

**Davis-Monthan U.S.A.F. Base:
A Boneyard or a Diamond in the Desert?
Its All A Matter of View**

**By
J. Gary Trichter**

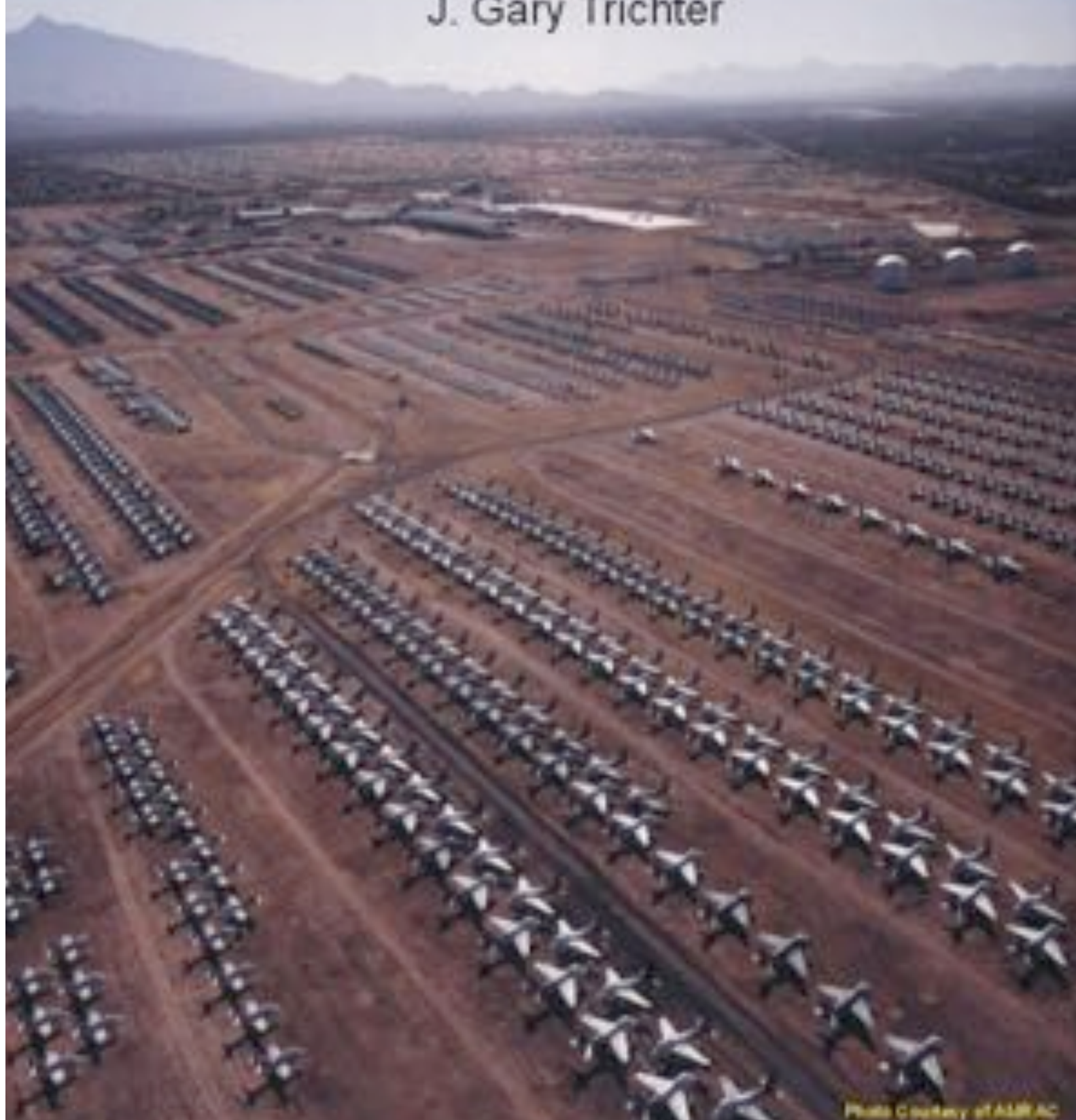


Photo Courtesy of ABRAC

Born in 1951, I grew up hearing about a military aircraft storage area in Arizona. It had many names: a boneyard, a graveyard, a parts bank, and a diamond in the desert. Rumor, legend and some facts fed my imagination and caused me to always envision thousands of fighters and bombers that dated back to W.W.II that were resting as retired warriors in the desert.

