	24	24	24	21	21	22
Active	22	22	22	22	22	22	26	22	22	22	22	22	20	15	17	16	16	14	14	15
AFR																				
ANG	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	8	8	7	7	7
EC-135 Total	49	50	16	19	18	41	14	14	9	3	3	2	2							
Active	49	50	16	19	18	41	14	14	9	3	3	2	2							
AFR																				
ANG																				
EF-111 Total	42	41	40	40	40	40	37	33												
Active	42	41	40	40	40	40	37	33												
AFR																				
ANG																				
ER-47 Total—none for all three components																				
ET-29 Total—none for all three components																				
JRB-57 Total—none for all three components																				
MC-12 Total																				31
Active																				31
AFR																				
ANG																				
MC/NWC-130 Total	4	12	12	12	10	10	21	23	23	19	28	28	30	20	20	20	20	20	20	20
Active																				
AFR	4	12	12	12	10	10	21	23	23	19	28	28	30	20	20	20	17	17	11	11
ANG																	3	3	9	9
MC-130 Total	29	23	42	32	38	16	53	53	53	57	52	52	49	62	63	61	62	64	67	70
Active	29	23	42	32	38	16	53	53	53	55	48	48	45	44	45	43	44	46	49	52
AFR														14	14	14	14	14	14	14
ANG										2	4	4	4	4	4	4	4	4	4	4
MQ-9 Total																				
Active															5	7	8	13	22	35
AFR															5	7	8	13	22	35
ANG																				

Reconnaissance

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
OCWC-135 Total	5	5	5	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Active	5	5	5	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
AFR																				
ANG																				
OV-10 Total	77	26	26																	
Active	77	26	26																	
AFR																				
ANG																				
R-47 Total—none for all three components																				
RB-17 Total—none for all three components																				
RB-25 Total—none for all three components																				
RB-26 none for all three components																				
RB-29 none for all three components																				
RB-36 none for all three components																				
RB-45 none for all three components																				
RB-47 none for all three components																				
RB-50 none for all three components																				
RB-52 none for all three components																				
RB-57 none for all three components																				
RB-66 none for all three components																				
RC-45 none for all three components																				
RC-47 none for all three components																				
RC-54 none for all three components																				
RC-121 none for all three components																				
RC-130 none for all three components																				
RC-135 Total	19	19	19	19	19	19	19	19	19	21	21	21	21	21	21	22	22	22	25	25
Active	19	19	19	19	19	19	19	19	19	21	21	21	21	21	21	22	22	22	25	25
AFR																				
ANG																				
RF-4 Total	236	184	102	51	29	8														
Active	82	43	4	3																
AFR																				
ANG	154	141	98	48	29	8														
RF-51 none for all three components																				
RF-80 none for all three components																				
RF-84 none for all three components																				
RF-86 none for all three components																				
RF-101 none for all three components																				
RF-104 none for all three components																				
RF-111 none for all three components																				
M/RQ-1 Total																				
Active																				
AFR																				
ANG																				
RQ-4 Total																				
Active																				
AFR																				
ANG																				
RT-33 Total—none for all three components																				
SR-71 Total																				
Active																				
AFR																				
ANG																				

Reconnaissance	1990s-2000s continued																			
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
TE-8 Total																				
Active											1	1	1	1						
AFR											1	1	1	1						
ANG																				
TR-1 none for all three components																				
TU-2 Total								4	4	4	4	4	4	5						
Active								4	4	4	4	4	4	5						
AFR								4	4	4	4	4	4	5						
ANG																				
U-2 Total					37	36	36	31	31	31	31	31	31	34	34	34	34	33	32	33
Active					37	36	36	31	31	31	31	31	31	34	34	34	34	33	32	33
AFR																				
ANG																				
WB-26 none for all three components																				
WB-29 none for all three components																				
WB-47 none for all three components																				
WB-50 none for all three components																				
WB-57 none for all three components																				
WB-66 none for all three components																				
WC-130 none for all three components																				
WT-33 none for all three components																				
YRB-58 none for all three components																				
YRF-4 none for all three components																				

Tankers

1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
KB-29 Total	84	171	179	176	141	114	115	47	9	1										
Active	84	171	179	176	141	114	115	47	9	1										
AFR																				
ANG																				
KB-50 Total							13	84	127	126	122	119	117	105	45					
Active							13	84	127	126	122	119	117	105	45					
AFR																				
ANG																				
KC-10 Total—none for all three components																				
KC-97 Total		1	85	299	497	631	779	789	784	782	725	703	692	523	338	205	70	56	55	54
Active		1	85	299	497	631	779	789	784	782	725	688	628	393	276	145	13	1		
AFR																4				
ANG												15	64	130	62	60	53	55	55	54
KC-119 Total				1																
Active				1																
AFR				1																
ANG																				
KC-135 Total								12	103	281	383	458	513	602	677	687	684	676	667	662
Active								12	103	281	383	458	513	602	677	687	684	676	667	662
AFR																				
ANG																				

NKC-135 Total—none for all three components

YKB-29J Total

Active	1
AFR	1
ANG	

1970s-1980s

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
KB-29 Total—none for all three components																				
KB-50 Total—none for all three components																				
KC-10 Total												5	11	18	25	36	48	56	58	58
Active												5	11	18	25	36	48	56	58	58
AFR																				
ANG																				
KC-97 Total	77	77	77	77	77	75	71	27												
Active																				
AFR																				
ANG	77	77	77	77	77	75	71	27												
KC-119 Total—none for all three components																				
KC-135 Total	663	659	660	660	657	658	654	653	653	653	657	657	655	655	654	651	650	648	647	643
Active	663	659	660	660	657	657	654	653	653	653	657	657	655	655	654	651	650	648	647	643
AFR								16	24	24	24	24	24	24	24	24	22	24	24	506
ANG						1	32	70	104	104	104	104	100	103	99	104	104	104	114	113
NKC-135 Total—none for all three components																				
YKB-29J Total—none for all three components																				

Tankers

	1990s-2000s											
	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01
KB-29 Total—none for all three components												
KB-50 Total—none for all three components												
KC-10 Total	59	59	59	59	59	59	59	59	59	59	59	59
Active	59	59	59	59	59	59	59	59	59	59	59	59
AFR												
ANG												
KC-97 Total—none for all three components												
KC-119 Total—none for all three components												
KC-135 Total	559	574	609	566	553	551	550	552	549	547	546	547
Active	413	413	413	332	267	266	255	257	255	254	247	256
AFR	30	30	34	51	62	62	72	72	70	69	68	70
ANG	116	131	162	183	224	223	223	223	224	223	231	221
NKC-135 Total									3	3	3	3
Active									3	3	3	3
AFR												
ANG												
YKB-29J Total—none for all three components												

Transports

1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
319A Total								1	1											
Active								1	1											
AFR								1	1											
ANG																				
AMST Total—none for all three components																				
C/AC/NC-47 Total													15	0	1	1	5	2	0	2
Active																				
AFR													15		1	1	5	2	0	2
ANG																				
C-5 Total—none for all three components																				
C-6 Total—none for all three components																				
C-7 Total																		125	121	116
Active																		125	121	116
AFR																				
ANG																				
C-8 Total—none for all three components																				
C-9 Total																			8	8
Active																				
AFR																				
ANG																				
C-12 Total—none for all three components																				
C-17 Total—none for all three components																				
C-18 Total—none for all three components																				
C-20 Total—none for all three components																				
C-21 Total—none for all three components																				
C-22 Total—none for all three components																				
C-23 Total—none for all three components																				
C-26 Total—none for all three components																				
C-27 Total—none for all three components																				
C-32 Total—none for all three components																				
C-37 Total—none for all three components																				
C-38 Total—none for all three components																				
C-40 Total—none for all three components																				
C-41 Total—none for all three components																				
C-45 Total	456	397	416	671	771	793	771	741	610	221	64	4	1							
Active	453	397	416	671	726	725	652	629	533	153	22	4	1							
AFR	1	0	0	0	35	68	68	61	9	68	42									
ANG	2	0	0	0	10	0	51	51	68	68										
C-46 Total	57	300	266.5	290	325	243	243	235	23	3	1	0	13	15	21	13	17	14	0	0
Active	54	300	262	165	170	79	15	2	0	1	1	0	13	15	21	13	17	14	0	0
AFR	1	0	0	116	146	155	199	201	19											
ANG	2	0	4.5	9	9	9	29	32	4	2										
C-47 Total	1,324	1,349	1,308.5	1,259	1,171	1,046	1,118	1,087	804	794	682	650	526	431	333	303	276	247	218	197
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
AFR	47	5	1	0	0	0														
ANG	176	89	82.5	76	75	0	85	84	69	68	15	61	52	43	40	34	29	20	5	5
C-53 Total	2	2	2	2	2	2	2	2	2	0	1	1								
Active	1	1	1	1	1	1	1	1	2											
AFR																				
ANG	1	1	1	1	1	1	1	1				1								

