

DOUGLAS DC-4 / C-54 SKYMASTER

DC-4 / C-54 SERVICE

Manufacturer: The Douglas Aircraft Co. Inc., Santa Monica, California, USA
Model: DC-4
Designations: C-54; C-112, C-114, C-115, C-116, R5D
Names: Skymaster; Rescuemaster (SC-54D),
North Star & Argonaut (C-54GM, DC-4M & C-4 – Canada)

First official flight: DC-4 07 Jun 1938
C-54 14 Feb 1942
Factory production period: 1937 – 1947
Primary service period: 1942 – 1950s
Last official flight: C-54Q 02 Apr 1974

DC-4 / C-54 VARIANTS

1938	Model DC-4	DC-4	1	<u>Total: 0001</u>
1942	Model DC-4A	C-54	24	
1942	Model DC-4A	C-54A	252	
1944	Model DC-4A	C-54B	220	
1944	Model DC-4A	C-54D	380	
1944	Model DC-4A	C-54E	125	
1945	Model DC-4A	C-54G	162	Total: 1163
1945	Model DC-4A	XC-114	1	
1945	Model DC-4A	XC-116	1	Total: 0002
1945	Model DC-4	DC-4-1009	79	Total: 0079
				<u>Total: 1244</u>

Foreign built – Canada:
1946 Model CL-2 C-54GM / DC-4M
CL-4 / -5 C-4 / C-5 71 **Total: 0071**

Grand Total: 1316

DC-4 / C-54 PRODUCTION

Civil Aircraft (pre WW2)

DC-4

*Prototype 4-engined airliner, Co. owned, triple fins.
Redesignated as DC-4E in 1939, sent to Japan.
produced 1937 – 1938*

Douglas Santa Monica, California
NX18100 1601

1 **Total: 0001**

DC-4A – 1940, 61 redesigned civil aircraft already on production line impressed by USAAF and designated as the 24 C-54 / first 37 C-54A.

Military Aircraft

C-54

Military personnel transport, 4 engines.

produced 1942

Douglas Santa Monica, California (DO)

41-20137 / 41-20145 *mixed 3050 to 3075*

42-32936 / 42-32950 3111 / 3125

24 **Total: 0024**

C-54A

As C-54, cargo door, reinforced

floor, increased fuel.

produced 1942 – 1944

Douglas Santa Monica, California (DO)

41-37268 / 41-37319 *mixed 3054 to 3110*

42-107426 / 42-107470 7445 / 7489

97

Douglas Chicago, Illinois (DC)

42-72165 / 42-72319 10270 / 10424

155 **Total: 0252**

C-54B

As C-54A, more fuel, stretcher capable.

produced 1944 – 1945

Douglas Santa Monica, California (DO)

43-17124 / 43-17198 18324 / 18398

44-9001 / 44-9025 27227 / 27251

100

Douglas Chicago, Illinois (DC)

42-72320 / 42-72439 10425 / 10544

120 **Total: 0220**

C-54D

As C-54B, engine upgrade.

produced 1944 – 1945

Douglas Chicago, Illinois (DC)

42-72440 / 42-72764 10545 / 10869

43-17199 / 43-17253 22149 / 22203

380 **Total: 0380**

C-54E

As C-54D, passenger / cargo

convertible, more fuel.

produced 1944 – 1945

Douglas Santa Monica, California (DO)

44-9026 / 44-9150 27252 / 27376

125 **Total: 0125**

C-54G

C-54E, troop carrier, engine upgrade.

produced 1945

Douglas Santa Monica, California (DO)

45-476 / 45-637 35929 / 36090

162 **Total: 0162**

235 additional airframes cancelled.

C-54H – Proposed paratroop version, cancelled.

C-54I – Not used.

C-54J – Proposed staff transport version, cancelled.

XC-112 – Proposed pressurized cabin version, cancelled.

Designation transferred to DC-6 prototype as XC-112A.

XC-114

*As C-54G, prototype, lengthened fuselage, engine upgrade.
produced 1945*

Douglas Santa Monica, California (DO)
45-874 36327

1 **Total: 0001**

XC-115 – Proposed XC-114 development, cancelled.

