

# DOUGLAS C-118 LIFTMASTER

## C-118 SERVICE

*Manufacturer:* The Douglas Aircraft Co. Inc., Santa Monica, California, USA  
*Model:* DC-6  
*Designations:* C-112, C-118, R6D  
*Name:* Liftmaster (freighter DC-6A / C-118)

*First official flight:* XC-112A 15/02/1946  
*Factory production period:* 1945 – 1958  
*Primary service period:* 1947 – 1968  
*Last official flight:* - -

## C-118 VARIANTS

1946	<b>Model DC-6</b>	<b>DC-6</b>	174	
1949	<b>Model DC-6A</b>	<b>DC-6A</b>	74	
1951	<b>Model DC-6B</b>	<b>DC-6B</b>	288	<b>Total: 536</b>
1946	<b>Model DC-6</b>	<b>XC-112A</b>	1	
1947	<b>Model DC-6</b>	<b>VC-118</b>	1	
1952	<b>Model DC-6A</b>	<b>C-118A</b>	101	<b>Total: 103</b>
1951	<b>Model DC-6A</b>	<b>R6D-1</b>	65	<b>Total: 065</b>
				<b><u>Total: 704</u></b>

## C-118 PRODUCTION

### Civil Aircraft

#### **DC-6**

*As civil DC-4, lengthened fuselage,  
pressurized cabin.*

*produced 1946 – 1951*

Douglas Santa Monica, California

*civil reg. mixed 42854 to 43295* 174 **Total: 174**

#### **DC-6A**

*As DC-6, cargo version, lengthened fuselage,  
2 cargo doors, reinforced floor, engine upgrade.*

*produced 1949 – 1958*

Douglas Santa Monica, California

*civil reg. 42901*  
*civil reg. mixed 43296 to 45551* 74 **Total: 074**

#### **DC-6B**

*As DC-6A, passenger version.*

*produced 1950 – 1958*

Douglas Santa Monica, California

*civil reg. mixed 43257 to 45564* 288 **Total: 288**

## Military Aircraft

### **XC-112A**

*Prototype to the DC-6 / C-118 series, developed from a cancelled C-54 variant designated XC-112. produced 1945 – 1946*

Douglas Santa Monica, California (DO)

45-873                                  36326

1    **Total: 001**

### **VC-118**

*As civil DC-6, named: "Independence". Second US Presidential aircraft, served H. Truman from 1947-1953, used once by J.F. Kennedy in 1961. Retired in late 1965.*

*produced 1947*

Douglas Santa Monica, California (DO)

46-505                                  42881

1    **Total: 001**

### **C-118A**

*As civil DC-6A, USAF cargo / personnel transports. Additional 40 transferred from US Navy.*

*produced 1951 – 1955*

Douglas Santa Monica, California (DO)

51-3818 / 51-3835                  43565 / 43582

53-3223 / 53-3305                  44594 / 44676

*- 7 later to USN with BuNo. 152687 / 152689, 153691 / 153694.*

101    **Total: 101**

### **R6D-1**

*As C-118A, US Navy version.*

*40 to USAF in 1962, assigned s/n: 50-1843, 50-1844, 51-17626 / 51-17661, 51-17667, 51-17668.*

*Remaining 25 redesignated as **C-118B** in 1962.*

*produced 1951 – 1955*

Douglas Santa Monica, California (D)

BuNo. 128423 / 128433    *mixed 43206 to 43517*

BuNo. 131567 / 131620    43670 / 43723

65    **Total: 065**

**Total: 704**

## C-118 CONVERSIONS

### Civil Conversions

DC-6C                  1+    DC-6A, cargo / passenger convertibles.

DC-6AB / AC / A(C) / BF

1+    DC-6A/B, unofficial designations as freighter conversions.  
Conversions by Pacific Airmotive Corp, California.

### Military Conversions

#### **USAF**

YC-112A              1    XC-112A, redesignation for service tests.

**C-118A**              **3**    Civil DC-6B, conversions for Chilean Air Force.  
Assigned s/n: 65-12815, 65-12816, 66-14467,  
with Chile s/n: 985 / 987.

EC-118A              1    C-118A, conversion as reconn. aircraft.

MC-118A	1+	C-118A, designation for medical evacuation role.
VC-118A	15+	C-118A, staff transport conversions.

**US Navy**

R6D-1Z	4	R6D-1, conversions as VIP / staff transports.
(VC-118B)	4	1962, redesignation of R4D-1Z.
(DC-118B)	1	VC-118B, 1962, single conversion as drone director.

**FOREIGN MILITARY / CIVILIAN SERVICE**

- *Many surplus DC-6 / C-118 airframes converted for foreign military service.*
- *Many conversions made on civil market as freighters, fire-bombers etc.*