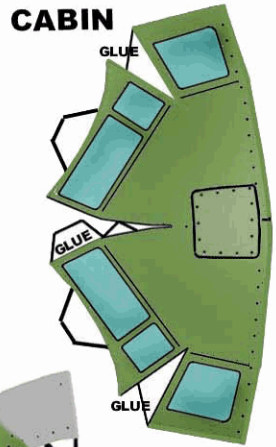
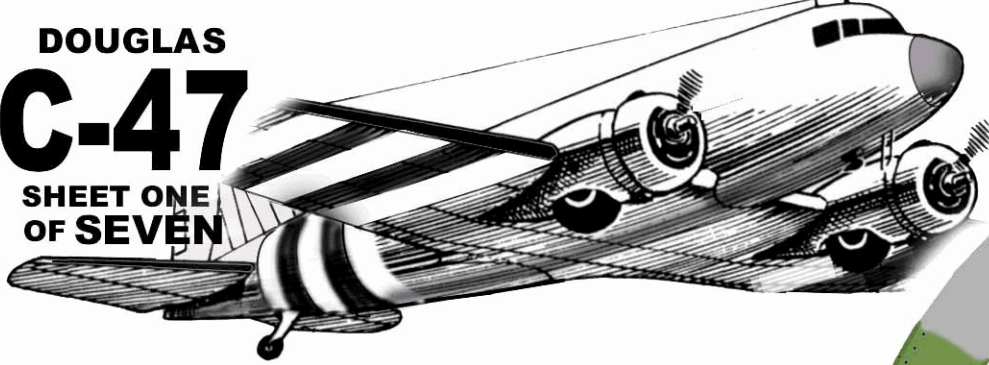


DOUGLAS C-47

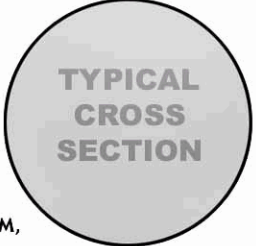
SHEET ONE
OF SEVEN



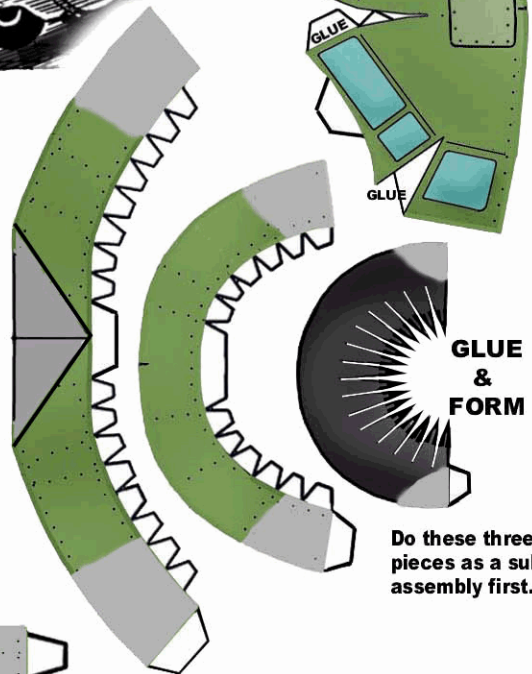
On December 17, 1935—Just 32 years after the Wright Brothers made their first flight—the Douglas DC-3 prototype made it's maiden flight from Clover Field, Santa Monica, California

More than 13,000 copies were made and many are still flying today. Rather than just being a part of 'Aviation History', she's made history herself!