1950s-1960s continued

Transports

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
C-54 Total	353	357	339	327	334	281	320	319	245	248	238	244	234	219	204	167	118	133	132	130
Active	353	357	339	327	334	281	320	319	245	248	238	244	234	219	204	167	109	97	98	86
AFR																	9	36	34	44
ANG																				
C-64 Total	2																			
Active	2																			
AFR																				
ANG																				
C-74 Total	10	11	11	11	11	11														
Active	10	11	11	11	11	11														
AFR																				
ANG																				
C-82 Total	155	145	126	29	24	2	2													
Active	155	145	126	29	24	2	2													
AFR																				
ANG																				
C-97 Total	39	50	62	67	66	63	67	66	64	65	61	61	64	91	181	197	186	190	146	116
Active	39	50	62	67	66	63	67	66	64	65	14	12	54	34	44	43	32	37	40	40
AFR																				
ANG											47	49	10	57	137	154	154	106	76	
C-99 Total							1	1												
Active							1	1												
AFR							1	1												
ANG																				
C-117 Total	15	15	14	26	26	26	26	26	24	24	24	21	20	19	17	17	16	14	13	7
Active	15	15	14	26	26	26	26	26	24	24	24	21	20	19	17	17	16	14	13	6
AFR																				1
ANG																				
C-118 Total	1	1	1	17	17	63	98	94	121	126	126	125	124	124	104	89	91	52	52	50
Active	1	1	1	17	17	63	98	94	121	126	126	125	124	124	104	89	91	52	52	50
AFR																				
ANG																				
C-119 Total	86	157	274	565	683	831	847	853	842	804	771	751	733	656	621	596	424	381	357	231
Active	86	157	274	565	683	805	809	627	249	103	75	16	62	131	3	51	41	46	72	23
AFR						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	18
C-121 Total	10	10	10	10	10	11	47	44	44	73	73	73	73	73	71	71	69	66	57	55
Active	10	10	10	10	10	11	47	44	44	73	73	73	71	48	18	18	14	15	20	14
AFR																				
ANG											2			25	53	53	55	51	37	41
C-122 Total	0	8	10	9	9	8														
Active		8	10	9	9	8														
AFR																				
ANG																				
C-123 Total	0	0	0	1	0	7	127	224	269	264	260	258	249	244	227	214	196	7	160	139
Active				1	0	7	127	224	269	217	203	200	196	209	177	182	188	0	152	131
AFR										47	47	47	44	26	41	23				
ANG											10	11	9	9	9	9	8	7	8	8
C-124 Total	1	50	122	268	345	430	424	420	412	404	401	399	398	397	395	392	390	377	376	283
Active	1	50	122	268	345	430	424	420	412	404	401	352	398	394	375	364	293	208	187	58
AFR												47		3	20	28	97	141	117	142
ANG																		28	72	83

Transports

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
C-125 Total			1																	
Active			1																	
AFR			1																	
ANG																				
C-129 Total		2																		
Active		1																		
AFR																				
ANG		1																		
C-130 Total							29	112	185	211	253	278	330	405	550	619	617	607	588	572
Active						29	29	112	185	211	253	278	330	405	550	619	617	607	580	563
AFR																			8	9
ANG																				
C-131 Total					8	73	95	110	107	112	109	101	100	101	99	99	96	94	91	92
Active					8	73	95	110	107	112	109	101	100	101	99	99	96	94	91	92
AFR																				
ANG																				
C-133 Total							2	8	18	29	41	48	47	46	44	41	41	40	40	41
Active							2	8	18	29	41	48	47	46	44	41	41	40	40	41
AFR																				
ANG																				
C-134 Total								1	2											
Active								1	2											
AFR																				
ANG																				
C-135 Total													40	44	43	43	29	19	17	12
Active													40	44	43	43	29	19	17	12
AFR																				
ANG																				
C-137 Total—none for all three components																				
C-140 Total														8	9	9	9	9	9	9
Active															9	9	9	9	9	9
AFR																				
ANG																				
C-141 Total																				
Active																				
AFR																				
ANG																				
CB-17 Total	33	1																		
Active	33	1																		
AFR																				
ANG																				
CB-25 Total	47	23	22																	
Active	47	23	22																	
AFR																				
ANG																				
CB-26 Total	1	1	0	0	0	2														
Active	1	1																		
AFR																				
ANG																				
CT/T-39 Total—none for all three components																				
CT-29 Total																				
Active																				
AFR																				
ANG																				

Transports

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
CV-22 Total—none for all three components																				
DC-130 Total																				
Active																				12
AFR																				12
ANG																				
EC-121 Total													1							
Active													1							
AFR													1							
ANG																				
EC-137 Total—none for all three components																				
LC-130 Total—none for all three components																	1	1		
MC-130 Total																	1	1		
Active																				
AFR																				
ANG																				
NC-130 Total—none for all three components																				
NC-135 Total—none for all three components																				
NC-141 Total—none for all three components																				
NT-29 Total																		1		
Active																				
AFR																				
ANG																		1		
NT/7-39 Total—none for all three components																				
RC-130 Total—none for all three components																				
T-39 Total—none for all three components																				
VB-17 Total	33	37	38	40	39	31	9													
Active	33	37	38	40	39	31	9													
AFR																				
ANG																				
VB-25 Total	55	34	32	33	29	34	37	37	29	1										
Active	55	34	32	33	29	34	37	37	29	1										
AFR																				
ANG																				
VB-26 Total	17	4	2	2	2	2	4	4	3	2	2	2	2	2	2	2	3	3	3	3
Active	16	4	2	2	2	2	2	2	1											
AFR	1																			
ANG																				
VC-6 Total																				
Active																				
AFR																				
ANG																				
VC-9 Total—none for all three components																				
VC-25 Total—none for all three components																				
VC-47 Total					84	0	0	0	268	267	265	259	232	211	195	185	141	123	110	98
Active									253	252	250	244	216	183	168	155	118	103	93	84
AFR													2							
ANG					84	0	0	0	15	15	15	15	14	28	27	30	23	20	17	14

Transports

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
VC-53 Total																				
Active										2	2									
AFR										2										
ANG																				
VC-54 Total																				
Active									29	29	30	28	27	25	26	23	20	19	19	3
AFR									29	29	30	28	27	25	26	23	18	16	16	
ANG																2	3	3	3	
VC-97 Total													1							
Active													1							
AFR													1							
ANG																				
VC-117 Total																				
Active									2	2	2	2	2	2	2	2	0	1		
AFR									2	2	2	2	2	2	2	2	0	1		
ANG																				
VC-118 Total																				
Active									4	5	5	5	5	5	5	5	4	43	43	44
AFR									4	5	5	5	5	5	5	4	43	43	43	44
ANG																				
VC-121 Total																				
Active									1	1	1	1	1	1	1	1	0	0	0	0
AFR									1	1	1	1	1	1	1	1	0	0	0	0
ANG																				
VC-123 Total—none for all three components																				
VC-131 Total																				
Active									4	0	0	4	4	4	4	4	6	7	11	11
AFR									4	0	0	4	4	4	4	4	6	7	11	11
ANG																				
VC-135 Total																				
Active									0	0	0	0	0	0	0	0	0	0	0	5
AFR																				5
ANG																				
VC-137 Total																				
Active									3	3	3	3	3	4	4	4	4	4	4	4
AFR									3	3	3	3	3	4	4	4	4	4	4	4
ANG																				
VC-140 Total																				
Active												0	4	6	6	6	6	6	6	6
AFR													4	6	6	6	6	6	6	6
ANG																				
VT-29 Total																				
Active				4	4	4	4	0	1	2	10	43	67	91	101	113	118	127	159	162
AFR				4	4	4	4	0	0	1	9	42	65	91	100	112	117	126	158	160
ANG									1	1	1	1	1	0	1	1	1	1	1	1
WV-2 Total																				
Active													7							
AFR													7							
ANG																				
XC-8 Total—none for all three components																				
XC-142 Total																				
Active																2	3	3	1	1
AFR																2	3	3	1	1
ANG																				

