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THE WHITE HOUSE
WASHINGTON

November 11, 1975

MEMORANDUM TO JACK HUSHEN

FROM: JUDY O'NEIL

SUBJECT: Leftover Questions from Today's Briefing

1. What is the White House reaction to Congressional action on the U.N. vote on zionism? Walt Rodgers *Answered*
2. Was the 9:30 meeting which Kissinger and Scowcroft attended this morning, the customary meeting of the President with Secy. Kissinger? Tom Jarriel
3. Why is the President coming back to Andrews AFB prior to departing for Paris -- why doesn't the plane he is taking come to Atlanta to pick him up -- or why doesn't he just stay on the same plane? Walt Rodgers *Refueling time, checking out plane, etc.*
4. Does Air Force One still fly at a reduced rate of speed to conserve fuel? Tom Jarriel

Yes, whenever possible, but still must maintain Pres. schedule

460 - 480 - 520

1800 gallons per hour at 460

2000 " " " " 480



NOVEMBER, 1974

Office of the White House Press Secretary

THE WHITE HOUSE

FACT SHEET

Aircraft 27000 (AIR FORCE ONE)

The U. S. Air Force placed Aircraft 27000 at the President's disposal on February 1, 1973. The plane succeeds Aircraft 26000, acquired in 1962, as the primary aircraft on all Presidential missions.

Aircraft 27000 was acquired from the Boeing Company, Seattle, Washington. Technically, it is a Boeing 707-353B. The U. S. Air Force designation is VC-137C. The Air Force requested authorization to procure a replacement airplane for the President of the United States in a supplemental budget request which was sent to the Congress on November 17, 1971. The supplemental was approved by the full Congress in late 1971. Jet engines were made available from existing Air Force inventory.

Aircraft 26000 will remain in use as the principal backup aircraft on Presidential missions. This assures the President, for the first time, backup transportation with the full range, speed, short field landing capability, and weather minimums as the primary plane. The Air Force purchased the aircraft 27000 for this reason.


Before Aircraft 27000 was added to the fleet, Aircraft 86970 served as the principal backup aircraft on all Presidential missions. It was the first jet aircraft placed at the President's disposal. It was acquired in 1959, and is a slightly slower, smaller model 707 than Aircraft 27000. For example, Aircraft 86970 has a range of 5,400 statute miles, compared to a range of more than 7,000 statute miles for both Aircraft 27000 and Aircraft 26000.

The configuration of Aircraft 27000 is the same as the configuration of Aircraft 26000, with minor modifications. The lounge area immediately behind the President's compartment has been relocated behind the staff work area so that it is immediately adjacent and available to Presidential guests. Certified seating capacity of the new Air Force One is 58 compared to 59 certified seats aboard Aircraft 26000.

The new Air Force One is maintained and operated by the 89th Military Airlift Wing, Special Missions, Andrews Air Force Base, Maryland. There are two other 707's in the 89th in addition to Air Force One and Aircrafts 26000 and 86970. They were acquired in 1959 and have similar characteristics to Aircraft 86970. They will remain with the 89th, flying the Vice President, Cabinet members, heads of foreign governments, and other executive and military leaders, high priority personnel and cargo.

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WORLDWIDE AIRCRAFT CORPORATION

AIR FORCE ONE SPECIFICATIONS

Prime Contractor The Boeing Company

Engines Four Pratt & Whitney JT3D-3B engines (turbofan)

Dimensions Span 145' 9"; length 152' 11"; height 42' 5"

Cruise Speed 575 statute m.p.h.

Ceiling Above 43,000 feet

Range Beyond 7,000 statute miles

Load 58 passengers

Crew 10 or 11 (includes cockpit, communications and guards)

Maximum Gross Takeoff Weight 328,000 lbs.