In 1992, I earned my private pilot license. Since then aviation has been a driving force within me. Indeed, the power of this force regularly causes me not only to want to learn more about aviation, but also, to share it with others. Toward this end, I began a successful (so far) endeavor as a part-time aviation author. Accordingly, it was natural that I would want to know more about the military aircraft desert storage facility and to share it with my brother and sister pilots. Of course, the best way to learn things is to personally experience them so two friends and I made the trip to the desert airplane Mecca.

The following is what I found. The facility is Davis-Monthan U.S. Air Force Base and it is located in Tucson, Arizona. It is divided into two major components, one dealing with an Air Combat Command and the other dealing with storage, regeneration, reclamation and disposal.



Hundreds of B-52 vertical stabilizers, like dorsal fins of marauding sharks, add to the mystique and magic of the airbase.

The former component is the 355th Wing whose mission is to train A-10 and OA-10 pilots and to provide, when necessary, close support and forward air control to ground forces anywhere it should be needed. The Wing also provides command, control and communication countermeasures in support of EC-130-E aircraft for their use worldwide for tactical air operations in war. The latter component is AMARC, which stands for Aerospace Maintenance and Regeneration Center.

AMARC describes its mission as the storage of aircraft for all branches of the military, the reclamation of tens of millions of dollars worth of parts to keep other military aircraft flying, the regeneration of aircraft for our armed forces and for other friendly countries to buy. Presently, AMARC has approximately 5000 aircraft in storage within its 2600-acre site at Davis-Monthan Air Force Base, which is lined by twelve miles of fence and operates on a \$53 million dollar budget.

Not disparaging the 355th Wing, AMARC is a Val Halla for aviation lovers. It has an interesting history and is a tremendous smart money making venture for us U.S. taxpayers. Indeed, for every one-dollar spent at AMARC another twenty-two dollars are saved. For example, in 1998, AMARC furnished its customers 28,293 aircraft parts



One of the first of many enjoyable views that a visitor will see on entering AMARC.

valued at \$991 million dollars and returned 198 aircraft back to service. In 1999, AMARC did even financially better, it returned 133 aircraft back to service and furnished its customers 21,303 parts valued at \$1.2 billion.

Of course the AMARC customers are the Air Force, the Army, the Navy (including the Marines), the Coast Guard as well as several federal agencies as U.S. Customs, the Bureau of Land Management, and some foreign countries such as Germany. AMARC is staffed by 618 civilians and four Air Force Officers. While the officers, a Colonel, Lt. Colonel and two Majors, oversee the administration, F-4 “Phantom” target/drone delivery, and finances, the civilians run the show. These dedicated and talented employees are responsible for proper inspection, storage, repair, regeneration, reclamation and disposal of over 72 different type of aircraft.

AMARC is not only a storage site for aircraft, but also, for special tooling and special equipment and maintenance. It stores more than 267,000 production tooling line items to manufacture aircraft. Storing these items at AMARC saves millions of dollars that would cost to store them in a commercial facility. Finally, AMARC is also a treaty compliance site where destruction and verification of missiles and aircraft is carried out.



This picture shows a vintage late 1930's Navy Goodyear blimp gondola

COMPONENT ONE: THE HISTORY OF DAVIS-MONTHAN AND THE 355TH WING

Davis-Monthan is rich in aviation history, which began in 1925 when it became a military base. It was named to honor two Army Lieutenants, Samuel H. Davis, a Tucsonian, who died in a Florida aircraft accident in 1925, and Oscar

Monthan, another Tucsonian, who died in 1924 in a Martin bomber crash in Hawaii. Not just a military base in 1927, it was also the largest civilian municipal airport in the United States. The airport was officially dedicated as Davis-Monthan in 1927, by no less than Charles Lindbergh who had just completed his Atlantic crossing in the “Spirit of St. Louis”.

In anticipation of W.W.II, the base was expanded. The well-tuned radial engine sounds of B-18 “Bolos” and B-24 “Liberators” were routinely heard in the early war years over “Old Pueblo” as Tucson was sometimes called. Later in the war, it was common to hear the roar of B-29 Superfortresses.