Transports

1970s-1980s

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
319A Total—none for all three components																				
AMST Total								4												
Active								4												
AFR																				
ANG																				
C/JAC/NC-47 Total	2																			
Active																				
AFR	2																			
ANG																				
C-5 Total	12	38	57	77	78	76	77	77	77	77	77	77	77	77	77	77	84	96	117	127
Active	12	38	57	77	78	76	77	77	77	77	77	77	77	77	77	69	76	76	82	83
AFR																5	5	15	25	32
ANG																3	3	5	10	12
C-6 Total																				
Active																				
AFR					1	0	0	1	1	1	1	1	1	1	1					
ANG					1			1	1	1	1	1	1	1	1					
C-7 Total	111	108	65	45	45	49	49	49	49	49	38	30	20	11						
Active	111	108	29																	
AFR			36	33	32	32	32	32	32	32	36	28	18	9						
ANG				12	13	17	17	17	17	17	2	2	2	2						
C-8 Total																				
Active					1															
AFR					1															
ANG																				
C-9 Total	12	12	18	20	20	20	20	23	23	23	23	23	23	23	23	23	23	23	23	23
Active	12	12	18	20	20	20	20	23	23	23	23	23	23	23	23	23	23	23	23	23
AFR																				
ANG																				
C-12 Total																				
Active						7	7	15	15	15	14	13	11	11	59	77	81	81	86	86
AFR								15	15	15	14	13	11	11	59	75	75	75	73	73
ANG																2	6	6	13	13
C-17 Total—none for all three components																				
C-18 Total																				
Active																				
AFR																				
ANG																				
C-20 Total																				
Active																				
AFR																				
ANG																				
C-21 Total																				
Active																				
AFR																				
ANG																				
C-22 Total																				
Active																				
AFR																				
ANG																				
C-23 Total																				
Active																				
AFR																				
ANG																				

Transports

1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
C-26 Total—none for all three components																				
C-27 Total—none for all three components																				
C-32 Total—none for all three components																				
C-37 Total—none for all three components																				
C-38 Total—none for all three components																				
C-40 Total—none for all three components																				
C-41 Total—none for all three components																				
C-45 Total—none for all three components																				
C-46 Total	20	20	20																	
Active	20	20	20																	
AFR																				
ANG																				
C-47 Total	123	3	38	27	13	8	1													
Active	119		35	27	13	8	1													
AFR																				
ANG	4	3	3																	
C-53 Total—none for all three components																				
C-54 Total	102	68	57	20	11	5														
Active	53	25	14	9	4	4														
AFR																				
ANG	49	43	43	11	7	1														
C-64 Total—none for all three components																				
C-74 Total—none for all three components																				
C-82 Total—none for all three components																				
C-97 Total	93	36	26	17	17	3														
Active	30	13	9	4	4	2														
AFR																				
ANG	63	23	17	13	13	1														
C-99 Total—none for all three components																				
C-117 Total—none for all three components																				
C-118 Total	49	43	93	43	44															
Active	49	43	93	43	43															
AFR					1															
ANG																				
C-119 Total	151	74	49	28	25	8														
Active	13	13	10	1																
AFR	120	34	12																	
ANG	18	27	27	27	25	8														
C-121 Total	50	47	37	8	7															
Active	9	4	3	3																
AFR		2	3		2															
ANG	41	41	31	5	5															
C-122 Total																				
Active					2															
AFR					2															
ANG																				
C-123 Total	128	102	65	86	82	72	66	64	63	63	54	36	4	4	4	4				
Active	120	94	35	8	2															
AFR			22	70	72	64	64	64	63	63	54	36	4	4	4	4				
ANG	8	8	8	8	8	8	2													
C-124 Total	232	180	71	32	29															
Active	7	7	4	3	2															
AFR	136	103	20																	
ANG	89	70	47	29	27															

Transports

1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
C-125 Total—none for all three components																				
C-129 Total—none for all three components																				
C-130 Total	575	561	554	518	531	561	585	576	572	570	577	580	581	583	583	586	603	598	589	584
Active	540	446	384	349	349	322	313	292	284	282	278	279	277	269	268	268	267	266	272	240
AFR	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
C-131 Total	91	91	191	94	102	69	59	62	38	34	34	34	34	34	33	30	24	17	13	2
Active	91	91	190	90	96	26	15	26	2	1	1	1	1	1	1	1	1	1	1	1
AFR					1	1														
ANG			1	4	5	42	44	36	36	33	33	33	33	33	32	29	23	16	12	1
C-133 Total	39	11																		
Active	39	11																		
AFR																				
ANG																				
C-134 Total—none for all three components																				
C-135 Total	11	10	9	9	12	17	17	15	15	15	15	15	15	14	14	14	14	14	13	13
Active	11	10	9	9	12	17	17	15	15	15	15	15	15	14	14	14	14	14	13	13
AFR																				
ANG																				
C-137 Total																				
Active																				
AFR																				
ANG																				
C-140 Total	9	9	5	4	15	15	15	15	15	15	15	15	15	15	12	12	12	5	5	3
Active	9	9	5	4	15	15	15	15	15	15	15	15	15	15	12	12	12	5	5	3
AFR																				
ANG																				
C-141 Total	281	281	281	278	280	278	278	276	276	275	275	274	272	272	271	271	271	271	271	270
Active	281	281	281	278	280	278	278	276	276	275	275	274	272	272	271	271	263	255	255	254
AFR																	4	8	8	8
ANG																	4	8	8	8
CB-17 Total—none for all three components																				
CB-25 Total—none for all three components																				
CB-26 Total—none for all three components																				
CT-7/-39 Total																				
Active																				
AFR																				
ANG																				
CT-29 Total	3	3	3	3	3															
Active	3	3																		
AFR																				
ANG																				
CV-22 Total—none for all three components																				
DC-130 Total	12	12	7	12																
Active	12	12	7	12																
AFR																				
ANG																				
EC-121 Total—none for all three components																				
EC-137 Total—none for all three components																				
LC-130 Total—none for all three components																				
MC-130 Total—none for all three components																				
NC-130 Total—none for all three components																				
NC-135 Total—none for all three components																				
NC-141 Total—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
NT-29 Total—none for all three components																				
NT/T-39 Total—none for all three components																				
RC-130 Total																				
Active								1												
AFR								1												
ANG																				
T-39 Total																				
Active						138	137	136	12	11										
AFR						136	135	134	10	11										
ANG						2	2	2	2											
VB-17 Total—none for all three components																				
VB-25 Total—none for all three components																				
VB-26 Total																				
Active	2	2	1																	
AFR																				
ANG	2	2	1																	
VC-6 Total																				
Active	1	1	1	1	1	1	1													
AFR	1	1	1	1	1	1	1													
ANG																				
VC-9 Total																				
Active						3	3													
AFR						3	3													
ANG																				
VC-25 Total—none for all three components																				
VC-47 Total																				
Active	59	25	14	6																
AFR	52	22	11	6																
ANG	7	3	3																	
VC-53 Total																				
VC-54 Total																				
Active	20	11	4	1																
AFR	14	6	4																	
ANG	6	5		1																
VC-97 Total—none for all three components																				
VC-117 Total—none for all three components																				
VC-118 Total																				
Active	44	50	50	50	48	10	1													
AFR	44	50	50	49	48	10	1													
ANG				1																
VC-121 Total																				
Active	2	2	0	2																
AFR																				
ANG	2	2		2																
VC-123 Total																				
Active			1																	
AFR			1																	
ANG																				
VC-131 Total																				
Active	12	5	11	9																
AFR	12	5	11	9																
ANG																				

Transports

1970s-1980s continued

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

1990s-2000s

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
319A Total—none for all three components																				
AMST Total—none for all three components																				
C/AC/VC-47 Total—none for all three components																				
C-5 Total	127	126	126	126	126	126	126	126	126	126	126	126	126	126	118	112	111	108	108	111
Active	83	82	82	82	82	81	81	81	81	81	81	81	81	81	73	63	52	33	33	36
AFR	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	17	42	45	42	42
ANG	12	12	12	12	12	13	13	13	13	13	13	13	13	13	13	32	17	30	33	33
C-6 Total—none for all three components																				
C-7 Total—none for all three components																				
C-8 Total—none for all three components																				
C-9 Total	23	23	23	23	23	23	23	23	23	23	23	23	23	6	4	5	3	3	3	3
Active	23	23	23	23	23	23	23	23	23	23	23	23	23	6	4	4				
AFR																1	3	3	3	3
ANG																				
C-12 Total	86	85	85	84	78	48	37	34	34	32	30	27	27	27	28	28	28	28	28	28
Active	73	72	72	72	72	44	37	34	34	32	30	27	27	27	28	28	28	28	28	28
AFR																				
ANG	13	13	13	12	6	4														
C-17 Total		1	3	8	16	23	27	34	43	55	67	76	92	109	126	140	157	169	178	190
Active																				
AFR		1	3	8	16	23	27	34	43	55	67	76	92	109	118	130	141	153	162	173
ANG															8	2	8	8	8	8

