

I - MODEL C-119C (RESTRICTED CATEGORY) (cont'd)

Fuel capacity	3624 Gal. total - 2 outboard fuel tanks 855 Gal. each (+354.5) - 2 inboard fuel tanks 457 Gal. each (+354.5) - 2 auxiliary fuel tanks in fuselage 500 Gal. each (+338.0).		
Oil capacity	120 gal. total - 2 nacelle tanks 60 gal. each (+461.3)	A/C Serial No. Applicable 48-319 thru 51-2584	
	120 gal. total - 2 nacelle tanks 60 gal. each (+338.4)	51-2587 and subsequent	
Cargo capacity	See T.O. 1C-119B-5 Section III		
Control surface movements (See Sec. VIII T.O. 1C-119C-2-1, Page 8-4)	Aileron	Up $24^{\circ} \pm 1^{\circ}$	Down $12^{\circ} \pm 1^{\circ}$
	Flettner Tab	Up $17^{\circ} \pm 4^{\circ} -2^{\circ}$	Down $30^{\circ} + 6^{\circ} -2^{\circ}$
	Trim Tab	Up $15^{\circ} \pm 1 \ 1/2^{\circ}$	*Down $15^{\circ} \pm 1 \ 1/2^{\circ}$
	Elevator	Up $24 \ 1/2^{\circ} \pm 1 \ 1/2^{\circ}$	Down $20 \ 1/2^{\circ} \pm 1 \ 1/2^{\circ}$
	Spring Tab	Up $17^{\circ} \pm 0^{\circ} -5^{\circ}$	Down $24^{\circ} + 2^{\circ} -0^{\circ}$
	Trim Tab	Up $12^{\circ} \pm 2^{\circ}$	Down $22^{\circ} \pm 2^{\circ}$
	Rudder	Right $25^{\circ} + 2^{\circ} -0^{\circ}$	Left $20^{\circ} + 2^{\circ} -0^{\circ}$
	Spring Tab	Right $5^{\circ} + 1^{\circ}$	Left $5^{\circ} + 1^{\circ}$
	Trim Tab	Right $10 \ 1/2^{\circ} \pm 1^{\circ}$	Left $10 \ 1/2^{\circ} \pm 1^{\circ}$
	Wing Flaps	Take-off	Down 15°
		Landing	Down 40°
	*48-319 thru 50-161, Aileron Tab Spec. on 50-162 and subsequent is Down $12^{\circ} \pm 1 \ 1/2^{\circ}$.		
Serial Nos. eligible	48-319 thru 48-355 49-101 thru 49-199 50-119 thru 50-171 51-2532 thru 51-2584 51-2587 thru 51-2661 51-8233 thru 51-8273		

II - MODEL C-119G (RESTRICTED CATEGORY) Approved September 29, 1971

Engine	2 - Wright R-3550-89, -89A
Fuel	115/145 Minimum Grade Aviation Gasoline
Engine limits	2900 rpm (3500 hp) Take-off (5 minutes) Low Blower 2600 rpm (2600 hp) Sea Level (Low Blower) 2600 rpm (2400 hp) 10,000 ft. Alt. (High Blower) 2600 rpm (2400 hp) 14,000 ft. Alt. (High Blower) 2400 rpm (1780 hp) 20,000 ft. Alt. (High Blower)
Propeller	Aeroproducts A644FN-C2
Airspeed limits	Vne - Never exceed 225 mph (195 knots) Vc - Structural Cruising 203 mph (176 knots) Va - Maneuver 187 mph (162 knots) Flaps or gear extended 161 mph (140 knots) Max speed aerial delivery Doors Open 150 mph (130 knots)
C.G. range	Aft of datum +318.3" to +335.2" at all Wts.
Datum	Fus. Sta. 0 (103.8" forward of jig point fitting on front jack pad)

II - MODEL C-119G (RESTRICTED CATEGORY) (cont'd)

