

C-38A

What is it? The C-38 provides safe and comfortable transportation for U.S. leaders to locations primarily within the Continental United States (CONUS) and occasionally Outside Continental United States (OCONUS). The C-38's primary customers are senior civilian and military leaders to include government, combatant commanders and members of the Cabinet and Congress.

The C-38 is a twin turbojet special mission Gulfstream 100 designed to meet the Air National Guard's requirement for Operational Support Aircraft (OSA). The C-38 normally carries a crew of two and has accommodations for six passengers. It is capable of transporting passengers 3,000 miles without refueling. When compared to a C-21, the C-38 offers greater cabin volume and enhanced passenger comfort for long-range travel. Unlike the C-21, the C-38 also has an aft lavatory available for in-flight use.

What has the Air National Guard done? The ANG continues to utilize its fleet of the only two C-38s in the Air Force inventory. Primary focus is CONUS flight while mission capable rates impact its OCONUS viability. As a CONUS aircraft, the C-38 has distinguished itself in times of crisis. It was one of the first aircraft to travel to New Orleans after Hurricane Katrina and enabled the Director of the National Guard Bureau to quickly respond to the crisis as well as meet with President Bush on scene.

Additionally, the C-38 has been called to support other short notice requirements such as moving control teams around the country for everything from hurricane and flood relief to wildfire fighting response. Notable passengers include numerous senior leaders including the Speaker of the House and the Secretary of State.

What continued efforts have the Air National Guard planned for the future? The ANG will continue to pursue a C-38 replacement. With only two C-38s in the AF inventory, effective economies of scale are no longer applicable considering the parts production line shut down and limited logistic support. All of which hamper its viability as an effective and efficient weapons system in the ANG inventory.

Why is this important to the Air National Guard? Rapid mobility not only includes the movement of dozens of airmen by large aircraft, but the rapid movement of small numbers. With the replacement of the vast majority of the C-21 fleet by the C-27J Spartan, dependency on the ANG's shrinking OSA fleet will grow. Marginal mission capable rates for the C-38 will continue to hamper operational reliability in the ANG OSA/Very Important Person Special Air Mission (VIPSAM) community.