Transports

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
C-18 Total	3	1	1	1																
Active	3	1	1	1																
AFR																				
ANG																				
C-20 Total	13	13	13	13	13	13	13	13	13	13	13	13	12	10	10	10	10	10	10	10
Active	13	13	13	13	13	13	13	13	13	13	13	13	12	10	10	10	10	10	10	10
AFR																				
ANG																				
C-21 Total	83	83	83	83	83	82	80	80	78	78	77	78	78	77	77	76	76	57	57	56
Active	79	79	79	79	79	78	76	76	76	76	75	76	76	75	75	74	74	38	36	35
AFR																				
ANG	4	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	19	21	21
C-22 Total	5	5	4	4	4	3	3	3	3	3	3	3	2	2						
Active	1	1																		
AFR																				
ANG	4	4	4	4	4	3	3	3	3	3	3	3	2	2						
C-23 Total	18	3	3	3	3	3	3	3												
Active	18	3	3	3	3	3	3	3												
AFR																				
ANG																				
C-26 Total															11	11	11	11		
Active																				
AFR																				
ANG																				
C-27 Total	2	6	6	10	10	10	10	7	7											
Active	2	6	6	10	10	10	10	7	7											
AFR																				
ANG																				
C-32 Total									2	4	4	4	4	5	6	6	6	6	6	6
Active									2	4	4	4	4	4	4	4	4	4	4	4
AFR									2	4	4	4	4	4	4	4	4	4	4	4
ANG														1	2	2	2	2	2	2
C-37 Total												6	9	9	9	9	9	9	10	10
Active												6	9	9	9	9	9	9	10	10
AFR												6	9	9	9	9	9	9	10	10
ANG																				
C-38 Total									2	2	2	2	2	2	2	2	2	2	2	2
Active																				
AFR																				
ANG									2	2	2	2	2	2	2	2	2	2	2	2
C-40 Total													2	4	5	7	7	9	10	10
Active													2	2	2	4	4	4	4	4
AFR																				
ANG																				
C-41 Total												2	2	2	3	3	3	3	3	3
Active												2	2	2	2	2	2	2	2	2
AFR												2	2	2	2	2	2	2	2	2
ANG																				
C-45 Total—none for all three components																				
C-46 Total—none for all three components																				
C-47 Total—none for all three components																				
C-53 Total—none for all three components																				
C-54 Total—none for all three components																				
C-64 Total—none for all three components																				
C-74 Total—none for all three components																				

1990s-2000s continued

Transports

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
C-82 Total—none for all three components																				
C-97 Total—none for all three components																				
C-99 Total—none for all three components																				
C-117 Total—none for all three components																				
C-118 Total—none for all three components																				
C-119 Total—none for all three components																				
C-121 Total—none for all three components																				
C-122 Total—none for all three components																				
C-123 Total—none for all three components																				
C-124 Total—none for all three components																				
C-125 Total—none for all three components																				
C-129 Total—none for all three components																				
C-130 Total	568	576	550	519	518	522	529	525	519	522	526	519	521	512	497	480	488	440	418	404
Active	237	245	235	227	213	205	204	197	191	191	192	191	191	190	189	196	205	173	160	150
AFR	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
C-131 Total	1	0	0	1																
Active	1	0	0	1																
AFR																				
ANG																				
C-133 Total—none for all three components																				
C-134 Total—none for all three components																				
C-135 Total	12	12	10	11	9	8	7	5	5	5	5	3	3	3	2	1				
Active	12	12	10	10	8	7	6	4	4	4	4	2	2	3	2	1				
AFR																				
ANG				1	1	1	1	1	1	1	1	1	1							
C-137 Total	7	7	8	8	8	8	5	5	4	2	1	1								
Active	7	7	8	8	8	8	5	5	4	2	1	1								
AFR																				
ANG																				
C-140 Total—none for all three components																				
C-141 Total	270	265	265	250	246	242	220	205	167	155	130	102	76	59	20	8				
Active	254	249	237	202	194	185	156	139	122	101	69	39	14	10						
AFR	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						
CB-17 Total—none for all three components																				
CB-25 Total—none for all three components																				
CB-26 Total—none for all three components																				
CT-7/-39 Total—none for all three components																				
CT-29 Total—none for all three components																				
CV-22 Total																				
Active																				
AFR																				
ANG																				
DC-130 Total—none for all three components																				
EC-121 Total—none for all three components																				
EC-137 Total																				
Active																				
AFR																				
ANG																				
LC-130 Total																				
Active																				
AFR																				
ANG																				

Transports

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
MC-130 Total—none for all three components																				
NC-130 Total																				
Active								4	4	2	2	2	2	2						
AFR								4	4	2	2	2	2	2						
ANG																				
NC-135 Total																				
Active											1	1	1	1	1	1	1	1	1	1
AFR											1	1	1	1	1	1	1	1	1	1
ANG																				
NC-141 Total																				
Active								2												
AFR								2												
ANG																				
NT-29 Total—none for all three components																				
NT/7-39 Total																				
Active	77	7	1	8	6	3	2	2	3	3	3	3	3							
AFR	77	7	1	8	6	3	2	2	3	3	3	3	3							
ANG																				
RC-130 Total—none for all three components																				
T-39 Total—none for all three components																				
VB-17 Total—none for all three components																				
VB-25 Total—none for all three components																				
VB-26 Total—none for all three components																				
VC-6 Total—none for all three components																				
VC-9 Total—none for all three components																				
VC-25 Total																				
Active	2	4	4	4	4	4	4	4	4	4	6	4	4	4	2	2	2	2	2	2
AFR	1	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2
ANG	1	2	2	2	2	2	2	2	2	2	3	2	2	2						
VC-47 Total—none for all three components																				
VC-53 Total—none for all three components																				
VC-54 Total—none for all three components																				
VC-97 Total—none for all three components																				
VC-117 Total—none for all three components																				
VC-118 Total—none for all three components																				
VC-121 Total—none for all three components																				
VC-123 Total—none for all three components																				
VC-131 Total—none for all three components																				
VC-135 Total—none for all three components																				
VC-137 Total—none for all three components																				
VC-140 Total—none for all three components																				
VT-29 Total—none for all three components																				
WV-2 Total—none for all three components																				
XC-8 Total—none for all three components																				
XC-142 Total—none for all three components																				

Helicopters

1950s-1960s (in numerical order)

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
H/HH/UH-1 Total																				
Active												2	3	8	4	37	78	115	112	105
AFR												2	3	8	4	37	78	115	112	105
ANG																				
HOK-1 Total								1												
Active								1												
AFR								1												
ANG																				
HUL-1 Total													2							
Active													2							
AFR																				
ANG																				
TH-1 Total																		17	27	27
Active																		17	27	27
AFR																				
ANG																				
YAO-1 Total														1						
Active														1						
AFR																				
ANG																				
YH-1 Total									1											
Active									1											
AFR																				
ANG																				
HSS-2 Total													3							
Active													3							
AFR																				
ANG																				
YHO-2 Total										1										
Active										1										
AFR																				
ANG																				
H/HH/CH-3 Total														6	25	36	61	79	98	99
Active														6	25	36	61	79	98	99
AFR																				
ANG																				
H-5 Total	77	60	47	46	26	34	27	22	16	11										
Active	77	60	47	46	26	34	27	22	16	11										
AFR																				
ANG																				
YOH-6 Total																				1
Active																				1
AFR																				
ANG																				
H-12 Total			5																	
Active			5																	
AFR																				
ANG																				
H/UH-13 Total	9	10	26	67	88	85	97	48	14	13	3	3	3	4	4	2	2	2	0	0
Active	9	10	26	67	88	85	97	48	14	13	3	3	3	4	4	2	2	2	0	0
AFR																				
ANG																				

Helicopters

1950s-1960s continued (in numerical order)