Max. gross wt.	(Aft 71,500 lb. (take-off) and 69,970 lb. (landing) Cargo Doors On) See NOTE 1(b).		
Max. zero fuel wt.	61,240 lb. (Outer wing tanks to be full before fuel is added to inner wing tanks)		
Leveling means	Eye bolt at cabin ceiling station 310 for plumb bob suspension to crosslined plates under cargo floor between stations 310 and 333.		
No. seats	Limited to the Flight Crew & number of persons essential to perform the intended function of this operation. <u>Cargo Handlers</u> - must wear safety harnesses that are secured to aircraft structure during all drop operations.		
Fuel capacity	3624 Gal. total - 2 outboard fuel tanks 855 Gal. each (+354.5) - 2 inboard fuel tanks 457 Gal. each (+354.5) - 2 auxiliary fuel tanks in fuselage 500 Gal. each (+338.0).		
Oil capacity		<u>Applicable Serial No.</u>	
	120 gal. total - 2 nacelle tanks 60 gal. each (+338.4)	51-2662 thru 51-8030 51-8098 thru 51-6168 51-17365 thru 51-17367 52-6000 thru 52-6003 53-8069 thru 53-8132	
	109 Gal. total - 2 nacelle tanks 54.5 gal. each (+338.4) (Applies to aircraft with Manufacturer's Serial No's. listed below)	51-8031 thru 51-8097 52-5840 thru 52-5954 52-6004 thru 52-7884 53-8133 thru 53-8156	
Cargo capacity	See T.O. 1C-119G-1 Section V.		
Control surface movements (See Sec. VIII T.O. 1C-119C-2-1, Page 8-4)	Aileron	Up $24^{\circ} \pm 1^{\circ}$	Down $12^{\circ} \pm 1^{\circ}$
	Flettner Tab	Up $17^{\circ} \pm 4^{\circ} -2^{\circ}$	Down $30^{\circ} + 6^{\circ} -2^{\circ}$
	Trim Tab	Up $15^{\circ} \pm 1 \ 1/2^{\circ}$	Down $12^{\circ} \pm 1 \ 1/2^{\circ}$
	Elevator	Up $24 \ 1/2^{\circ} \pm 1 \ 1/2^{\circ}$	Down $20 \ 1/2^{\circ} \pm 1 \ 1/2^{\circ}$
	Spring Tab	Up $17^{\circ} + 0^{\circ} -5^{\circ}$	Down $24^{\circ} + 2^{\circ} -0^{\circ}$
	Trim Tab	Up $12^{\circ} \pm 2^{\circ}$	Down $22^{\circ} \pm 2^{\circ}$
	Rudder	Right $25^{\circ} + 2^{\circ} -0^{\circ}$	Left $20^{\circ} + 2^{\circ} -0^{\circ}$
	Spring Tab	Right $5^{\circ} + 1^{\circ}$	Left $5^{\circ} + 1^{\circ}$
	Trim Tab	Right $10 \ 1/2^{\circ} \pm 1^{\circ}$	Left $10 \ 1/2^{\circ} \pm 1^{\circ}$
	Wing Flaps	Take-off	Down 15°
		Landing	Down 40°
Serial Nos. eligible	<u>Air Force Serial No's.</u> 51-2662 thru 51-8168 51-17365 thru 51-17367 52-6000 thru 52-7884 52-5840 thru 52-5954 53-8069 thru 53-8156	<u>Manufacturer's Serial No's.</u> For aircraft exported and returned to United States: 10676-10678 10735-10738 10773-10776 10823-10825 10859-10861 10870-10872 10905-10908 10942-10945 10954-10957 10992-10994	

SPECIFICATIONS PERTINENT TO ALL MODELS (EXCEPT WHERE NOTED)

Certification basis	FAR 21.25(a)(2) effective 1 February 1965 Application for Type Certificate dated 21 March 1968.
Production basis	None. Prior to original certification of each aircraft, an FAA representative must perform an inspection for workmanship, materials, and conformity with the approved technical data.
Equipment	The basic required equipment as prescribed in the applicable Airworthiness Regulations (see Certification Basis) must be installed in the aircraft for certification. For the C-119C, an FAA Approved Airplane Flight Manual Supplement dated July 19, 1974 is required in addition to the operating limitations specified in Sec. V of T.O. 1C-119C-1. For the C-119G, an FAA Approved Airplane Flight Manual Supplement dated <u>29 September 1971</u> is required in addition to the operating limitations specified in Sec. V of T.O. 1C-119G-1.

NOTE 1. (a) Current weight and balance report and loading instructions for Model C-119C aircraft must agree with data on pages 16 thru 31 of Sec. III, T.O. 1C-119B-5.

(b) Instructions for Model C-119G aircraft must agree with Sec. V of T.O. 1C-119G-1.

NOTE 2. (a) This approval applies to:

(1) Basic Air Force Airplane with no modification other than the internal floor rollers per Aero Union Corporation Dwg. No's. 7000 & 7001 and

(2) Airplane certificated for special purpose of forest and wildlife conservation, with following limitations:

a. Aft cargo door must be "ON" aircraft.

(b) In addition to the operating limitations in this data sheet, area, economic, passenger and other appropriate operating limitations in accordance with FAR 21.25 shall be shown on placards or listing accessible to the pilot.

(c) The following placards must be displayed in front of and in clear view of the pilot:

(1) "This airplane must be operated as a restricted category airplane in compliance with the operating limitations stated in the form of placards, markings, and manuals."

(d) Red radial line required on airspeed indicator at 195 Kts. (225 mph).

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