XC-116

*As XC-114, thermal de-icing fitted.
produced 1945*

Douglas Santa Monica, California (DO)
45-875 36328

1 **Total: 0001**

Civil Aircraft (post WW2)**DC-4-1009**

*As C-54G, post WW2 civil variant.
produced 1945 – 1947*

Douglas Santa Monica, California
civil reg. mixed 42904 to 43157

79 **Total: 0079**

Total: 1244

Foreign built – Canada:

Canadair DC-4M / C-54GM North Star

*Canadian built RR Merlin powered version of the C-54G.
Served both military and civil operators from 1947-1966.
produced 1945 – 1950*

Canadair Ltd., Cartierville, Montreal, Quebec, Canada
(prior to 1944 was Canadian-Vickers Ltd.)

DC-4M-1X 1946, Model CL-2, prototype, later to C-54GM
with s/n: (RCAF) 17525.
civil reg. 101

Total: 0001

C-54GM 1947, Model CL-2, *North Star Mk. 1*, unpressurized
version for the RCAF.

(RCAF) 17501 / 17517 108 / 124

(RCAF) 17518 / 17523 102 / 107

Total: 0023

Conversions:

North Star Mk. 1 ST: 17, RCAF passenger conversions.

(DC-4M-1) North Star M-1: 1947, 6, temp. civil conversions.

North Star Mk. M1 ST: 1949, 5, civil DC-4M-1 back to RCAF.

DC-4M-2/3 1947, Model CL-2, *North Star M2-3*, pressurized
version for civil airline TCA.

civil reg. 125, 137

civil reg. 140 / 144

Total: 0007

DC-4M-2/4 1947, Model CL-2, *North Star M2-4*, as M2-3,
engine / prop upgrade, for civil airline TCA.

civil reg. 126 / 136

civil reg. 138, 139

Total: 0013

Conversions:

(DC-4M-2/4C) North Star M2-4C: 1954-1961, cargo conversions.

C-4	1949, Model CL-4, <i>Argonaut</i> , pressurized version for civil airline BOAC. <i>civil reg.</i> 145, 146 <i>civil reg.</i> 151 / 170	Total: 0022
C-4-1	1949, Model CL-4, <i>North Star C-4-1</i> , as C-4, for civil airline CPA. <i>civil reg.</i> 147 / 150 <i>Conversions:</i> (C-4-1C) <i>North Star C-4-1C: cargo conversions.</i>	Total: 0004
C-5	1950, Model CL-5, RCAF VIP / crew trainer, radial engines. Later reserialled: (RCAF) 10000. (RCAF) 17524 171	Total: 0001
		<u>Total: 0071</u>

DC-4 / C-54 CONVERSIONS & TRANSFERS

Military Conversions

USAAF / USAF

ZC-54A	1+	C-54A, 1948, redesignation as "obsolete."
(EZC-54A)	1	ZC-54A (41-37268), 1949-1963, conversion for in-flight de-icing test duties, fitted with a range of external piping to spray water, nicknamed " <i>Squirtin' Gertie the 4th.</i> " Redesignated as JZC-54A 1955-1957, then JC-54A 1961-1963.
MC-54A	1+	C-54A, 1945-1946, optional designation for medical evac. duties.
VC-54C	1	C-54A (42-107451), 1944-1961, named: " <i>Sacred Cow.</i> " First US Presidential aircraft, served F. Roosevelt and H. Truman from 1944-1947 then second line duties until 1961.
AC-54D	1+	C-54D, modified aircraft for airways checks.
(EC-54D)	1+	1962, redesignation of AC-54D.
JC-54D	9	C-54D, 1960, conversions for missile nose-cone recovery.