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
OH-13Total																				
Active																				
AFR																				
ANG																				
H-16 Total						2	2	1												
Active																				
AFR																				
ANG																				
YH-16Total																				
Active																				
AFR																				
ANG																				
H-18 Total		2	2	1	1															
Active		2	2	1	1															
AFR																				
ANG																				
H/HH/UH-19 Total	1	4	34	117	174	247	143	138	120	106	100	92	88	160	131	81	69	48	24	23
Active	1	4	34	117	174	247	143	138	120	106	100	92	88	160	131	81	69	48	24	23
AFR																				
ANG																				
H/HH/CH-21 Total					16	59	138	149	154	147	97	80	75	84	70	54	42	39	37	36
Active					16	59	138	149	154	147	97	80	75	84	70	54	42	39	37	36
AFR																				
ANG																				
H-23 Total		6	21	3	3	0	0	0	11	1	1									
Active		6	21	3	3	0	0	0	11	1	1									
AFR																				
ANG																				
H-24 Total		1	1																	
Active		1	1																	
AFR																				
ANG																				
H-32 Total								2												
Active								2												
AFR																				
ANG																				
H/HH/CH/SH/UH-34 Total																				
Active						3	3	1	1	1	0	0	0	0	0	2	0	0	0	7
AFR																				
ANG																				17
H-37 Total																				
Active																				
AFR																				
ANG																				
H-39 Total						1														
Active																				
AFR																				
ANG																				
H-40 Total																				
Active																				
AFR																				
ANG																				

Helicopters

1950s-1960s continued (in numerical order)

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
XH-40Total														1						
Active														1						
AFR																				
ANG																				
YH-40Total									5											
Active									5											
AFR																				
ANG																				
YH-41 Total									1	1										
Active									1	1										
AFR																				
ANG																				
H/HH-43 Total										15	56	106	113	150	162	167	163	159	156	154
Active										15	56	106	113	150	162	167	163	159	156	154
AFR																				
ANG																				
CH-47Total														4	5	4				
Active														4	5	4				
AFR																				
ANG																				
H/HH/CH-53 Total																				
Active																				
AFR																		4	8	15
ANG																		4	8	15

H/HH-60 Total—none for all three components

1970s-1980s (in numerical order)

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
H/HH/JUH-1 Total	101	174	194	206	189	161	160	140	133	133	139	139	136	137	134	134	133	105	98	98
Active	101	174	194	206	159	143	142	122	115	111	129	129	127	127	124	124	123	100	93	93
AFR					18	0	0	0	0	5	10	10	9	10	10	10	10	5	5	5
ANG					12	18	18	18	18	17										
HOK-1 Total—none for all three components																				
HUL-1 Total—none for all three components																				
TH-1 Total	26	0	0	0	0	0	0	20	19	19										
Active	26	0	0	0	0	0	0	20	19	19										
AFR																				
ANG																				
YAO-1 Total—none for all three components																				
YH-1 Total—none for all three components																				
HSS-2 Total—none for all three components																				
YHO-2 Total—none for all three components																				
H/HH/CH-3 Total	99	101	94	97	95	83	85	86	85	79	78	80	79	79	81	81	81	79	66	61
Active	99	101	94	97	87	65	61	63	62	51	53	54	54	54	56	56	56	51	39	35
AFR					8	13	13	12	13	15	14	14	14	14	14	14	14	18	18	17
ANG						5	11	11	10	13	11	12	11	11	11	11	11	10	9	9
H-5 Total—none for all three components																				
YOH-6 Total	1	1																		
Active	1	1																		
AFR																				
ANG																				

Helicopters

1970s-1980s continued (in numerical order)

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
H-12 Total—none for all three components																				
H/UH-13 Total—none for all three components																				
OH-13 Total—none for all three components																				
H-16 Total—none for all three components																				
YH-16 Total—none for all three components																				
H-18 Total—none for all three components																				
H/HH/UH-19 Total	20	5	2	2																
Active	20	5	2	2																
AFR																				
ANG																				
H/HH/CH-21 Total	24	1	1	1																
Active	24	1	1	1																
AFR																				
ANG																				
H-23 Total—none for all three components																				
H-24 Total—none for all three components																				
H-32 Total—none for all three components																				
H/HH/CH/SH/UH-34 Total	23	23	23	29																
Active	18	18	23	29																
AFR	5	5	23	29																
ANG																				
H-37 Total—none for all three components																				
H-39 Total—none for all three components																				
H-40 Total—none for all three components																				
XH-40 Total—none for all three components																				
YH-40 Total—none for all three components																				
YH-41 Total—none for all three components																				
H/HH-43 Total	150	147	147	33	18	8														
Active	150	147	147	33	18	8														
AFR																				
ANG																				
CH-47 Total—none for all three components																				
H/HH/CH-53 Total	35	53	55	52	53	53	51	49	50	49	48	47	46	46	46	43	42	41	49	49
Active	35	53	55	52	53	53	51	49	50	49	48	47	46	46	46	43	42	41	49	49
AFR																				
ANG																				
H/HH-60 Total														9	11	11	11	9	19	25
Active														9	11	11	11	9	19	25
AFR																				
ANG																				

1990s-2000s (in numerical order)

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
H/HH/UH-1 Total	98	95	26	96	86	80	70	70	63	63	62	62	62	61	89	101	92	92	102	91
Active								64	63	63	62	62	62	61	89	101	92	92	102	91
AFR	98	95	26	96	86	80	70	6												
ANG																				
HOK-1 Total—none for all three components																				
HUL-1 Total—none for all three components																				
TH-1 Total—none for all three components																				
YAO-1 Total—none for all three components																				
YH-1 Total—none for all three components																				
HSS-2 Total—none for all three components																				

Helicopters

1990s-2000s continued (in numerical order)

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
YHO-2 Total—none for all three components																				
H/HH/CH-3 Total	43	35	29	9																
Active	26	18	12	9																
AFR	17	17	17																	
ANG																				
H-5 Total—none for all three components																				
YOH-6 Total—none for all three components																				
H-12 Total—none for all three components																				
H/UH-13 Total—none for all three components																				
OH-13 Total—none for all three components																				
H-16 Total—none for all three components																				
YH-16 Total—none for all three components																				
H-18 Total—none for all three components																				
H/HH/UH-19 Total—none for all three components																				
H/HH/CH-21 Total—none for all three components																				
H-23 Total—none for all three components																				
H-24 Total—none for all three components																				
H-32 Total—none for all three components																				
H/HH/CH/SH/UH-34 Total—none for all three components																				
H-37 Total—none for all three components																				
H-39 Total—none for all three components																				
H-40 Total—none for all three components																				
XH-40 Total—none for all three components																				
YH-40 Total—none for all three components																				
YH-41 Total—none for all three components																				
H/HH-43 Total—none for all three components																				
CH-47 Total—none for all three components																				
H/HH/CH-53 Total	50	47	49	49	49	47	46	46	46	44	43	38	36	36	33	33	32	22	10	
Active	50	47	49	49	49	47	46	46	46	44	43	38	36	36	33	33	32	22	10	
AFR																				
ANG																				
H/HH-60 Total	50	76	72	90	100	99	99	99	97	99	104	105	105	103	104	101	101	101	101	100
Active	43	51	51	49	54	56	58	59	56	58	63	64	64	68	71	68	68	68	68	68
AFR		9	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

Trainers

1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
AT-38 Total—none for all three components																				
CT-43 Total—none for all three components																				
CT-39 Total—none for all three components																				
DT-33 Total																				4
Active																				4
AFR																				
ANG																				

LT-6 Total					38	37														
Active					38	37														
AFR																				
ANG																				

NT-29 Total—none for all three components																				
T-1 Total—none for all three components																				
T-3 Total—none for all three components																				

T-6 Total	1802	1688	2374	2054	1554	944	166	4												
Active	1528	1642	2137	1571	1224	765	116	1												
AFR	3	0	0	55	51	4														
ANG	271	46	237	428	279	175	50	3												
T-7 Total	220	184	169	60	15	11														
Active	67	115	169	60	15	11														
AFR	153	69																		
ANG																				

T-11 Total	403	366	340	148	28	8														
Active	7	297	337	148	28	8														
AFR	366	69	3																	
ANG	30																			

T-28 Total	4	317	350	691	765	871	1036	987	638	421	90	40	80	98	71	69	87	84	71	91
Active	4	317	350	643	701	810	975	933	618	416	90	40	80	98	71	69	87	84	71	91
AFR				48	64	61	61	16												
ANG								38	20	5										

T-29 Total	9	25	56	156	226	334	355	353	351	342	336	299	264	232	217	203	184	171	138	136
Active	9	25	56	156	226	334	355	353	351	342	336	299	264	232	217	203	184	171	138	136
AFR																				
ANG																				

