

# FAIRCHILD C-82 PACKET

## C-82 SERVICE

*Manufacturer:* The Fairchild Engine and Airplane Corp., Aircraft Division,  
Hagerstown, Maryland, USA

*Models:* 78, 104

*Designation:* C-82

*Names:* Packet (official), Flying Boxcar (unofficial)

*First official flight:* XC-82 10/09/1944

*Factory production period:* 1944 – 1948

*Primary service period:* 1945 – 1954

*Last official flight:* C-82A 1955

## C-82 VARIANTS

1944 **Model 78** **XC-82** 1 **Total: 001**

1945 **Model 78** **C-82A** 220

1945 **Model 78** **C-82N** 3 **Total: 223**

**Total: 224**

## C-82 PRODUCTION

### **XC-82**

*Prototype twin-engined, twin-boom*

*transport. Second prototype s/n:*

*43-13203 (c/n: 10001) cancelled.*

*1 static test airframe s/n: 43-45315*

*(c/n: 10002) also built.*

*produced 1944*

Fairchild Hagerstown, Maryland (FA)

43-13202 10000

1 **Total: 001**

### **C-82A**

*As XC-82, engine upgrade, minor changes.*

*produced 1945 – 1948*

Fairchild Hagerstown, Maryland (FA)

44-22959 / 44-23058 10003 / 10102

45-57733 / 45-57832 10103 / 10202

48-568 / 48-587 10203 / 10222

220 **Total: 220**

### **C-82N**

*NAA version of C-82A, assigned*

*model number NA-135.*

*produced 1945*

North American Dallas, Texas (NT)

45-25436 / 45-25438 135-49496 / 49498

3 **Total: 003**

*997 additional airframes cancelled.*

**Total: 224**

## C-82 CONVERSIONS

### USAAF / USAF

EC-82A	9	C-82A, 1948-1954, conversions for test duties. 2 (45-57746, 45-57757) were tracked u/c prototypes with another 17 converted but not redesignated.
JC-82A	4	C-82A, 1949, temp conversions for duties on The Berlin Airlift.
SC-82A	37	C-82A, 1947-1953, SAR conversions with the Air Rescue Service.
<b>XC-82B</b>	<b>1</b>	C-82A (45-57769), 1947-1951, factory modified conversion with redesigned fuselage section, engine upgrade, prototype to the C-119 series. XC-82B was a design designation only, test flown as the (Model M105A) XC-119A.
ZC-82N	1	C-82N (45-25438), 1948-1951, redesignation as "obsolete".
<b>(Model 104) C-82A Tracked Undercarriage</b>	<b>19</b>	C-82A, 1948-1950, temp conversions with tracked u/c units.

### FOREIGN MILITARY / CIVILIAN SERVICE

- *C-82 Packets in military service with Brazil and Honduras.*
- *Conversions by Steward-Davis Inc., California as the **Jet-Packet 1600, 3200, 3400** and **Skytruck Mk. I.***
- *Many sold on the civil market as cargo aircraft.*

## FAIRCHILD C-119 FLYING BOXCAR

### C-119 SERVICE

*Manufacturer:* The Fairchild Engine and Airplane Corp., Aircraft Division, Hagerstown, Maryland, USA

*Models:* M-105, M-107, M-110, M-127, M-160, M-203, M-484

*Designations:* C-119; C-120, C-128, R4Q

*Names:* Packet (Fairchild / USMC official), Flying Boxcar (USAF official); Shadow (AC-119G), Skyvan (YC-119H), Stinger (AC-119K), Packplane (XC-120)

*First official flight:* XC-119A 17/12/1947

*Factory production period:* 1948 – 1955

*Primary service period:* 1949 – 1975

*Last official flight:* C-119L 27/09/1975

### C-119 VARIANTS

1949	<b>Model M-110</b>	<b>C-119B</b>	55	
1949	<b>Model M-110</b>	<b>R4Q-1</b>	39	
1950	<b>Model M-110</b>	<b>C-119C</b>	304	<b>Total: 0398</b>
1952	<b>Model M-110</b>	<b>C-119F</b>	245	
1953	<b>Model M-127</b>	<b>R4Q-2</b>	58	
1953	<b>Model M-110</b>	<b>C-119G</b>	484	<b>Total: 0787</b>
				<b><u>Total: 1185</u></b>