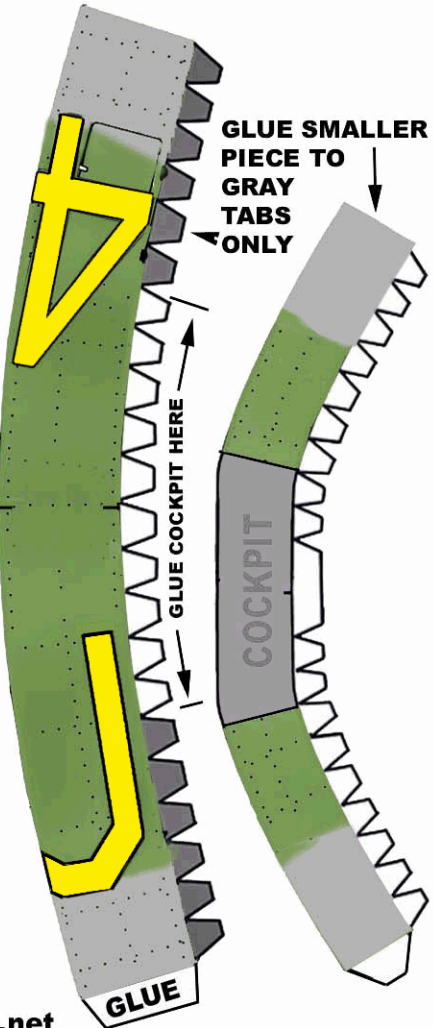
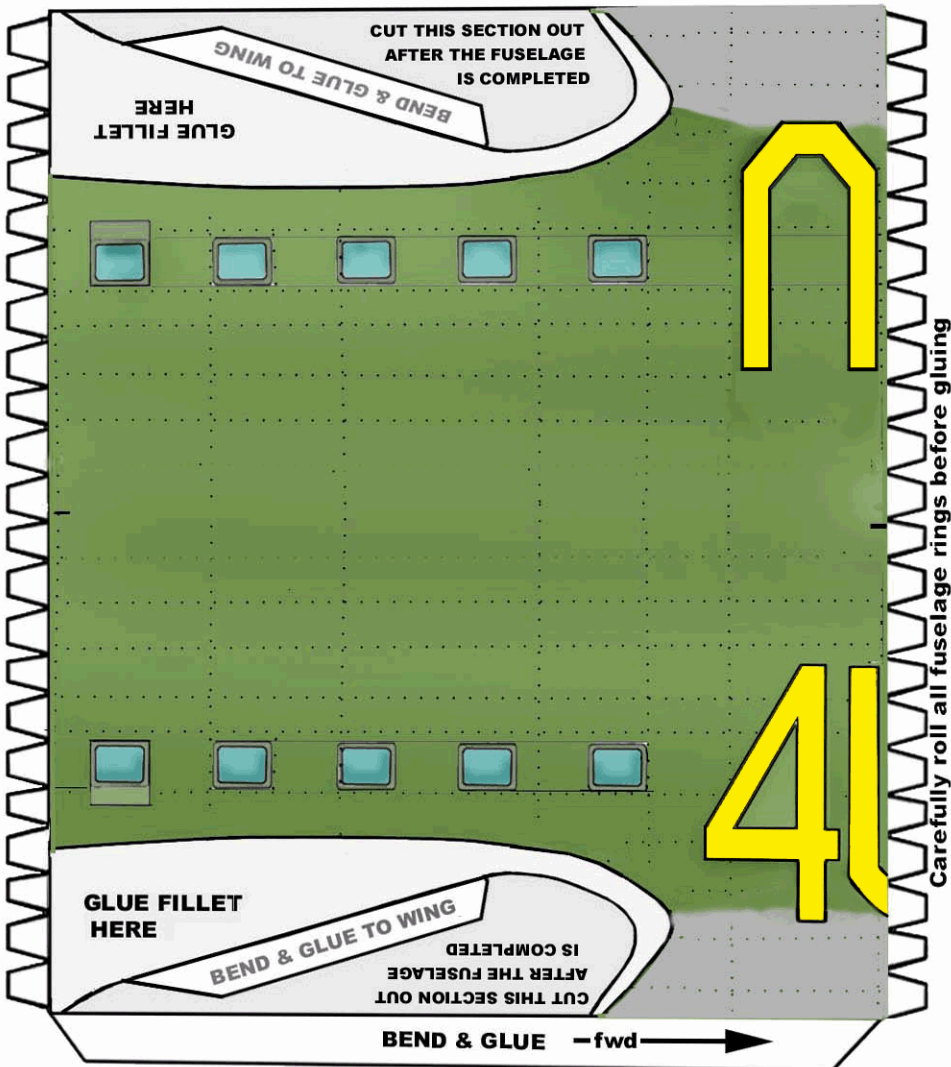
SKYTRAIN



THIS C-47 IS PROUDLY ON DISPLAY AT THE EVERGREEN AIR MUSEUM, MCMINNVILLE, OREGON— NEW HOME OF THE SPRUCE GOOSE!



Do these three pieces as a sub-assembly first.