T-33 Total	135	238	634.5	1,657	2,248	2,524	2,812	2,833	2,914	3,016	2,958	2,597	2,358	1,944	1,543	1,209	1,051	831	725	686
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
AFR				6	37	96	91	66												
ANG			11.5	23	139	179	216	222	221	220	217	196	140	159	168	148	142	146	126	140

T-34 Total	1	1	3	1	61	239	427	406	190	189	188	21	8	9	6	2	1	1	1	
Active	1	1	3	1	61	239	427	406	190	189	188	21	8	9	6	2	1	1	1	
AFR																				
ANG																				

T-35 Total	3	3	3																	
Active	3	3	3																	
AFR																				
ANG																				

T-37 Total							9	53	170	341	511	571	569	560	580	601	605	689	698	788
Active							9	53	170	341	511	571	569	560	580	601	605	689	698	788
AFR																				
ANG																				

T-38 Total								2	9	26	151	290	424	558	685	795	867	975	975	
Active								2	9	26	151	290	424	558	685	795	867	975	975	
AFR																				
ANG																				

Trainers

Arsenal of Airpower: USAF Aircraft Inventory 1950-2009

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
T-39 Total																				
Active												11	68	128	146	145	145	144	145	144
AFR												11	68	128	145	144	145	144	145	144
ANG															1	1				
T-41 Total																				
Active																91	0	1	47	45
AFR																91	0	1	47	45
ANG																				
T-46 Total—none for all three components																				
T-51 Total—none for all three components																				
TB-17 Total	37	30	35	31	30	10	7	1	1											
Active	37	30	35	31	30	10	7	1	1											
AFR																				
ANG																				
TB-25 Total	684	711	788	884	841	883	931	916	312	41	2									
Active	684	711	785	878	811	852	900	886	310	39	2									
AFR						1	1													
ANG			3	6	30	30	30	30	2	2										
TB-26 Total	218	263	288	293	240	232	209	176	84	47	2	16	4	4	8	1	1	1		
Active	105	220	262	284	217	200	171	153	80	44	1	15	3	3	7	0	1	1		
AFR	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				
TB-29 Total	10	93	76	90	99	92	150	52	33	11	3									
Active	10	93	76	90	99	92	150	52	33	11	3									
AFR																				
ANG																				
TB-45 Total				8	11	15	19	4												
Active				8	11	15	19	4												
AFR																				
ANG																				
TB-47 Total				42	52	62	98	109	66	26	5	3	2	1	1	1	1			
Active				42	52	62	98	109	66	26	5	3	2	1	1	1	1			
AFR																				
ANG																				
TB-50 Total		10	11	43	35	10	45	36	16	10	2	1								
Active		10	11	43	35	10	45	36	16	10	2	1								
AFR																				
ANG																				
TB-57 Total																				
Active																				
AFR																				
ANG																				
TB-58 Total																				
Active																				
AFR																				
ANG																				
TC-18 Total—none for all three components																				
TC-45 Total																				
Active		21	21	94	93	89	86	70	60	20										
AFR				94	93	89	86	70	60	20										
ANG																				

Trainers

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
TC-46 Total	285	33	3.5	2	2	2	2	2	0	0	0	0	1	1	1	1				
Active		32	1	0	0	0	0	0	0	0	0	0	1	1	1	1				
AFR	285	1	2	1	1	1	1	1												
ANG			0.5	1	1	1	1	1												
TC-47 Total	65	54	53	52	50	50	48	46	45	45	35	32	32	31	30	18	18	9	6	5
Active		54	53	52	50	25	9	0	0	8	3	0	2	5	0	2	4	9	6	4
AFR	65	54				25	39	46	45	37	32	32	30	26	30	16	14			1
ANG																				
TC-54 Total			7	8	8	6	8	8	8	8	8	8	8	8	8	8	6	2	2	2
Active			7	8	8	6	8	8	8	8	8	8	8	8	8	8	6	2	2	2
AFR																				
ANG																				
TC-121 Total																				
Active																				
AFR																				
ANG																				

TC-130 Total—none for all three components
TC-135 Total—none for all three components

TF-47 Total	18	158	14.5																	
Active		153	12																	
AFR																				
ANG	18	5	2.5																	
TF-51 Total	151	125	152	89	65	8	6													
Active		123	151	57																
AFR				32	23															
ANG	22	2	1	0	42	8	6													
TF-80 Total	69	64	36	20	7	0	0	38	11	3										
Active		64	32	9	0	0	0	38	11	3										
AFR	69			3	6	0														
ANG			4	8	1	0														
TF-84 Total									8											
Active									8											
AFR																				
ANG																				

TF-86 Total						1	39	19	1	1										
Active						1	39	19	1	1										
AFR																				
ANG																				

TF-101 Total																				
Active																				
AFR																				
ANG																				

TF-102 Total							3	26	103											
Active							3	26	103											
AFR																				
ANG																				

TG-3 Total—none for all three components
TG-4 Total—none for all three components
TG-7 Total—none for all three components
TG-9 Total—none for all three components
TG-10 Total—none for all three components
TG-11 Total—none for all three components
TG-14 Total—none for all three components

Trainers

1950s-1960s continued

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
TH-5 Total	1	1	1	1	1	1	1													
Active	1	1	1	1	1	1	1													
AFR																				
ANG																				
TRF-51 Total	6	7	17.5	32	3	3														
Active		7	2	1																
AFR																				
ANG	6	0	15.5	31	3	3														
TV-2 Total																				
Active								1	1	0	2	2								
AFR								1	1	0	2	2								
ANG																				
UV-18 Total—none for all three components																				
YAT-37 Total																				
Active																				
AFR																				
ANG																				

1970s-1980s

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
AT-38 Total—none for all three components																				
CJT-43 Total																				
Active				1	17	19	19	19	19	19	19	19	19	19	19	19	18	18	18	18
AFR				1	17	19	19	19	19	13	13	15	15	15	15	15	14	14	14	14
ANG										6	6	4	4	4	4	4	4	4	4	4
CT-39 Total																				
Active																				
AFR																				
ANG																				
DT-33 Total	4	4	3																	
Active	4	4	3																	
AFR																				
ANG																				
LT-6 Total—none for all three components																				
NT-29 Total	2																			
Active	2																			
AFR																				
ANG																				
T-1 Total—none for all three components																				
T-3 Total—none for all three components																				
T-6 Total—none for all three components																				
T-7 Total—none for all three components																				
T-11 Total—none for all three components																				
T-28 Total	79	89	60	2	1	1	1													
Active	79	89	60	2	1	1	1													
AFR																				
ANG																				
T-29 Total	124	123	120	97	217															
Active	124	123	117	96	216															
AFR																				
ANG			3	1	1															

Trainers

1970s-1980s continued

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
T-33 Total	539	510	448	344	280	239	204	174	174	172	172	165	165	161	154	152	137	76	2	2
Active	398	379	328	234	198	163	140	121	122	120	122	120	121	118	114	112	97	55	1	1
AFR				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
T-34 Total—none for all three components																				
T-35 Total—none for all three components																				
T-37 Total	809	808	749	772	760	701	672	681	670	662	648	625	619	619	615	611	609	609	608	606
Active	809	808	749	772	760	701	672	681	670	662	648	625	619	619	615	611	609	609	608	606
AFR																				
ANG																				
T-38 Total	1,026	1,036	1,017	980	971	925	916	896	876	857	843	834	826	822	820	816	814	810	808	807
Active	1,026	1,036	1,017	980	971	925	916	896	876	857	843	834	826	822	820	816	814	810	808	807
AFR																				
ANG																				
T-39 Total	142	142	141	141	139															
Active	142	142	139	139	137															
AFR																				
ANG			2	2	2															
T-41 Total	40	39	39	45	52	52	52	52	52	52	52	50	50	50	50	50	100	100	100	100
Active	40	39	39	45	52	52	52	52	52	52	52	50	50	50	50	50	100	100	100	100
AFR																				
ANG																				
T-46 Total																				
Active																				
AFR																				
ANG																				
T-51 Total—none for all three components																				
TB-17 Total—none for all three components																				
TB-25 Total—none for all three components																				
TB-26 Total—none for all three components																				
TB-29 Total—none for all three components																				
TB-45 Total—none for all three components																				
TB-47 Total—none for all three components																				
TB-50 Total—none for all three components																				
TB-57 Total—none for all three components																				
TB-58 Total—none for all three components																				
TC-18 Total—none for all three components																				
TC-45 Total—none for all three components																				
TC-46 Total—none for all three components																				
TC-47 Total	3	3	2	2																
Active	3	3	2	2																
AFR																				
ANG																				
TC-54 Total—none for all three components																				
TC-121 Total—none for all three components																				
TC-130 Total—none for all three components																				
TC-135 Total																				
Active																				
AFR																				
ANG																				
TF-47 Total—none for all three components																				
TF-51 Total—none for all three components																				

