

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A6NM  
REVISION 1  
REAGAN  
C-123K

August 20, 1985

TYPE CERTIFICATE DATA SHEET NO. A6NM

This data sheet which is a part of type certificate No. A6NM prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Reagan Enterprises

15 Brodea Circle  
Chico, CA 95926

MODEL C-123 K (RESTRICTED CATEGORY) APPROVED NOVEMBER 24, 1982.

Engine 2 P & W R-2800-99W; 2 GE J85-GE-17

Fuel 100/130-T.O. 1C-123K-1 (MIL-G-5572)  
115/145-T.O. 1C-123K-1 (MIL-G-5572) (Alternate Fuel)

Engine limits P & W R-2800-99W:  
2,800 rpm (2,400 hp) (59.5 in. Hg. - Sea Level)  
Maximum Wet - Low Blower  
2,700 rpm (2,050 hp) (55.0 in. Hg. - Sea Level)  
Maximum Dry - Low Blower  
2,600 rpm (1,800 hp) (48.5 in. Hg. - Sea Level)  
METO, Low Blower - Low Blower  
2,600 rpm (1,850 hp) (49.5 in. Hg. - 10,000 ft. Alt.)  
Maximum Wet - High Blower  
2,600 rpm (1,700 hp) (49.0 in. Hg. - 10,000 ft. Alt.)  
METO, High Blower

GE J85-GE-17:  
100% rpm (692°C EGT), 30 minutes maximum  
97.9% rpm (676°C EGT) or less, continuous

Propeller Hamilton Standard 43E60-615-6927E-14  
(See Note 7 & 8) -R6917E-14  
43E60-623-6917F-14  
43E60-631-7159B-14R

Airspeed limits Vne - Never Exceed (245 knots)  
Vc - Structural Cruising (195 knots)  
Flaps or gear extended (132 knots)

C.G. range C-123K Weight/Center of Gravity Limitations

GROSS WEIGHT

Up to 60,000 lbs.  
61,000 lbs.  
62,000 lbs.  
63,000 lbs.  
64,000 lbs.

FORWARD

Sta. 327.9 (20.6 MAC)  
Sta. 328.9 (21.3% MAC)  
Sta. 329.9 (22.0% MAC)  
Sta. 330.9 (22.7% MAC)  
Sta. 331.9 (23.4% MAC)

AFT

Sta. 343.9 (32% MAC)  
Sta. 343.9 (32% MAC)  
Sta. 343.9 (32% MAC)  
Sta. 343.9 (32% MAC)  
Sta. 343.9 (32% MAC)

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Datum	Fuselage Station 0 (120 inches fwd of fwd jack point)				
MAC	140.248", Leading edge F.S. 299.013				
Maximum Gross Weight (See Note 9)	60,000 lbs. 64,000 lbs. (When airplane modified in accordance with Report RDR-6400 and operated in accordance with AFM Supplement RDR-64)				
Maximum Landing Weight	See USAF T.O. 1C-123K-1.				
Maximum Zero Fuel Weight	See Figure 5-4, USAF T.O. 1C-123K-1				
Leveling Means	Plate at Sta. 425.0 inside L.H. Door				
Passengers	None, limited to the flight crew and number of persons essential to operations.				
Fuel Capacity	900 gal. total - 2 external drop fuel tanks 450 gal. each (+338) 1,462 gal. total - 2 nacelle fuel tanks 731 gal. each (+388)				
Oil Capacity	80 gal. total - 2 nacelle tanks 40 gal. each (+288)				
Cargo Capacity	See USAF T.O. 1C-123K-1 Section V				
Control Surface Movements (See Sec. 2 of USAF T.O. 1C-123B-2-1 page 2-126)	Aileron	Up	$20^{\circ} \pm 1^{\circ}$	Down	$15^{\circ} \pm 1^{\circ}$
	Trim Tab	Up	$10^{\circ} \pm 1^{\circ}$	Down	$10^{\circ} \pm 1^{\circ}$
	Elevator	Up	$25^{\circ} \pm 1^{\circ}$	Down	$16 \frac{3}{4} \pm 1^{\circ}$
	Spring Tab	Up	$13 \frac{1}{2}^{\circ} + 1^{\circ}$	Down	$20^{\circ} \pm 1^{\circ}$
	Trim Tab	Up	$20^{\circ} \pm 1^{\circ}$	Down	$25^{\circ} \pm 1^{\circ}$
	Rudder	Left	$20^{\circ} + 1^{\circ}$	Right	$20^{\circ} \pm 1^{\circ}$
	Spring Tab	Left	$20^{\circ} \pm 1^{\circ}$	Right	$20^{\circ} \pm 1^{\circ}$
	Trim Tab	Left	$20^{\circ} \pm 1^{\circ}$	Right	$25^{\circ} \pm 1^{\circ}$
	Wing Flaps	Takeoff		Down	$19^{\circ} \pm 2^{\circ}$
	Landing		Down	$45^{\circ} \pm 1^{\circ}$	
Serial Numbers Eligible (See Note 1A and 1B) (See Note 5)	Surplus military C-123K airplanes that have been found to comply with the requirements of this data sheet.				
Certification Basis	<p>The certification basis is FAR 21.25(a)(2) and (b)(7) dated May 1974, Amendment 21-1 through 21-54.</p> <p>The aircraft has been modified by Fairchild Hiller, 1967 per AF Contract AF 09(603)-62815.</p> <p>The aircraft has been modified to Reagan Report RDR-001, for the special purpose of carrying enclosed/packaged cargo in areas specified in the FAA approved operations specification where standard aircraft are not reasonably available to carry enclosed/ packaged cargo and when the carriage of such cargo is incidental to the business of the airplane owner, which is other than air transport.</p>				
Production Basis	<p>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 and assure that the applicant has conducted a satisfactory flight test. All applicable TCTO's must be accomplished.</p> <p>(Reference T.O. 1C- 123K-1)</p>				
Equipment (See Note 6)	The basic required equipment as prescribed in the applicable Airworthiness Regulations (See Certification Basis), must be installed in the aircraft for certification.				

