

CURTISS C-46 COMMANDO

C-46 SERVICE

Manufacturer: The Curtiss-Wright Corp., Airplane Division, Buffalo, N.Y., USA
Model: CW-20
Designations: C-46; C-55, C-113, R5C
Name: Commando

First official flight: CW-20 26/03/1940
Factory production period: 1940 – 1945
Primary service period: 1942 – 1953
Last official flight: C-46D 06/1968

C-46 VARIANTS

1940	Model CW-20	CW-20	1	Total: 0001
1942	Model CW-20A	C-46	25	Total: 0025
1942	Model CW-20B	C-46A	1493	
1944	Model CW-20B-2	C-46D	1410	Total: 2903
1945	Model CW-20B-3	C-46E	17	
1945	Model CW-20B-4	C-46F	234	
1945	Model CW-20B-5	C-46G	1	Total: 0252
				<u>Total: 3181</u>

C-46 PRODUCTION

CW-20

*Prototype twin engined civil transport, twin tail, pressurized.
1941, impressed into service as C-55-CS with single tail.
produced 1940*

Curtiss St. Louis, Missouri (CS)

NX19436 (*civil reg.*) 101 1 **Total: 0001**

C-46

*As CW-20, military troop transport, single tail,
unpressurized, engine upgrade, 3-bladed props.
produced 1942*

Curtiss Buffalo, New York (CU)

41-5159 / 41-5183 26361 / 26385 25 **Total: 0025**

C-46A

*As C-46, cargo doors, folding seats for troops, 4-bladed props.
produced 1942 – 1945*

Curtiss Louisville, Kentucky (CK)

43-46955 / 43-47304 26 / 375

43-47315 / 43-47402 386 / 472 438

- 1 airframe c/n not applied.

Curtiss St. Louis, Missouri (CS)			
43-46953, 43-46954	24, 25		
43-47305 / 43-47314	376 / 385	12	
Curtiss Buffalo, New York (CU)			
41-5184 / 41-5204	26386 / 26406		
41-12280 / 41-12433	26407 / 26560		
41-24640 / 41-24775	26561 / 26696		
42-3564 / 42-3683	26697 / 26816		
42-60942 / 42-61091	26817 / 26966		
42-96529 / 42-96828	30191 / 30490		
- 271 as C-46A-CU .			
- 29 as C-46D-CU .			
42-101036 / 42-101235	30492 / 30690		
- 67 as C-46A-CU .			
- 133 as C-46D-CU .			
42-107280 / 42-107399	26967 / 27086		
44-77444, 44-77446	32840, 32842	1041	
Higgins New Orleans, Louisiana (HI)			
43-43339, 43-43340	1, 2	2	Total: 1493
498 additional airframes cancelled.			

C-46D

*As C-46A, troop carrier, double rear paratroop doors.
produced 1944 – 1945*

Curtiss Buffalo, New York (CU)

*162 mixed with **C-46A-CU** s/n.*

44-77295 / 44-77443	32691 / 32839		
44-77445	32841		
44-77447 / 44-78344	32843 / 33740		
44-78345 / 44-78544	22168 / 22367	1410	Total: 1410

C-46E

*As C-46D, stepped windscreen, squared wingtips,
single cargo door, 3-bladed props.*

produced 1945

Curtiss St. Louis, Missouri (CS)

43-47403 / 43-47419	2929 / 2945	17	Total: 0017
---------------------	-------------	----	--------------------

533 additional airframes cancelled.

C-46F

*As C-46E, rounded nose, double cargo doors,
engine upgrade.*

produced 1945

Curtiss Buffalo, New York (CU)

44-78545 / 44-78778	22368 / 22601	234	Total: 0234
---------------------	---------------	-----	--------------------

166 additional airframes cancelled.

C-46G

As C-46E, double cargo doors, engine upgrade.

produced 1945

Curtiss Buffalo, New York (CU)

44-78945	22768	1	Total: 0001
----------	-------	---	--------------------

599 additional airframes cancelled.

C-46I – Not used.

C-46J – Projected production version of C-46E, cancelled.

XC-46K – Projected production version of C-46F, cancelled.

Total: 3181

C-46 CONVERSIONS

Military Conversions

USAAF / USAF

TC-46A	1+	C-46A, crew trainers.
EC-46A	1+	C-46A, "E"xempt airframes, also used for aircraft doing airways checks.
ZEC-46A	1	EC-46A, 1948, "E"xempt / "obsolete" aircraft.
ZC-46A	1+	C-46A, 1948, redesignation as "obsolete".
XC-46A	1	C-46A(43-46956), temporary conversion for development tests.
XC-46C	2	C-46A, RATO (Rocket-Assisted Take-Off) conversions.
EC-46D	3	C-46A, 1973-1978, foreign designation for ECM trainers with the JASDF.
TC-46D	15	C-46D, crew trainers.
ZC-46E	17	C-46E, 1946, redesignation as "obsolete", sold to a civil operator.
C-46H	1	C-46A(42-107294), 1946, more powerful version of C-46F. Production order for 300 cancelled.
XC-113	1	C-46G, 1946-1948, 1 turboprop engine fitted for testing. Redesignated ZXC-113 in 1948 as "obsolete".

(Model CW-20B-1) XC-46B

1 C-46A(43-46953), 1943, stepped windscreen, engine upgrade.

(Model CW-20H) XC-46L

3 C-46A, 1945, engine upgrade.

(Model CW-20T) C-55

1 CW-20, 1941, Curtiss prototype impressed into USAAF service.
New s/n: 41-21041, later to England with BOAC (G-AGDI *civil reg.*).
Scrapped in 1943.

US Navy

R5C-1	160	C-46A, 1942-1950's, aircraft in service with the USMC. Assigned BuNo. 39492 / 39611, 50690 / 50729. 10 additional conversions cancelled.
(R5C-1T)	1+	R5C-1, 1954, crew trainers.
(R5C-1Z)	1+	R5C-1, 1946, VIP / staff transports.

Civil Conversions

L.B. Smith Aircraft Corp., Florida conversions:

Smith Super 46-C – 1955, performance upgrades for civil applications.

Smith CW-20T – 1956, engine upgrade, various improvements.

Riddle Airlines Inc., Florida conversion:

Riddle C-46R – 1956, performance upgrades for civil applications.

Three versions: **C-46R-1, C-46R-5, C-46R-10.**

FOREIGN MILITARY / CIVILIAN SERVICE

- Many sold to foreign military services post WW2.
- Many sold on civil market as freighters or airliners.