Trainers

	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
1970s-1980s continued																				
TF-80 Total—none for all three components																				
TF-84 Total—none for all three components																				
TF-86 Total—none for all three components																				
TF-101 Total—none for all three components																				
TF-102 Total—none for all three components																				
TG-3 Total—none for all three components																				
TG-4 Total																				10
Active																				10
AFR																				
ANG																				
TG-7 Total															8	7	6	6	10	10
Active															8	7	6	6	10	10
AFR																				
ANG																				
TG-9 Total																			5	5
Active																			5	5
AFR																				
ANG																				
TG-10 Total—none for all three components																				
TG-11 Total—none for all three components																				
TG-14 Total—none for all three components																				
TH-5 Total—none for all three components																				
TRF-51 Total—none for all three components																				
TV-2 Total—none for all three components																				
UV-18 Total																				
Active																				3
AFR																				3
ANG																				
YAT-37 Total—none for all three components																				

1990s-2000s

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
1990s-2000s																				
AT-38 Total																				
Active								94	93	93	93	77	31	31						
AFR								94	93	93	93	77	31	31						
ANG																				
CJT-43 Total	19	19	16	15	14	14	13	10	11	11	11	10	10	10	9	8	8	8	8	7
Active	15	15	12	12	12	12	11	10	11	11	11	10	10	10	9	8	8	8	8	7
AFR																				
ANG	4	4	4	3	2	2	2													
CT-39 Total	10	10	10	10					3	1										
Active	10	10	10	10					3	1										
AFR																				
ANG																				
DT-33 Total—none for all three components																				
LT-6 Total—none for all three components																				
NT-29 Total—none for all three components																				
T-1 Total				49	87	123	123	156	179	180	180	180	180	180	179	179	179	179	179	179
Active				49	87	123	123	156	179	180	180	180	180	180	179	179	179	179	179	179
AFR																				
ANG																				

Trainers

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
T-3 Total					24	95	112	110	110	110	110	110	110	110	110	110	110			
Active					24	95	112	110	110	110	110	110	110	110	110	110	110			
AFR																				
ANG																				
T-6 Total										1	13	34	81	110	159	217	272	320	354	431
Active										1	13	34	81	110	159	217	272	320	354	431
AFR																				
ANG																				
T-7 Total—none for all three components																				
T-11 Total—none for all three components																				
T-28 Total—none for all three components																				
T-29 Total—none for all three components																				
T-33 Total	1	0	1	1																
Active	1	0	1	1																
AFR																				
ANG																				
T-34 Total—none for all three components																				
T-35 Total—none for all three components																				
T-37 Total	602	567	504	496	494	461	420	419	418	417	417	415	404	333	283	213	171	87	32	
Active	602	567	504	496	494	461	420	419	418	417	417	415	404	333	283	213	171	87	32	
AFR																				
ANG																				
T-38 Total	804	721	638	559	506	471	451	377	416	416	416	413	458	489	484	485	489	462	459	456
Active	804	721	638	559	506	471	451	377	416	416	416	413	458	489	484	485	489	462	459	456
AFR																				
ANG																				
T-39 Total—none for all three components																				
T-41 Total	102	100	100	70	50	3	3	3	3	3	3	6	4	4	4	4	4	4	4	4
Active	102	100	100	70	50	3	3	3	3	3	3	6	4	4	4	4	4	4	4	4
AFR																				
ANG																				
T-46 Total—none for all three components																				
T-51 Total																				
Active																				
AFR																				
ANG																				
T-46 Total—none for all three components																				
T-51 Total																				
Active																				
AFR																				
ANG																				
TB-17 Total—none for all three components																				
TB-25 Total—none for all three components																				
TB-26 Total—none for all three components																				
TB-29 Total—none for all three components																				
TB-45 Total—none for all three components																				
TB-47 Total—none for all three components																				
TB-50 Total—none for all three components																				
TB-57 Total—none for all three components																				
TB-58 Total—none for all three components																				
TC-18 Total					2	2	2	2	2	2	4	2	2							
Active					2	2	2	2	2	2	4	2	2							
AFR																				
ANG																				
TC-45 Total—none for all three components																				
TC-46 Total—none for all three components																				
TC-47 Total—none for all three components																				
TC-54 Total—none for all three components																				
TC-121 Total—none for all three components																				

Trainers

1990s-2000s continued

	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09
TC-130 Total																				
Active													1	1						
AFR													1							
ANG																				
TC-135 Total	0	0	0	3	3	2	2	2	2	2	2	2	2	2	3	3	3	3		
Active	0	0	0	3	3	2	2	2	2	2	2	2	2	2	3	3	3	3		
AFR																				
ANG																				
TF-47 Total—none for all three components																				
TF-51 Total—none for all three components																				
TF-80 Total—none for all three components																				
TF-84 Total—none for all three components																				
TF-86 Total—none for all three components																				
TF-101 Total—none for all three components																				
TF-102 Total—none for all three components																				
TG-3 Total	2	3	3	4	4	3	3	3	3	3	3	3	3	3						
Active	2	3	3	4	4	3	3	3	3	3	3	3	3	3						
AFR																				
ANG																				
TG-4 Total	10	10	10	10	10	11	14	14	14	14	14	14	14	14	14					
Active	10	10	10	10	10	11	14	14	14	14	14	14	14	14	14					
AFR																				
ANG																				
TG-7 Total	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
Active	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
AFR																				
ANG																				
TG-9 Total	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
Active	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
AFR																				
ANG																				
TG-10 Total							1	1	1	1	1	1	16	21	21	21	21	21	21	21
Active							1	1	1	1	1	1	16	21	21	21	21	21	21	21
AFR																				
ANG																				
TG-11 Total						2	2	2	2	2	2	2	2	2						
Active						2	2	2	2	2	2	2	2	2						
AFR																				
ANG																				
TG-14 Total													5	14	14	14	14	14	4	4
Active													5	14	14	14	14	14	4	4
AFR																				
ANG																				
TH-5 Total—none for all three components																				
TRF-51 Total—none for all three components																				
TV-2 Total—none for all three components																				
UV-18 Total	3	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Active	3	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3
AFR																				
ANG																				
YAT-37—none for all three components																				

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
HC-130 Total																				
Active																				
AFR																				
ANG																				
HC/SC-47 Total																				
Active	3	3	5	5	35	65	66	84	80	75	51	32	18	9	8	7	5	5	5	4
AFR	3	3	5	5	35	65	66	84	80	75	51	32	18	9	8	7	5	5	5	4
ANG																				
HC/SC-54 Total																				
Active			3	3	3	3	39	38	38	38	38	36	35	36	36	34	7	2	2	3
AFR			3	3	3	3	39	38	38	38	38	36	35	36	36	34	7	2	2	3
ANG																				
HC-97 Total																				
Active																				
AFR																				
ANG																				
HU/SA-16 Total																				
Active	19	53	129	198	181	174	178	169	167	165	110	104	102	99	81	79	78	76	53	45
AFR	19	53	129	198	181	174	164	139	111	103	40	32	43	45	44	42	43	43	12	6
ANG							2	13	15	21	25	25	18	15	20	19	19	18	23	21
SA-10 Total																				
Active	25	19	13				12	17	41	41	45	47	41	39	17	18	16	15	18	18
AFR	25	19	13																	
ANG																				
SB-17 Total																				
Active	73	62	57	10	10	5	5													
AFR	73	62	57	10	10	5														
ANG																				
SB-29 Total																				
Active	7	14	29	35	29	22	3													
AFR	7	14	29	35	29	22														
ANG																				
SC-130 Total																				
Active																				
AFR																				
ANG																				
SH-19 Total																				
Active							97	94	101	109	99	91	85							
AFR							97	94	101	109	99	91	85							
ANG																				
SH-21 Total																				
Active							20	20	19	18	16	14	13							
AFR							20	20	19	18	16	14	13							
ANG																				
SH-5 Total																				
Active	10	8	6	1	1															
AFR	10	8	6	1	1															
ANG																				
SL-5 Total																				
Active	2																			
AFR	2																			
ANG																				