## **C-119 PRODUCTION**

### **XC-119A**

*Model M-105A, 1947-1948, C-82A (45-57769), factory modified conversion with redesigned fuselage and engine upgrade. Still officially named as Packet. Original designation was XC-82B.*

### **C-119B**

*As XC-119A, wider / strengthened fuselage, engine upgrade, 4-bladed props, ventral fins deleted. Most upgraded to C-119C standards.  
produced 1948 – 1950*

Fairchild Hagerstown, Maryland (FA)

48-319 / 48-355                      10301 / 10337

- 1 (48-321), static test airframe.

49-101 / 49-118                      10338 / 10355

55    **Total: 0055**

### **R4Q-1**

*USMC / USN version of C-119B / C.  
First 8 as C-119B (all later to C-119C standards), last 31 as C-119C.*

*produced 1949 – 1950, 1951 – 1952*

Fairchild Hagerstown, Maryland (Q)

BuNo. 124324 / 124331    7001 / 7008

BuNo. 126574 / 126582    10543 / 10551

BuNo. 128723 / 128744    10552 / 10573

39    **Total: 0039**

*2 additional airframes cancelled.*

### **C-119C**

*As C-119B, dorsal fins added, stabilizer extensions deleted, engine upgrade. Last batch of 41 intended for assembly by Kaiser-Frazer but not delivered.  
produced 1949 – 1953*

Fairchild Hagerstown, Maryland (FA)

49-119 / 49-199                      10356 / 10436

50-119 / 50-171                      10437 / 10489

51-2532 / 51-2584                      10490 / 10542

51-2585                                      10574

51-2587 / 51-2661                      10576 / 10650

51-8233 / 51-8273                      10781 / 10821

304    **Total: 0304**

*YC-119D – 1950, detachable fuselage pod with three main wheel units, cancelled. Original designation was YC-128A.*

*YC-119E – 1950, as YC-119D, engine upgrade, cancelled.  
Original designation was YC-128B.*

### **C-119F**

*As YC-119F (51-2586), ventral fins.  
Many later to C-119G standards.  
produced 1952 – 1953*

Fairchild Hagerstown, Maryland (FA)

51-2586                                      10575

51-2662 / 51-2686                      10651 / 10675

51-2687 / 51-2689                      10676 / 10678

- 3 to Canada as 22101 / 22103.

51-2690 / 51-2716	10679 / 10705		
<i>- 18 to Belgium as CP-1 / CP-18.</i>			
51-2717	10759		
51-7968 / 51-8052	<i>mixed 10707 to 10930</i>	142	
(RCAF) 22104 / 22135	<i>mixed 10735 to 10994</i>	32	
<i>13 additional RCAF airframes cancelled.</i>			
Kaiser Mfg. Corp. (Kaiser-Frazer Corp.), Willow Run, Ypsilanti, Michigan (KM)			
51-8098 / 51-8168	KMC-101 / KMC-171	71	<b>Total: 0245</b>

#### **R4Q-2**

*USMC / USN version of C-119F.  
Redesignated as **C-119F** in 1962.  
produced 1953*

Fairchild Hagerstown, Maryland (Q)

BuNo. 131662 / 131689 10829 / 10856

BuNo. 131690 / 131719 10875 / 10904 58 **Total: 0058**

#### **C-119G**

*As C-119F, upgraded props, various improvements.  
Last batch of 88 are a cancelled Kaiser-Frazer contract,  
airframes built at Fairchild plant with KM c/n retained.  
produced 1952 – 1955*

Fairchild Hagerstown, Maryland (FA)