SC-54D Rescuemaster

	38	C-54D, 1955, Convair modified aircraft for air-sea rescue services.
(HC-54D)	38	1962, redesignation of SC-54D.
TC-54D	1+	C-54D, multi-engine trainers.
VC-54D	1+	C-54D, staff transports.
WC-54D	1+	C-54D, weather reconn. conversions.
AC-54E	1+	C-54E, modified aircraft for airways checks.
(EC-54E)	1+	1962, redesignation of AC-54E.
SC-54E	1+	C-54E, air-sea rescue conversions.
(HC-54E)	1+	1962, redesignation of SC-54E.
VC-54E	1+	C-54E, VIP staff transports, 1 (44-9027), used in 1945 by General MacArthur and named " <i>Bataan.</i> "
XC-54F	1	C-54B (42-72321), 1944-1946, prototype for paratroop duties, mock-up only completed.
JC-54G	1+	C-54G, conversions for temporary testing.
SC-54G	1+	C-54G, air-sea rescue conversions.
(HC-54G)	1+	1962, redesignation of SC-54G.
VC-54G	1+	C-54G, staff transports.
XC-54K	1	C-54D, 1945, prototype with upgraded engines, new s/n: 45-59602.
C-54L	1	C-54A, 1947, conversion for testing a new fuel system.

C-54M	38	C-54E, 1948-1960s, coal carriers for the 1948-1949 Berlin Airlift.
MC-54M	30	C-54E, 1951, medical evacuation conversions in Korean War.
(VC-54M)	1	MC-54M, single conversion as executive transport.

US Navy

R5D-1	58	C-54A, aircraft in service with the US Navy. Assigned BuNo. 39137 / 39181, 50840 / 50849, 57988, 57989, 91105. <i>Modifications with 1962 redesignations:</i> R5D-1 (C-54N) <i>Base model.</i> R5D-1C (C-54N) C-54B fuel system. R5D-1F Original designation for R5D-1Z. R5D-1Z (VC-54N) Staff transports.
R5D-2	47	C-54B, aircraft in service with the US Navy. Assigned BuNo. 39112 / 39128 (later released to civil airlines), 50850 / 50868, 90385 / 90395. <i>Modifications with 1962 redesignations:</i> R5D-2 (C-54P) <i>Base model.</i> R5D-2F Original designation for R5D-2Z. R5D-2Z (VC-54P) Staff transports.
(R5D-2-2)	1	R5D-2, radio / radar test-bed, wingtip pods and dorsal mast.
R5D-3	92	C-54D, aircraft in service with the US Navy. Assigned BuNo. 50869 / 50878, 56484 / 56549, 87754 / 87759, 91994 / 92003 (ex-RAF aircraft). 127 additional transfers cancelled. <i>Modifications with 1962 redesignations:</i> R5D-3 (C-54Q) <i>Base model.</i> R5D-3P (RC-54V) Photographic conversion for USCG. R5D-3Z (VC-54Q) Staff transports.
(R5D-5)	86	R5D-2 / R5D-3, conversions with engine upgrade to C-54G standard. Original BuNo.s retained. <i>Modifications with 1962 redesignations:</i> R5D-5 (C-54S) <i>Base model.</i> R5D-5R (C-54T) Personnel transports. R5D-5Z (VC-54S) Staff transports.
R5D-4	20	C-54E, aircraft in service with the US Navy. Assigned BuNo. 90396 / 90415. <i>Modifications with 1962 redesignations:</i> R5D-4 (C-54R) <i>Base model.</i> R5D-4 (EC-54U) ECM conversion for USCG. R5D-4R (C-54R) Personnel transports.
<i>R5D-6</i>	-	<i>Projected US Navy version of C-54J, cancelled.</i>

British RAF

Skymaster Mk. I	1	C-54B (43-17126), 1944-1945, personal transport for Winston Churchill. Assigned RAF s/n: EW999.
	22	C-54D, 1945, aircraft in service with the RAF. Assigned RAF s/n: KL977 / KL986, KL988 / KL999. 10 returned to the US Navy after WW2 as R5D-3.

Civil Conversions

AT(E)L.98 Carvair 21 C-54A / B / E / DC-4, 1961, conversions as vehicle-ferry aircraft.
Conversions by Aviation Traders (Engineering) Ltd., England.
New c/n: 1 / 21.

FOREIGN MILITARY / CIVIL SERVICE

- *DC-4 / C-54 operated by the armed forces of over 15 countries from 1945 up to the 1970s.*
- *Many surplus DC-4 / C-54s sold on civil market as airliners and freighters.*