

FAIRCHILD C-82 PACKET

C-82 SERVICE

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

Model: Model 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
				<u>Total: 224</u>

C-82 PRODUCTION

XC-82

Prototype twin-engined, twin-boom transport. Second prototype s/n: 43-13203 (c/n: 10002) cancelled. produced 1944

Fairchild Hagerstown, Maryland (FA)

43-13202	10001	1	Total: 001
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43-45315	Static Test		
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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
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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.
XC-82B	1	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".
(Model 104) C-82A Tracked Undercarriage	19	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: Models M105, M107, M110, M127, M160, M203, M484

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	Model M110	C-119B	55	
1949	Model M110	R4Q-1	39	
1950	Model M110	C-119C	304	Total: 0398
1952	Model M110	C-119F	245	
1953	Model M127	R4Q-2	58	
1953	Model M110	C-119G	484	Total: 0787
				<u>Total: 1185</u>

C-119 PRODUCTION

XC-119A

Model M105A, 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 and twin nose-wheel. 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>64 additional airframes cancelled.</i>		
Kaiser Mfg. Corp. (Kaiser-Frazer Corp.), Willow Run, Ypsilanti, Michigan (KM)		
51-8098 / 51-8168	KF101 / KF171	71
		Total: 0245

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 KF172 / KF259

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.
YC-119F	1	C-119C (51-2586), 1952, prototype factory conversion with engine and hydraulics upgrade. Later upgraded to C-119F standards.

AC-119G Shadow	26	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.
C-119L	24	C-119G, conversions with 3-bladed props.
(RC-119L)	2	C-119L, especially equipped reconnaissance aircraft.
(Model M160) YC-119H Skyvan	1	C-119C (51-2585), 1952, prototype factory conversion with long-span wings for heavier loads. Redesigned tail section, underwing fuel tanks.
(Model M203) C-119J	68	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.
(Model M484) YC-119K	2	C-119G (52-5932, 53-3142), 1967, prototype with engine upgrade, two jet-pods. Conversions by Fairchild-Hiller Corp., Maryland.
(Model M484) C-119K	11	C-119G, 1968, upgraded engines plus jet-assisted propulsion. Conversions by Fairchild-Hiller Corp., Maryland.
(Model M484) AC-119K Stinger	26	C-119G, 1968-1973, jet-assisted gunships, four miniguns, two 20mm cannons, updated equipment. Conversions by Fairchild-Hiller Corp., Florida.
(Model M107) XC-120 Packplane	1	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.*