51-8053 / 51-8063 10931 / 10941

51-8064 / 51-8097 10958 / 10991

51-17365 / 51-17367 10777 / 10779

*- 3 to Italy as MM51-17365 / -17367.*

52-5840 / 52-5954 *mixed 10999 to 11141*

52-6000 / 52-6058 *mixed 10826 to 11146*

*- 22 to Belgium as CP-19 / CP-40.*

*- 37 to Italy mixed MM52-6000 to -6057.*

52-9981, 52-9982 11142, 11143

53-3136 / 53-3222 *mixed 11147 to 11238*

53-4637 / 53-4662 *mixed 11101 to 11313*

*- 26 to India as IK441 / IK466.*

53-7826 / 53-7884 *mixed 11239 to 11318*

53-8069 / 53-8156 KF-172 / KF-259 484 **Total: 0484**

*45 additional airframes cancelled.*

**Total: 1185**

### **C-119 CONVERSIONS**

#### **USAF**

C-119A	1	XC-119A, 1948-1949, "X" dropped after acceptance by USAF.
(EC-119A)	1	C-119A, 1949-1951, redesignation for ECM tests, wingtip radomes.
EC-119B	1+	C-119B, Exempt conversions for test duties.
EC-119C	1	C-119C, 1951, conversion for tandem main landing gear tests.
C-119CF	116	C-119C (51-2587 / 51-2661, 51-8233 / 51-8273), 1952, factory deliveries with "C" engines but "F" upgrades. Unofficial designation for maintenance purposes. Possibly additional field conversions.
<b>YC-119F</b>	<b>1</b>	C-119C (51-2586), 1952, prototype factory conversion with engine and hydraulics upgrade. Later upgraded to C-119F standards.

<b>AC-119G Shadow</b>	<b>26</b>	C-119G, 1968-1973, Vietnam gunships with four miniguns, extra armour, flare launches and radar. Conversions by Fairchild-Hiller Corp., Florida.
JC-119G	9	C-119G, 1960, recovery aircraft for <i>Discoverer</i> satellite program.
<b>C-119L</b>	<b>24</b>	C-119G, conversions with 3-bladed props.
(RC-119L)	2	C-119L, especially equipped reconnaissance aircraft.
<b>(Model M-160) YC-119H Skyvan</b>	<b>1</b>	C-119C (51-2585), 1952, prototype factory conversion with long-span wings for heavier loads. Redesigned tail section, underwing fuel tanks.
<b>(Model M-203) C-119J</b>	<b>68</b>	50 C-119F / 18 C-119G, 1956, rear fitted "beaver-tail" in-flight opening cargo doors. Some conversions to Italy.
(EC-119J)	4	C-119J, conversions for satellite tracking.
(MC-119J)	5	C-119J, conversions for medivac duties.
(VC-119J)	3	C-119J, Italian conversions as VIP transports.
<b>(Model M-484) YC-119K</b>	<b>2</b>	C-119G (52-5932, 53-3142), 1967, prototype with engine upgrade, two jet-pods. Conversions by Fairchild-Hiller Corp., Maryland.
<b>(Model M-484) C-119K</b>	<b>11</b>	C-119G, 1968, upgraded engines plus jet-assisted propulsion. Conversions by Fairchild-Hiller Corp., Maryland.
<b>(Model M-484) AC-119K Stinger</b>	<b>26</b>	C-119G, 1968-1973, jet-assisted gunships, four miniguns, two 20mm cannons, updated equipment. Conversions by Fairchild-Hiller Corp., Florida.
<b>(Model M-107) XC-120 Packplane</b>	<b>1</b>	C-119B (48-330), 1950, prototype factory conversion with detachable fuselage cargo pod. New c/n: 8001.

#### **FOREIGN MILITARY / CIVILIAN SERVICE**

- *C-119 Flying Boxcars sold directly to Belgium, Canada, India and Italy.*
- *Surplus aircraft later to Brazil, Ethiopia, France, Greece, Jordan, Morocco, Norway, South Vietnam, Spain and Taiwan.*
- *Civil conversions as the **C-119 Jet-Pak** and **C-119 STOLmaster**.*
- *Many sold on the civilian market as cargo transports, fire bombers etc.*