Then in 1945, with the surrender of Germany and Japan, the engine roar stopped as quickly as it had begun five years earlier. Indeed, the military traffic at the base came to a near halt. With the war over, our military had a new problem: what do we do with all our planes? The answer was four fold: some we keep to fly, some we destroy, some we sell, and some we store. As to the last answer, the military then had yet another problem: “where to store them?”

Although we then had rocket scientists, one was not needed to figure that Tucson’s Davis-Monthan was the ideal place to store a large number of aircraft. Arizona’s dry climate and almost non-existent rainfall, made it a natural place to inhibit aircraft corrosion. Moreover, the



A-7 Corsair IIs as far as the eye can see parked “caliche” while waiting for their fate to be decided.

alkali soil, called “caliche”, is so hard packed, that heavy aircraft can be taxied, towed and parked on it just as if it were a modern day concrete airport ramp area. Accordingly, the decision to store aircraft there was a financially brilliant one in that it not only saved

on corrosion maintenance, but also, on concrete and metal ramping. This monetary decision was the genesis of AMARC's mission today.

Once decided, Tucson's clear blue sky became alive with the sights and sounds of hundreds of W.W.II warriors arriving home to rest. B-29's and C-47 "Gooney Birds" descended upon Davis-Monthan like flocks of geese returning from a winter vacation.

Enter the Cold War in May of 1946, and the big band music was regularly heard of two B-29 local bombardment groups of the newly created Strategic Air Command (SAC). The sky music changed to rock and roll in 1953 when SAC traded its B-29's for the new B-47 "Strato Jet." F-86A "Sabre Jet" fighters also appeared there the same year with the Air Defense Command.



The Statue of Liberty painting on this F-111 Aardvark is just one of the many fine examples of Nose Art found at Davis-Monthan.

Davis-Monthan was home to Titan II missile sites from the early 1960's to 1984, and to U-2's flying global missions from 1963 to 1976. During this period, crew combat training was brought back to the base. First in 1964 with the F-4 "Phantom" and later in 1971 with the A-7 "Corsair II."

1976 brought a significant change to Davis-Monthan when the base was transferred to the Tactical Air Command after 30 years with SAC. This was the same year that the A-10A "Thunderbolt II" made its appearance at Davis-Monthan. The base has been the training location for A-10 pilots since then.

Cruise missiles made their appearance at the base in early 1980. The 355th Wing of the U.S.A.F. now occupies Davis-Monthan. Although the Wing has been based at

Davis-Monthan since 1972, it has been the host Wing at the base and since 1992 and now operates under the 12th Air Force. The 355th is tasked with training for A/OA-10 aircraft and EC-130H “Hercules” aircrews. The Wing’s mission also includes deployment of the EC-130H for managing tactical air operations by providing airborne command, control and communications in the advent of war or other military contingencies just as they did in Desert Storm.

From a Wing historical perspective, the 355th fighter group began flying the P-47 “Thunderbolt” in 1942. In W.W.II, its pilots flew escort for bombers attacking industrial areas of Berlin, oil production facilities and other military targets. They also flew their own bombing missions and fighter sweeps destroying the enemy where they could find him. Flying the P-51 “Mustang”, the group, in over 17,000 sorties, damaged or destroyed 1,500 enemy planes. During the Vietnam era from 1965 to 1970, the 355th Tactical Fighter Wing flew 101,300 combat sorties, destroyed 12,675 targets while delivering 202,596 tons of bombs and were credited with 22 Mig aerial victories, 8 Migs



AMARC is not only a storage facility for American built aircraft, but also, a resting-place for foreign military planes as evidence by the above MIG 17 and 15.

destroyed on the ground and another 9 damaged. Finally, in 1990, Wing members were also deployed to the Mideast in support of Desert Shield. Accordingly, the 355th has come full circle in that it began its life with the Republic P-47 “Thunderbolt” and now fly the Fairchild Republic A-10A “Thunderbolt II”. If anything can be said about the 355th, it is that its present members do continuous honor to their predecessors by maintaining their high standard of excellence in the defense of our country.

