

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 Feb 1946
Factory production period: 1945 – 1958
Primary service period: 1947 – 1968
Last official flight: VC-118A 30 Mar 1976

C-118 VARIANTS

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

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 DC-6 / C-118 series, developed from the cancelled C-54 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 1952 – 1953, 1954 – 1956

Douglas Santa Monica, California (DO)

51-3818 / 51-3835

43565 / 43582

53-3223 / 53-3305

44594 / 44676

101 **Total: 101**

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

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 & TRANSFERS

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 as s/n: 985 / 987. Assigned USAF s/n: 65-12815, 65-12816, 66-14467.
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 a 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 and fire-bombers.*