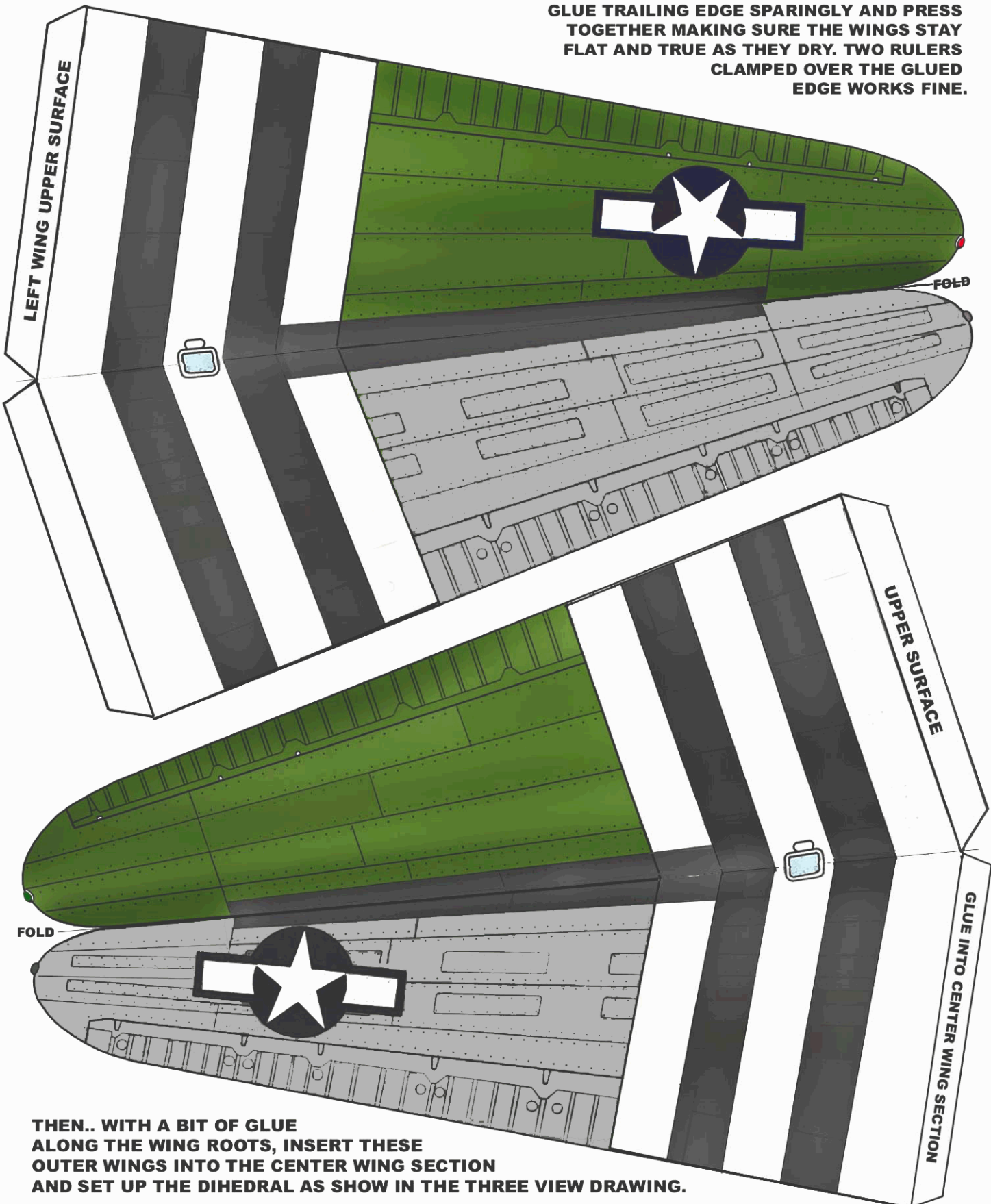
LOTS MORE INFORMATION ON THE DC-3 AT: www.fiddlersgreen.net

C-47 SKYTRAIN WINGS

SHEET THREE

CUT OUT AND SCORE ALONG LEADING EDGE.
ROLL THE UPPER LEADING SURFACE OVER
A PENCIL OR DOWL TO FORM AIRFOIL.

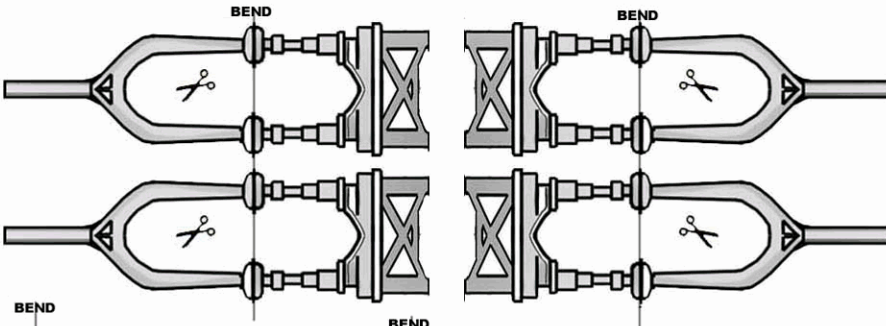
GLUE TRAILING EDGE SPARINGLY AND PRESS
TOGETHER MAKING SURE THE WINGS STAY
FLAT AND TRUE AS THEY DRY. TWO RULERS
CLAMPED OVER THE GLUED
EDGE WORKS FINE.



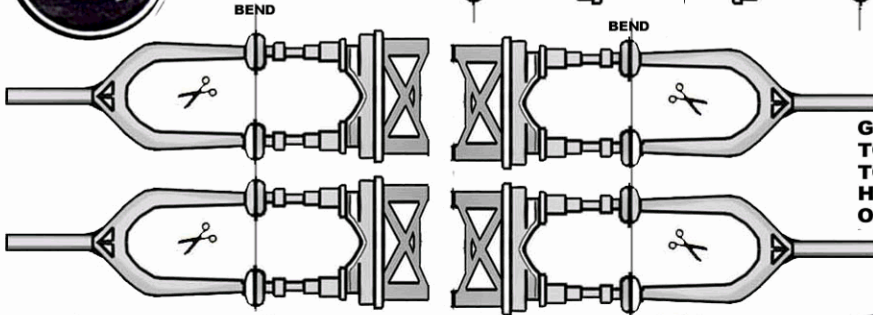
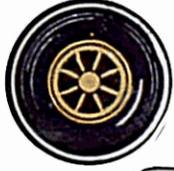
THEN.. WITH A BIT OF GLUE
ALONG THE WING ROOTS, INSERT THESE
OUTER WINGS INTO THE CENTER WING SECTION
AND SET UP THE DIHEDRAL AS SHOW IN THE THREE VIEW DRAWING.