COMPONENT TWO:
AEROSPACE MAINTENANCE AND REGENERATION CENTER'S
(AMARC's) HISTORY AND MISSION TODAY

The AMARC seed began as the San Antonio Air Technical Service Command in 1946 under the 4105th Army Air Force Base Unit when Davis-Monthan Air Base was selected as a storage site for 679 B-29's and 241 C-47's. Included for storage were two famous B-29's, the Enola Gay and Bockscar, which had dropped atomic bombs on Japan. In 1947, the first massive attempt at preservation of 447 B-29's, each costing a half of million dollars, was made with a process called "cacooning." Here, two airtight plastic layers were sprayed on the B-29's. The cacooning continued until 1948 when it was discovered that the process was flawed by blistering because air caught in the plastic during spraying expanded in the heat of the day and caused the seals to break.

Furthermore, with the Berlin Blockade and the initiation of the Cold War, it was discovered that it took 600 man-hours to remove the cacooning and ready the B-29's for duty. Clearly, the cacooning process was not suitable and another preservation method needed to be found.

In 1948, the base name was changed to the 3040th Aircraft Storage Depot, with salvage added as an additional responsibility. The base acquired the nickname "Depot" in 1949 and kept that name until 1956 when the 3040th Aircraft Storage Squadron was renamed the Arizona Aircraft Storage Branch. Another name change



This photograph depicts a crated Douglas AD-6 Skyraider, which belongs to the Air Force Museum. Known affectionately as "Sandy", the Skyraider played a vital role in air rescue operations during the Vietnam War.

occurred in 1959 with the creation of 2704th Air Force Aircraft Storage and Disposition Group and was directly accountable to the Air Material Command.

Navy budget cuts in 1964 causing it to close its storage facility 150 miles north of Davis-Monthan at Litch Field Park, led to combining the storage facilities for a new multi-service role. Along with the role came the new name Military Aircraft Storage and Disposition Center (MASDC). The Center was then 2729 acres and had 2000 Air Force aircraft and 800 Navy aircraft. The mission of the new center ranged from storage, to reclamation of aircraft and parts to sales and service of aircraft and parts to foreign countries, other governmental agencies and commercial contractors.



Helicopters from “Celebrity Row”. Each helicopter’s manufacturer and model is identified by a sign placed in front of it.

By 1966, records show that although 14,000 aircraft flew into the base since it began its storage mission that only 2800 had left it. Indeed, by this time there were very few W.W. II aircraft left. This same year, the center’s “Celebrity Row” was born, as the base commander rearranged museum type aircraft at the

base’s perimeter for the public to see, enjoy and appreciate. It was also noteworthy that from June 1965 to June 1966 that MASDC shipped 51,000 spare parts and engines in support of the Vietnam War. The Coast Guard began using the facility in 1968 with the retirement of two HU-16 Albatross amphibians. The total number of aircraft swelled to 6,080 in 1975 when the United States pulled out of Vietnam.

In 1977, the Center improved its process for examining reclaimed parts by use of a liquid penetrate in a dry bath to reveal cracks when viewed under a black light. It also utilized x-ray, ultrasonic and eddy current inspection. By the end of this year the aircraft population dwindled to 1,424 for reclamation and 2,355 for storage.

The Center’s reclamation activities clearly demonstrated its worth in 1984 when records evidenced a return of \$13.18 for every dollar spent on upkeep. One year later the Air Force renamed the Center to its present name, the Aerospace Maintenance and

Regeneration Center (AMARC). In AMARC's first year it returned \$26.54 for each dollar spent because of its policy of parts reutilization and the use of target drones.

It was at this time the AMARC took on the responsibility of implementing the United State's agreements in both "Strategic Arms Reduction Treaty" and the "Intermediate Range Nuclear Forces Treaty." The former required AMARC to destroy ground-launched cruise missiles. In 1995, AMARC also became responsible for the readying of F-4 Phantoms for remotely controlled target drones for Air Force use. This is for the Air Combat Command Full Scale Aerial Target Program.

For 1995, AMARC took in 93 aircraft valued at more than \$788 million dollars while at the same time returned 133 and 21, 303 parts valued at \$1.2 billion.