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
HC-130 Total	72	75	75	68	70	64	63	59	59	59	59	59	59	58	58	59	59	57	55	55
Active	72	75	70	58	60	44	41	37	37	35	35	36	36	35	35	37	37	35	33	35
AFR			5	10	10	12	14	14	14	16	16	15	15	15	15	14	14	14	14	12
ANG						8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
HC/SC-47 Total	3	1	1																	
Active	3	1	1																	
AFR																				
ANG																				
HC/SC-54 Total	2	1	1																	
Active	2	1	1																	
AFR																				
ANG																				
HC-97 Total	18	18	1																	
Active																				
AFR	18	18	1																	
ANG																				
HU/SA-16 Total	48	24	6	2	2															
Active	10	5	3	2	2															
AFR	21	8	3																	
ANG	17	11																		
SA-10 Total—none for all three components																				
SB-17 Total—none for all three components																				
SB-29 Total—none for all three components																				
SC-130 Total—none for all three components																				
SH-19 Total—none for all three components																				
SH-21 Total—none for all three components																				
SH-5 Total—none for all three components																				
SL-5 Total—none for all three components																				

1990s-2000s

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

Liaison

1950s-1960s

	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
L-4 Total	19	19	32																	
Active	19	19	32																	
AFR																				
ANG																				
L-5 Total	66	80	136	115	55	6	3													
Active	66	80	136	115	55	6	3													
AFR																				
ANG																				
L-13 Total	42	40	58	20	5	2														
Active	42	40	58	20	5	2														
AFR																				
ANG																				
L-15 Total	1																			
Active	1																			
AFR																				
ANG																				
L-16 Total	23	57	145	2																
Active	23	57	145	2																
AFR																				
ANG																				
L-17 Total		1	1	3	0	0	0	68	34	33	10									
Active		1	1	3	0	0	0	68	34	33	10									
AFR																				
ANG																				
L-19 Total		1	2	46	40	69	221	2	1											
Active		1	2	46	40	69	221	2	1											
AFR																				
ANG																				
L-20 Total		2	55	182	173	183	176	171	167	161	133	100	97							
Active		2	55	182	173	183	176	171	167	161	133	100	97							
AFR																				
ANG																				
L-21 Total			125	146	127	121	67													
Active			125	146	127	121	67													
AFR																				
ANG																				
L-23 Total				1	1	0	1	2	1											
Active				1	1	0	1	2	1											
AFR																				
ANG																				
L-26 Total						15	14	14												
Active						15	14	14												
AFR																				
ANG																				
L-27 Total						15	15	94												
Active						15	15	94												
AFR																				
ANG																				
L-28 Total										3	3	0	19							
Active										3	3	0	19							
AFR																				
ANG																				

Liaison	1950s-1960s continued														
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64
LC-126 Total															
Active	10	8	6												
AFR	10	8	6												
ANG															
LT-126 Total															
Active			55												
AFR			55												
ANG															

1970s-1980s—none for any type

1990s-2000s—none for any type

Special Research

1950s-1960s

FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63	FY64	FY65	FY66	FY67	FY68	FY69
						1													
						1													

X-1 Total
Active
AFR
ANG

X-13 Total
Active
AFR
ANG

X-15 Total
Active
AFR
ANG

X-19 Total
Active
AFR
ANG

X-21 Total
Active
AFR
ANG

X-25 Total
Active
AFR
ANG

X-29 Total—none for all three components

XV-4 Total
Active
AFR
ANG

XV-6 Total
Active
AFR
ANG

YE-5 Total—none for all three components

1970s-1980s

FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89

X-1 Total—none for all three components
X-13 Total—none for all three components
X-15 Total—none for all three components
X-19 Total—none for all three components
X-21 Total—none for all three components
X-25 Total—none for all three components

X-29 Total
Active
AFR
ANG

XV-4 Total—none for all three components
XV-6 Total—none for all three components

YE-5 Total
Active
AFR
ANG

1990s-2000s—none for any type

Utility/Observation/Other	1950s-1960s													
	FY50	FY51	FY52	FY53	FY54	FY55	FY56	FY57	FY58	FY59	FY60	FY61	FY62	FY63
AU-23 Total—none for all three components														
AU-24 Total—none for all three components														
C/RC-26 Total—none for all three components														
L-16 Total			1	2	2	2								
Active														
AFR			1	2	2	2								
ANG														
O-1 Total														
Active														
AFR														
ANG														
O-2 Total														
Active														
AFR														
ANG														
OA-10 Total—none for all three components														
OA-37 Total—none for all three components														
TO-1 Total														
Active														
AFR														
ANG														
U-1 Total														
Active														
AFR														
ANG														
U-3 Total														
Active														
AFR														
ANG														
U-4 Total														
Active														
AFR														
ANG														
U-6 Total														
Active														
AFR														
ANG														
U-10 Total														
Active														
AFR														
ANG														
U-16 Total—none for all three components														
U-17 Total														
Active														
AFR														
ANG														
U-18 Total														
Active														
AFR														
ANG														

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
UC-123 Total																				
Active																		16	24	46
AFR																		16	24	46
ANG																				
YAO-1 Total																				
Active																1				
AFR																1				
ANG																				

1970s-1980s

AU-23 Total	FY70	FY71	FY72	FY73	FY74	FY75	FY76	FY77	FY78	FY79	FY80	FY81	FY82	FY83	FY84	FY85	FY86	FY87	FY88	FY89
Active			8																	
AFR			8																	
ANG																				
AU-24 Total			9																	
Active			9																	
AFR																				
ANG																				7
C/RC-26 Total																				
Active																				7
AFR																				
ANG																				7

L-16 Total—none for all three components

O-1 Total	85	1	0	16	1															
Active	85	1	0	16	1															
AFR																				
ANG																				
O-2 Total	417	401	344	328	260	250	250	248	243	241	78	44	28	20	13					
Active	377	320	237	191	124	106	95	127	122	123										
AFR	20	1																		
ANG	20	80	107	137	136	155	144	121	121	118	78	44	28	20	13					
OA-10 Total																				
Active																				
AFR																			24	58
ANG																			24	39
OA-37 Total																				
Active																				
AFR																			0	19
ANG																			67	43

TO-1 Total—none for all three components

U-1 Total	3	3	3	3	2															
Active	3	3	3	3	2															
AFR																				
ANG																				
U-3 Total	93	71	70	5	4	2														
Active	21	19	9	5	4	2														
AFR																				
ANG	72	52	61																	
U-4 Total	2	2	2	2	2	2	2	2												
Active	2	2	2	2	2	2	2	2												
AFR																				
ANG																				

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
U-6 Total	12	7																		
Active	12	7																		
AFR																				
ANG																				
U-10 Total	56	46	2	24	20															
Active	28	18	2	3																
AFR																				
ANG	28	28		21	20															
U-16 Total					2															
Active					2															
AFR																				
ANG																				
U-17 Total—none for all three components																				
U-18 Total	1	1	1	1																
Active	1	1	1	1																
AFR																				
ANG																				
UC-123 Total	39	29	17																	
Active	39	29	17																	
AFR																				
ANG																				
YAO-1 Total—none for all three components																				
1990s-2000s																				
AU-23 Total—none for all three components																				
AU-24 Total—none for all three components																				
C/RC-26 Total	11	12	24	29	34	40	40	16	14	12	12	11	11	11	11	11	11	11	11	11
Active																				
AFR																				
ANG	11	12	24	29	34	40	40	16	14	12	12	11	11	11	11	11	11	11	11	11
L-16 Total—none for all three components																				
O-1 Total—none for all three components																				
O-2 Total—none for all three components																				
OA-10 Total	67	75	109	110	153	154	140	140	140	141	118	118	117	116	108	108	108	106		
Active	47	55	84	90	101	96	92	91	91	93	84	84	83	83	75	75	75	71		
AFR					13	13	21	23	23	23	8	8	8	7	7	7	7	7		
ANG	20	20	25	20	39	45	27	26	26	25	26	26	26	26	26	26	26	28		
OA-37 Total	40	22																		
Active																				
AFR																				
ANG	40	22																		
TO-1 Total—none for all three components																				
U-1 Total—none for all three components																				
U-3 Total—none for all three components																				
U-4 Total—none for all three components																				
U-6 Total—none for all three components																				
U-10 Total—none for all three components																				
U-16 Total—none for all three components																				
U-17 Total—none for all three components																				
U-18 Total—none for all three components																				
UC-123 Total—none for all three components																				
YAO-1 Total—none for all three components																				



About the Air Force Association

The Air Force Association, founded in 1946, exists to promote Air Force airpower.

We educate the public about the critical role of aerospace power in the defense of our nation, advocate aerospace power and a strong national defense, and support the United States Air Force, the Air Force family, and aerospace education.

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