C-47

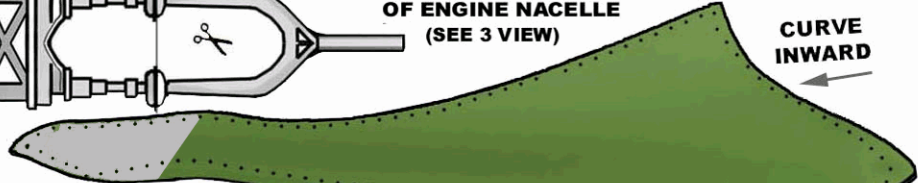
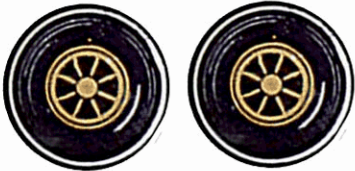
SHEET FOUR



LANDING GEAR



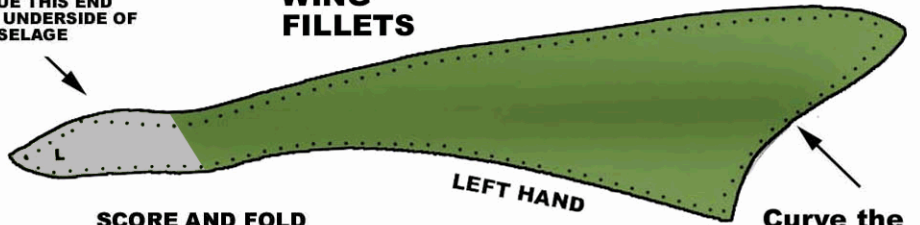
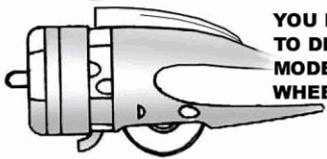
GLUE FOUR OF THESE PIECES TOGETHER TO MAKE ONE LANDING GEAR. THEN FOLD TO POSITION SHOWN IN SKETCH AND LET HARDEN. MOUNT TO BOTTOM OF ENGINE NACELLE (SEE 3 VIEW)



GLUE THIS END TO UNDERSIDE OF FUSELAGE

WING FILLETS

YOU MIGHT WANT TO DISPLAY YOUR MODEL WITH IT'S WHEELS UP.

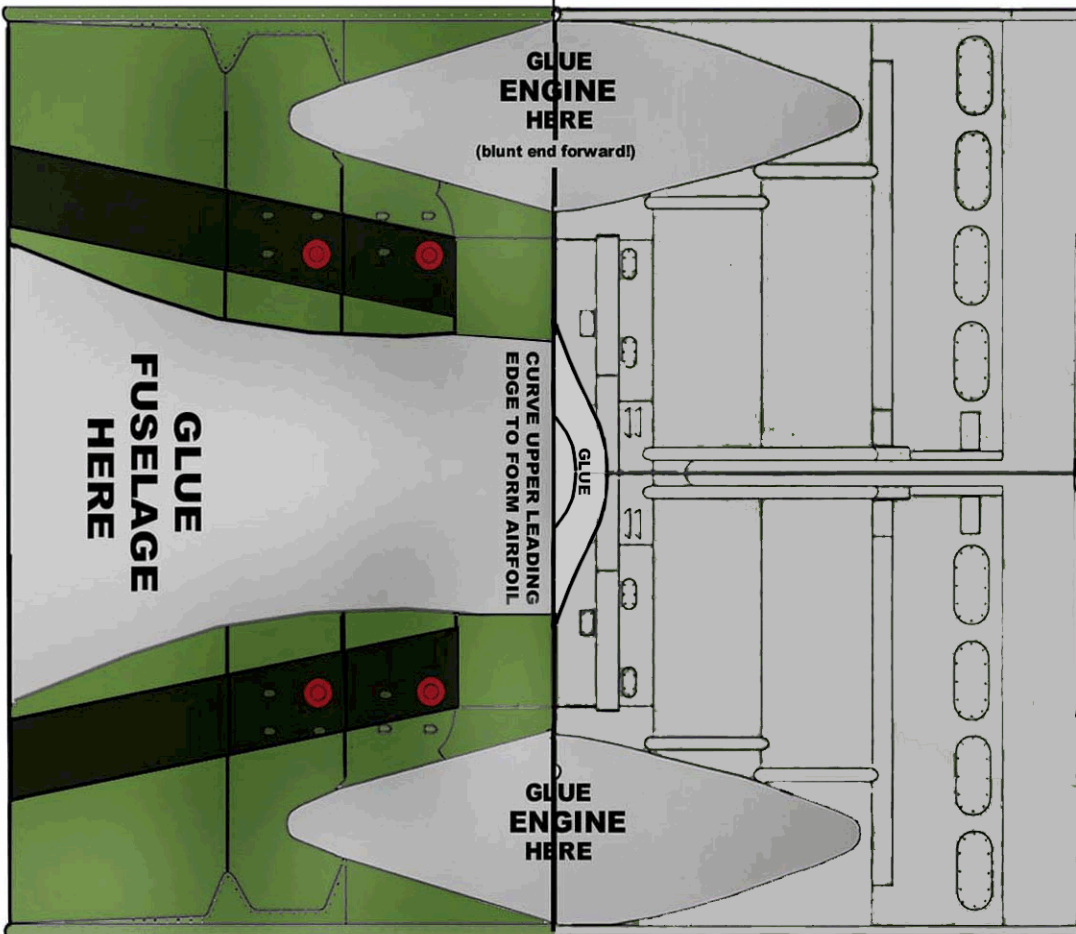


SCORE AND FOLD

Curve the fillets over a pencil and glue to fuselage.