HOW AMARC WORKS

1. Processing In New Arrivals

New arrivals at AMARC are brought to the flush farm and have classified equipment, guns, ejection seat charges and easily stolen items removed. Fuel and hydraulic fluid are removed and the systems are flushed with a lightweight oil which leaves a protective coating. A green cross is then painted on the aircraft fuselage to show that the process is complete. Next is that cracks or gaps in the upper portion of the



On the picture to the left an AMARC technician applies a coating of black spraylat for resealing after the aircraft was opened and parts removed to be sent to other active aircraft needing them. Notice the black tape on the picture to the right, which is used to cover cracks before spraylat is applied. Also, notice on the picture to the right the green cross painted on the fuselage which signifies to the technicians that the aircraft has had its ejection seat and canopy explosive charges removed and that all fuel and hydraulic fluid has been drained.

airframe and engine intakes and exhausts are covered with paper and tape. “Spraylat” is then applied over both the taped areas and areas of easily potential damage. Spraylat is a vinyl plastic compound applied with a paint type spray gun. A black primer spraylat is first applied to keep out dust and water. It is followed by white spraylat that acts as a temperature control which actually reduces the aircraft’s inside temperature by 10-15F. The aircraft’s underside is not spraylated in order to allow free circulation of air.

Unlike cocooning, spraylat is easily removed and costs approximately \$26,000 for four years for a fighter type aircraft. The Navy is now exploring the use of \$6,500.00 vinyl aircraft covers instead of spraylat for F-4’s with a high probability of quick sale and removal.

2. Storage

Having been made ready for storage, the new aircraft is then towed to the desert and parked. It is inspected after 90 days to insure the spraylat is still intact. Follow up inspections then occur every 180 days until four years have passed at which time all aircraft systems are inspected for damage. The aircraft is then reprocessed back into storage or is earmarked for other purposes.



The photograph to the left shows a Northrop T-38 Talon covered with white Spraylat. The photograph to the right shows a blow-up of the fuselage with the safety and type storage markings. The green cross means that the canopy and ejection seat explosives were removed September 9, 1995. It also means that fuel, oil and hydraulic fluids were drained at the same time and that their systems were coated with an oil preservative. The type storage markers indicate that the aircraft entered type 2000 storage in April of 1997 and type 4000 storage in April of 1998. Lastly, the markings also show that the aircraft was reconfirmed for type 4000 storage in April of 1999. Regrettably, because this aircraft has been relegated to being a parts supplier to others in the field, it will most likely never fly again and end up as just salvage.

AMARC has four different storage categories for aircraft: long term (type 1000), parts reclamation (type 2000), flyable hold (type 3000), and disposal (type 4000). The type of storage each aircraft is in is painted on its fuselage for easy recognition. These categories are defined as follows:

Storage Categories

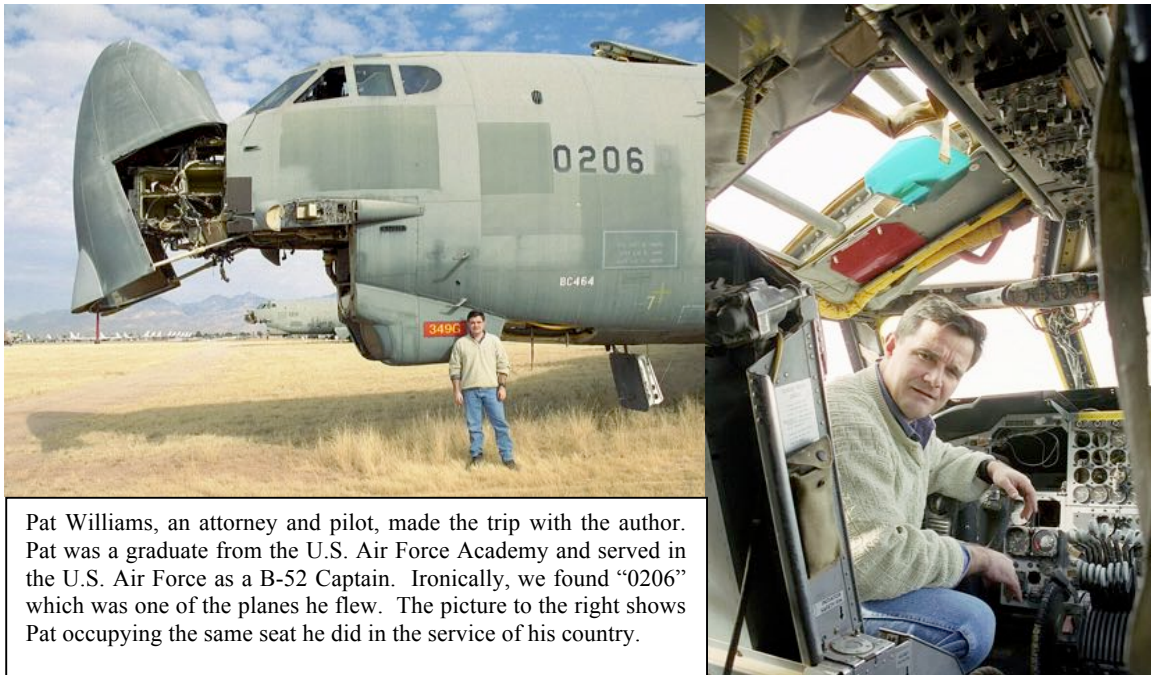
- Long-Term Storage or Type 1000 (approximately 1,379 aircraft)
 - Integrity of aircraft maintained for an extended period
 - Aircraft are represerved every four years
 - High probability of returning to service
- Parts Reclamation Storage or Type 2000 (approximately 2,039 aircraft)
 - Integrity of parts/components is maintained pending removal
 - Systems/parts/components are removed and returned to active service
- Flyable Hold Storage or Type 3000 (no aircraft)
 - Aircraft are maintained in active flying status, awaiting disposition
 - Duration of storage is 90 days, and can be extended
 - Also applicable to FMS/Security Assistance Program aircraft pending sales/transfer in 90 days
- Excess to Department of Defense (DoD) Requirements or Type 4000 (approximately 1,252 aircraft)
 - General Parts Reclamation
 - Targets
 - Static Displays
 - Disposal