- NOTE 1. This approval applies to:
- A. Basic United States Air Force C-123K airplane with no major modifications except as required by Reagan Report RDR-001, Revision N/C, Dated August 16, 1982, or later FAA Approved Revisions. For operation at weights in excess of 60,000 pounds, the aircraft must be modified per Reagan Report No. RDR-6400, Rev. N/C, or later FAA approved revision.
  - B. Airplane certified for the special purpose of carrying enclosed/packaged cargo with the following limitations:
    - (1) 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 listings accessible to the pilot.
    - (2) The following placard must be displayed in the C-123K airplane in front of and in clear view of the pilot:

"RESTRICTED CATEGORY"

"This airplane must be operated as a restricted category airplane in compliance with the operating limitations stated in Section V of USAF T.O. 1C-123K and in the form of placards, markings, and manuals. It is certified for the special purpose of carrying enclosed/packaged cargo in areas specified in the FAA approved operations specification where standard aircraft are not reasonably available to carry enclosed/packaged cargo and when the carriage of such cargo is incidental to the business of the airplane owner, which is other than air transport. All cargo must be loaded and restrained in accordance with USAF T.O. 1C-123B-9."
    - (3) A red radial line required on the airspeed indicator at 245 knots.
    - (4) Fuselage cargo compartments must be marked by a 1 inch wide white line from floor level to 60 inches above the floor. Compartment markings must include compartment designation, compartment capacity and the allowable floor loading for the compartment in accordance with USAF T.O. 1C-123B-5, Section III. Compartment markings must be white letters at least 1 inch high and must be stenciled on the left and right side walls of the fuselage between 30 and 60 inches above the floor.
    - (5) Carriage of hazardous materials is prohibited unless compliance is shown with the applicable regulations in the Code of Federal Regulations 49, Part 175.
- NOTE 2. Current weight and balance report and loading instructions must agree with Section II of USAF T.O. 1C-123K-1 for the C-123K.
- NOTE 3. The aircraft must be serviced and maintained in accordance with USAF T.O. 1C-123B-2-1.
- NOTE 4. All cargo must be loaded and restrained in accordance with USAF T.O. 1C-123B-9.
- NOTE 5. The following note must be placed under "Exceptions" on all Export Certificates of Airworthiness for this aircraft. "This aircraft is type certificated in the restricted category and may not meet the applicable airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation."
- NOTE 6. USAF T.O. 1C-123K-1 must be available in the C-123K aircraft for all flight operations. For operation at weights between 60,000 and 64,000 pounds, Reagan Airplane Flight Manual Supplement No. RDR-64 is required.
- NOTE 7. To eliminate balancing difficulties, aluminum alloy propeller blades are currently being repaired and stock listed in two categories. At time of overhaul of blade assemblies, blades are balanced against a master balancer meeting new blade specifications. Blades meeting the specifications retain the original blade designation. Blades not meeting this specification will have the master drawing number identified by prefix letter R stamped on the blade butt. All R blades are mated, and the mate blade serial numbers are stenciled on the outside diameter of the blade butt. The mated set of blades is packaged and issued as a set and will not balance with other blades. When replacement blades are required, check the identification. When R blades are required, a complete set will be ordered. All other blades are interchangeable and may be requisitioned as required. (Reference T.O. 3-1-1)

NOTE 8. Flight characteristics of 43E60 propellers incorporating 6917F-14 or 7159B-14 blades are identical and intermixing propellers on same aircraft is permissible. Basic difference is 6917F has basic design airfoil thickness and square top whereas the 7159B has increased airfoil thickness and round tip. Due to the difference in airfoil thickness and tip design, the 6917F-14 and 7159B-14 blades will not be intermixed in the same propeller assembly. (Reference T.O. 3-1-1)

NOTE 9. Maximum gross weight with no augmentation jets operating is 45,000 lbs.

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