Coax them into place with the tip of your craft knife.

CENTER SECTION



WHEELS (GLUE BUTTONS BETWEEN)



C-47 SKYTRAIN

SHEET FIVE

PRATT & WHITNEY
R-1830 RADIAL ENGINES

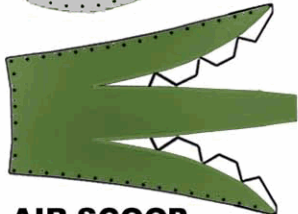
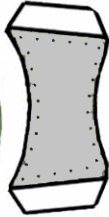
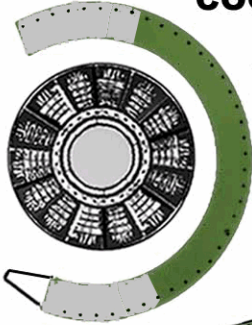
COWLING



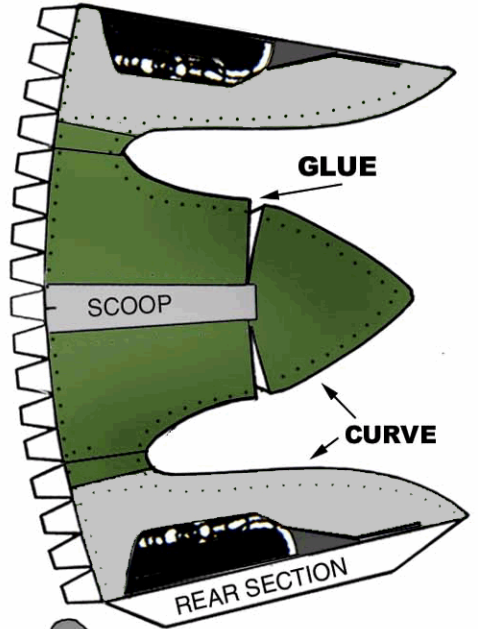
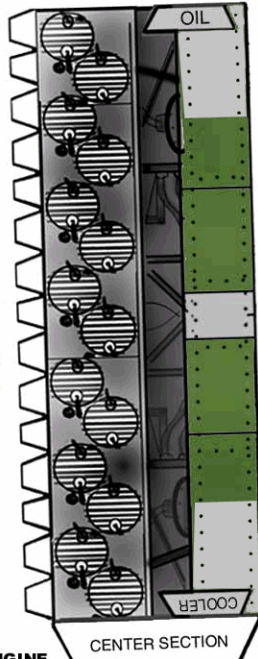
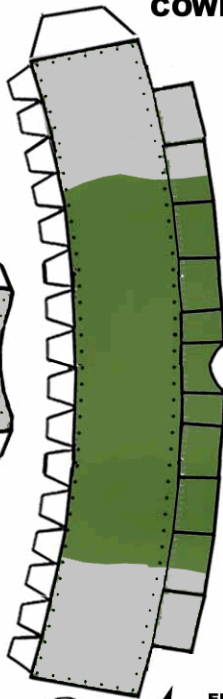
ENGINE FRONT

OIL COOLER

ENGINE DISK



AIR SCOOP
(SHAPE OVER
THIN PENCIL)