3. Process Out

At present, AMARC personnel have the experience to



Rather than to repeatedly apply and remove Spraylat the Navy believes it is more cost effective to use vinyl covers to easily show prospective buyers its F-4s.



Pat Williams, an attorney and pilot, made the trip with the author. Pat was a graduate from the U.S. Air Force Academy and served in the U.S. Air Force as a B-52 Captain. Ironically, we found “0206” which was one of the planes he flew. The picture to the right shows Pat occupying the same seat he did in the service of his country.

ready and return over 72 different types of aircraft back to flying status. An aircraft in “flyable hold” as type 3000 are immediately ready for service. Long term or type 1000 aircraft can be made ready for flight in approximately a week. Parts reclamation or type 2000 aircraft, depending on the number of parts removed and the need to have them reinstalled, can also be made flight ready albeit the time to do so would be longer. Finally, disposed or type 4000 aircraft only process out by land transport for scrap, targets or for static display.

4. Reclamation

If anyone thing in aviation is true it is that things break and the cost to replace them is not cheap. It is here that the type 1000 and type 2000 aircraft become vital assets because in many instances needed parts are either out of production or are no longer available in supply. Accordingly, the storage reclamation from Davis-Monthan is like money in the bank.

AMARC utilized two types of reclamation: “priority removal” and “programmed reclamation”. “Programmed reclamation” is the long-range routine taking of forecast



This photograph shows the 13,000 lb. guillotine sleeping underneath its crane boom.



The top photograph shows the crane that was initially used to destroy 365 B-52s. The bottom photograph shows just how effective the crane and guillotine were.



parts from type 1000 and 2000 aircraft to insure that the supply shelves in the field stay filled. “Priority removal” on the other hand occurs when an unforeseen urgency for parts arise and there is urgent necessity in the field for immediate delivery. Although AMARC is progressing to a “parts on demand” basis, it has an on time delivery rate near 97% with an average deliver date in less than ten days. Considering that the requested parts must be bench checked before shipping, must be repaired by AMARC in its shops if necessary, properly packed, and that the request may be for the smallest component to an entire aircraft, the timing seems great.

5. Treaty Compliance

In 1987, the United States and the former Soviet Union signed the Intermediate Range Nuclear Forces Treaty and AMARC became the elimination site for 443 ground launch cruise missile weapon systems. The destruction process began with circular saws but was finished by high-tech plasma cutters.

The Strategic Arms Reduction Treaty between the United States and the Soviet Union required the destruction of 365 B-52’s

within a 3 ½ year period. The job began in 1993 and fell to AMARC which accomplished the United States' obligation by using a 13,000 pound guillotine that dropped from a crane on the B-52's. Destroying the bombers that way, however, prevented the use of many of their parts for other purposes. Accordingly, the guillotine was retired in 1999 and replaced with a "surgical cut" process where hand-held K-12 saws are used. Destroying B-52's this way insures both compliance with our treaty obligations and a ready stockpile of parts for our active B-52 aircraft.

