

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 Sep 1944

Factory production period: 1944 – 1948

Primary service period: 1945 – 1954

Last official flight: C-82A 1955

C-82 VARIANTS & PRODUCTION

XC-82

1944, 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

1945, 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

1945, 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 & TRANSFERS

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 M-105A) 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: 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 Dec 1947

Factory production period: 1948 – 1955

Primary service period: 1949 – 1975

Last official flight: C-119L 27 Sep 1975

C-119 VARIANTS

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

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. 40 upgraded to C-119C standard.

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

standard), 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, stabilizer extensions

deleted, engine upgrade. Last batch of 41

diverted from a Kaiser contract to Fairchild.

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), later with ventral

fins. 233 upgraded to C-119G standard.

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

- 18 to Belgium as CP-1 / CP-18.

51-2717 10759

51-7968 / 51-8052 mixed 10707 to 10930

142

(RCAF) 22104 / 22135 mixed 10735 to 10994

32

13 additional RCAF airframes cancelled.

Kaiser Mfg. Corp. (Kaiser-Frazer Corp.),
 Willow Run, Ypsilanti, Michigan (KM)
 51-8098 / 51-8168 KMC-101 / KMC-171 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, equipment.
 Last 88 are a cancelled Kaiser contract
 built at Fairchild with Kaiser 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 & TRANSFERS

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	4	C-119B, 1950-1956, exempt conversions for test duties.
(JC-119B)	1	EC-119B, 1955-1956, redesignation of 1 EC-119B.
GC-119B	1	C-119B, 1962-1963, ground instructional airframe, original designation was UC-119B.
EC-119C	4	C-119C, 1950-1956, exempt conversions for test duties.
GC-119C	1	C-119B, 1971, ground instructional airframe.
JC-119C	3	1 JC-119B / 1 EC-119C / 1 C-119C, 1955-1961, temporary conversions for test duties.
C-119CF	116	C-119C (51-2587 / 51-2661, 51-8233 / 51-8273), 1952-1969, factory deliveries with "C" engines but "F" upgrades. Unofficial designation used mainly for in-service maintenance purposes.
YC-119F	1	C-119C (51-2586), 1952, prototype factory conversion with engine and hydraulics upgrade. Later upgraded to C-119G standard.
KC-119F	1	C-119F, 1953-1954, tanker conversion tests.

AC-119G Shadow	26	C-119G, 1968-1971, Vietnam gunships with four miniguns, armour, flare launcher, radar. Conversions by Fairchild-Hiller Corp., Florida.
EC-119G	2	1 C-119G / 1 VC-119G, 1975, electronics conversions for Italian AF.
GC-119G	2	C-119G, 1962-1965, ground instructional airframes, original designation was UC-119G.
JC-119G	5	C-119G, 1956-1964, temporary conversions for test duties.
VC-119G	1	C-119G, 1960, VIP conversion for Italian AF, to EC-119G in 1975.
C-119L	27	C-119G, 1973-1975, conversions with 3-bladed props for ANG. Additional conversions for India, Taiwan and S. Vietnam.
RC-119L	1	C-119G, 1973-1976, experimental reconnaissance conversion.
(Model M-160) YC-119H Skyvan		
	1	C-119C (51-2585), 1952-1954, prototype factory conversion with long-span wings for heavier loads. Redesigned tail section, underwing fuel tanks. Also designated as EYC-119H .
(Model M-203) C-119J		
	67	49 C-119F / 18 C-119G, 1957-1972, rear fitted "beaver-tail" in-flight opening cargo doors. 26 to Italian AF from 1963.
(EC-119J)	3	C-119J, electronics conversions for Italian AF.
(JC-119J)	4	C-119J, 1957-1964, temporary conversions for test duties.
(MC-119J)	8+	C-119J, 1961-1963, medivac conversions for ANG.
(VC-119J)	4	C-119J, VIP conversions for Italian AF.
(Model M-484) YC-119K		
	1	C-119G (53-3142), 1967-1972, prototype with engine upgrade, two jet-pods. Conversion by Fairchild-Hiller Corp., Florida.
(Model M-484) C-119K		
	14	C-119G, 1970, upgraded engines plus jet-assisted propulsion. 10 to Ethiopia, 4 to Jordan. Conversions by Fairchild-Hiller Corp., Florida.
(Model M-484) 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 M-107) XC-120 Packplane		
	1	C-119B (48-330), 1950-1954, 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 (Indochina), Jordan, Morocco, Norway, Taiwan and South Vietnam.
- Civil conversions as the **C-119 Jet-Pak** and **C-119 STOLmaster**.
- A number sold on the civilian market as cargo transports and fire bombers.