GLUE

SCOOP

CURVE

REAR SECTION

ENGINE DISK
COOLING FLAPS
CUT & BEND

AIR SCOOP

GLUE TO WING

PROPELLERS
GLUE TOGETHER

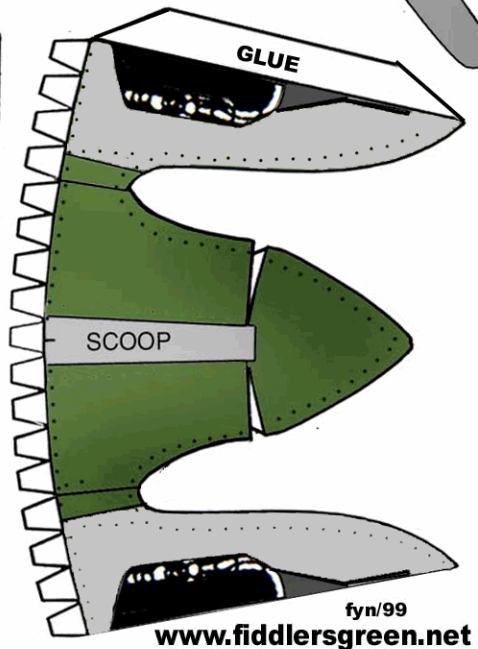
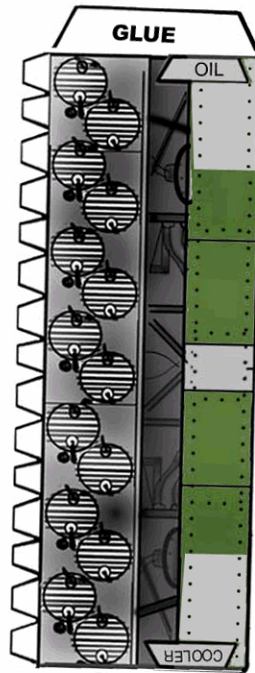
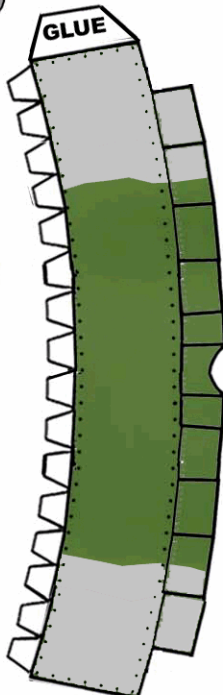
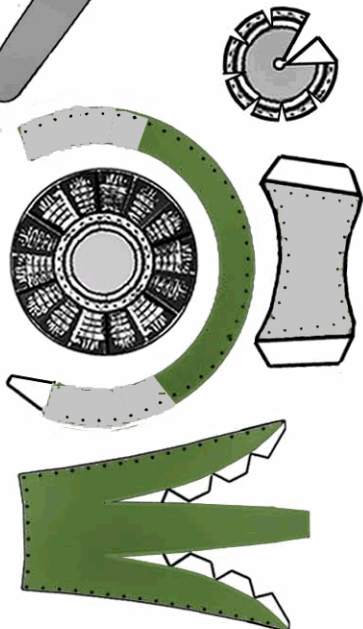
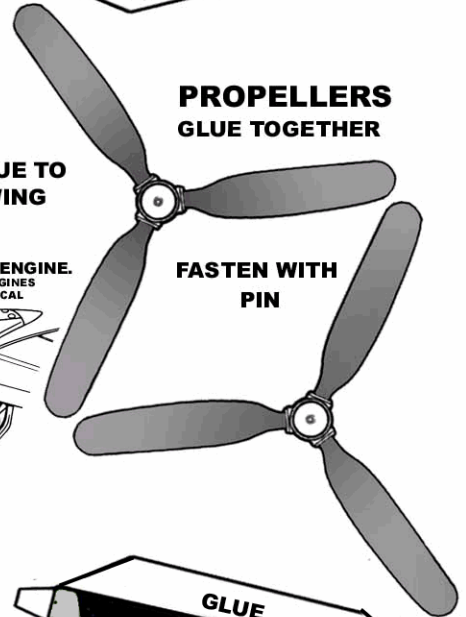
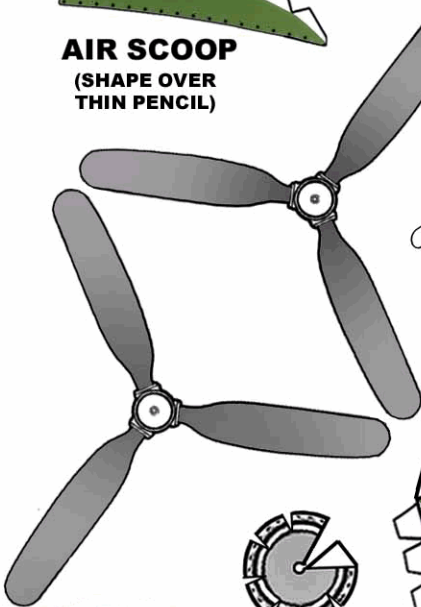
ASSEMBLED ENGINE.
NOTE THE ENGINES
ARE IDENTICAL

FASTEN WITH
PIN

COWLING
(DON'T GLUE
TO ENGINE)