6. Touring Davis-Monthan

Now that you read all about Davis-Monthan Air Force Base maybe you would like to see it too. This is easily done because the base has licensed the Pima Air and Space Museum to give daily guided tours of its facility. Located across the street from Davis-Monthan, the Pima Museum itself features over 250 aircraft. If you're looking for W.W.II, Korean War and Cold War aircraft, then the Pima Museum is the place to go. You may also reach AMARC Public Affairs Office for direct information at 520-228-8448 or visit its web site at www.dm.af.mil/AMARC. Further information about AMARC can be requested at teresa.vandenneuvel@dm.af.mil. The museum can be reached at 520-574-0462 and web site at www.pimaair.org.



Due to budget constraints, these brand new General Dynamics F-16 Fighting Falcons were flown to Davis-Monthan directly from the manufacturer for storage. They will remain at the base until such operational funding is available

7. Purchasing Aircraft and/or Parts From Davis-Monthan

You are probably asking yourself “can I buy anything from Davis-Monthan?” The answer is “yes” and “no.” First, however, it must be noted that neither the Air Force or AMARC sell aircraft or parts. Rather, when such items are disposed of they are transferred to the Defense Reutilization and Marketing Service (DRMS), which sells to the general public through its local sales offices. Inquires can be made to DRMS by calling (616) 961-5968/5994 or on the Internet at www.drms.dla.mil. Incidentally, once on the website, you may check inventory available to purchase by clicking the mouse button on “GOV RTD” and then click “RCP.”

Noncombat or noncombat type aircraft and parts can be purchased through DRMS. Regrettably, however, intact combat or combat-type aircraft can not be purchased by civilians or private companies. These warrior aircraft can only be sold as scrap after all usable parts have been removed. The exception here is that certain museums, municipalities and certain veteran groups may acquire these warbirds. Indeed, the Collins Foundation, a museum dedicated to the preservation and display of military aircraft, recently acquired an F-4 which it now flies at airshows. For additional information on AMARC’s Static Display Program call (520) 228-8771.



Fairchild C-123s, all Vietnam Veterans, wait for their future to be determined. These aircraft will most likely be sold to a salvage operator for scrap, however, because they are non-combat type planes, they can be privately purchased

CONCLUSION

Davis-Monthan was not the legend I expected to discover. Indeed, it was better. Aviation history will forever be preserved there and at the Pima Air Space Museum by the dedicated people that work there. Their mission preserves freedom, historical aircraft and tax dollars. I was proud to see the fruits of their labors just as they are proud to display them. The 355th Wing, AMARC, and the Pima Museum will be equally proud to share their mission, facility, aircraft and love of aviation and country with you, too. All you need to do is go. Happy flying and blue skies!



Four McDonnell Douglas F-4 Phantoms at the “flush farm” being readied to fly again for the Air Force as remote controlled target drones.

About the Author:

J. Gary Trichter lives in Houston, Texas and is a freelance writer on aviation and law topics. He is a CFI, CFII, MEI, a Criminal Defense Attorney, and a T-28 driver. Gary's Trojan “Easy Gin,” numbered 001, was the first T-28 C Model delivered to the Navy.