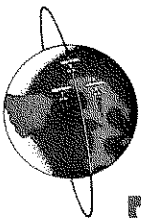
OIL COOLER

MAKE
CAP
WITH
SOMETHING

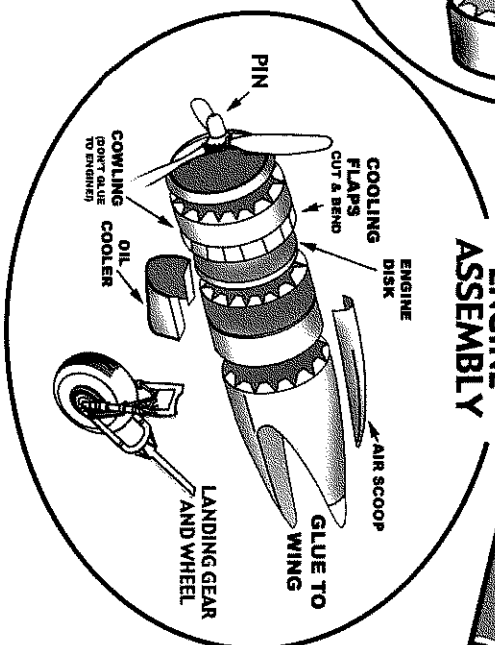
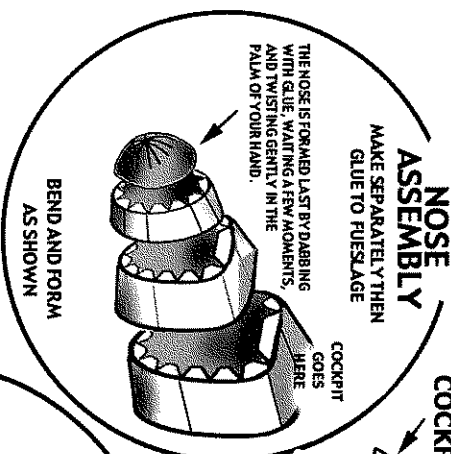
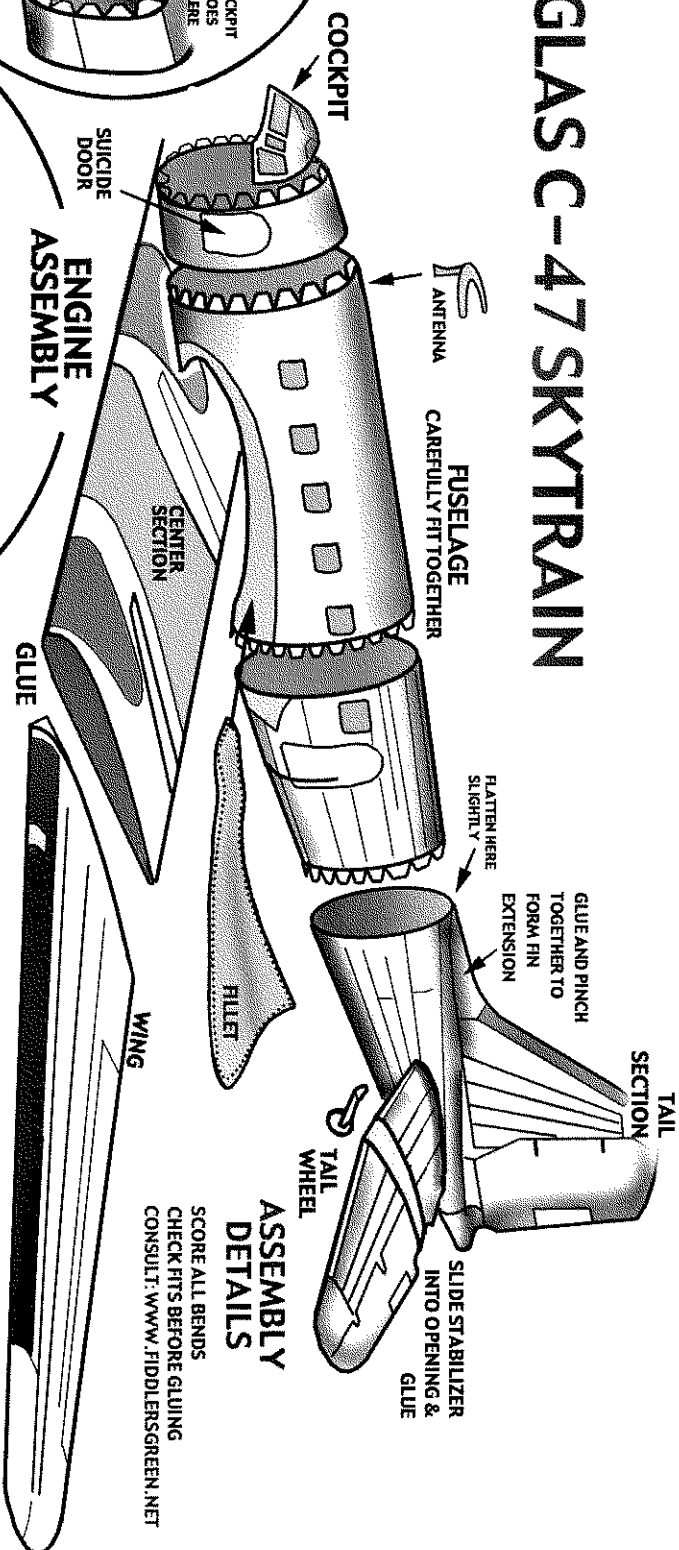


fyn/99

www.fiddlersgreen.net



DOUGLAS C-47 SKYTRAIN



BRIEF HISTORY

This particular C-47 (sn 43-15512) was flown by the 89th Troop Carrier Sq, 438th Troop Carrier GP, 9th Army Air Force. During D-Day on June 6, 1944, she crossed the English Channel with a full compliment of paratroopers and a second time towing an invasion glider.

Decorated in her original invasion stripes and markings, she now resides proudly at the Capt Michael King Smith/ Evergreen Air Museum at McMinnville, Oregon.