AMARC AIRCRAFT TOTALS
As of 5/2/00

AIR FORCE - AA

MDS	NAME	PREFIX	TOTAL
A-10	THUNDERBOLT II	AC	193
A-7	CORSAIR II	AE	25
B-52	STRATOFORTRESS	BC	111
B-57	CANBERRA	BM	12
C-118	LIFTMASTER	CG	5
C-12		CE	2
C-123	PROVIDER	CP	21
C-130	HERCULES	CF	77
C-131	SAMARITAN	CS	6
C-135	STRATOTANKER	CA	91
C-137	STRATOLIFTER	CZ	101
C-14	EXPERIMENTAL	CW	1
C-140	JETSTAR	CL	3
C-141	STARLIFTER	CR	96
C-15	EXPERIMENTAL	CX	1
C-22	UNASSIGNED	CU	1
C-23	SHERPA	CD	2
D-21	UNASSIGNED	DA	6
F-100	SUPERSABER	FE	4
F-101	VOODOO	FF	2
F-102	DELTA DAGGER	FJ	1
F-105	THUNDERCHIEF	FK	5
F-106	DELTA DART	FN	19
F-111	ARDVAARK	FV	295
F-15	EAGLE	FH	116
F-16	FIGHTING FALCON	FG	352
F-4	PHANTOM II	FP	551
FB-111	ARDVAARK	BF	16
H-1	IROQUOIS	HF	10
H-3	JOLLY GREEN GIANT	HH	13
H-53	SUPER JOLLY	HC	18
M-13	MACE	DC	1
M-25	TITAN	GM	39
M-34	FIREBEE	DB	1
O-2	SKYMASTER	HV	19
OV-10	BRONCO	HA	4
T-29	FLYING CLASSROOM	TB	4
T-33	SHOOTING STAR	TC	78
T-37	TWEETY BIRD	TE	120
T-38	TALON	TF	158
T-39	SABERLINER	TG	29
T-43	UNASSIGNED	TH	1
T-46	UNASSIGNED	TM	1

AMARC AIRCRAFT TOTALS

AS 05/02/00

OF

TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE 2611

ARMY - AH

MDS	NAME	PREFIX	TOTAL
H-1	IROQUOIS/COBRA	XA	167
OV-1	MOHAWK	YA	5
TH-57A	SEA RANGER	XG	1
TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE			173

COAST GUARD - AC

MDS	NAME	PREFIX	TOTAL
HU-25	UNASSIGNED	41	8
TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE			8

FMS - AY

MDS	NAME	PREFIX	TOTAL
F-3B	TORONADO	AA	2
TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE			2

NAVY - AN

MDS	NAME	PREFIX	TOTAL
A-3	SKYWARRIOR	2A	31
A-4	SKYHAWK	3A	278
A-6	INTRUDER	5A	200
A-7	CORSAIR II	6A	220
AV-8	HARRIER	7A	38
C-1	TRADER	7C	19
C-118	LIFTMASTER	8C	1
C-12	SUPER KING AIR	5G	6
C-130	HERCULES	2G	3
C-131	SAMARITAN	1G	10
C-135	STRATOTANKER	6G	2
C-2	GREYHOUND	1C	4
C-24		2C	1
C-28		7G	2
C-4	GULFSTREAM II	4G	7

AMARC AIRCRAFT TOTALS

AS 05/02/00
OF

E-2	HAWKEYE	2E	20
F-14	TOMCAT	1K	108
F-16	FALCON	1F	7
F-18	HORNET	1A	48
F-4	PHANTOM	8F	201
F-8	CRUSADER	2F	18
H-1	IROQUOIS/COBRA	7H	58
H-2	SEASPRITE	8H	43
H-3	SEA KING	9H	72
H-34	SEABAT	3H	2
H-53	SUPER STALLION	2J	62
H-57	SEA RANGER	4H	15
O-2A	SKYMASTER	2L	7
P-2	NEPTUNE	1P	2
P-3	ORION	2P	129
S-3	VIKING	2S	35
T-1	SEASTAR	1T	1
T-2	BUCKEYE	2T	66
T-28	TROJAN	5T	1
T-33	SHOOTING STAR	3T	3
T-34	MENTOR	4T	4
T-39	SABERLINER	7T	23
TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE			1747

NON-DoD - AX

MDS	NAME	PREFIX	TOTAL	
AV-8	HARRIER	NC	1	NASA
C-131	SAMARITAN	MB	1	STATE DEPT.
C-137	STRATOLINER	LE	1	SMITHSONIAN
C-22		LD	1	SMITHSONIAN
C-27		CC	7	
C-97	GUPPY	NA	1	NASA
F-106	DELTA DART	NE	2	
H-1	IROQUOIS	HF	11	
OV-10	BRONCO	PA	10	STATE DEPT.
OV-10	BRONCO	PB	2	BLM
P-2	NEPTUNE	LF	1	SMITHSONIAN
P-3	ORION	NB	1	NASA
S-2	TRACKER	LA	1	SMITHSONIAN

AMARC AIRCRAFT TOTALS

AS 05/02/00

OF

T-39	SABERLINER	ND	1	NASA
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TOTAL ACTIVE AIRCRAFT FOR THIS OWNING SERVICE	41
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TOTAL AMARC AIRCRAFT	4582
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