SPECIFICATIONS

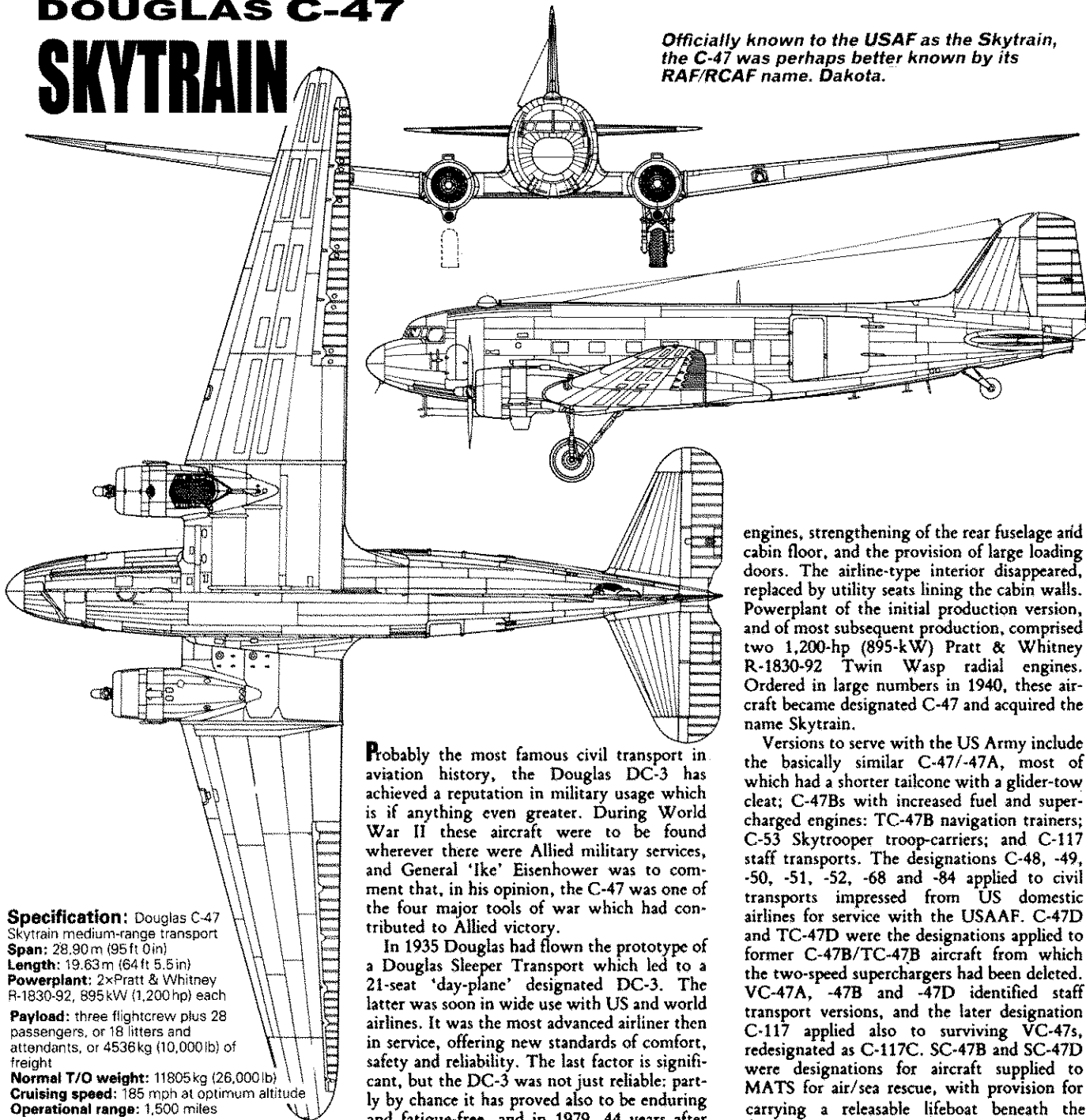
- Span: 95 ft. 0 in.
- Length: 64 ft. 5 in.
- Height: 16 ft. 11 in.
- Weight: 33,000 lbs. loaded
- Armament: None
- Engines: Two Pratt & Whitney R-1830s of 1,200 hp. ea.
- Maximum speed: 232 mph.
- Cruising speed: 175 mph.
- Range: 1,513 miles
- Service Ceiling: 24,450 ft.
- Crew: Six
- Cost: \$138,000



DOUGLAS C-47

SKYTRAIN

Officially known to the USAF as the Skytrain, the C-47 was perhaps better known by its RAF/RCAF name, Dakota.



Specification: Douglas C-47 Skytrain medium-range transport
Span: 28.90m (95ft 0in)
Length: 19.63m (64ft 5.5in)
Powerplant: 2xPratt & Whitney R-1830-92, 895kW (1,200hp) each
Payload: three flightcrew plus 28 passengers, or 18 litters and attendants, or 4536kg (10,000lb) of freight
Normal T/O weight: 11805kg (26,000lb)
Cruising speed: 185 mph at optimum altitude
Operational range: 1,500 miles

Probably the most famous civil transport in aviation history, the Douglas DC-3 has achieved a reputation in military usage which is if anything even greater. During World War II these aircraft were to be found wherever there were Allied military services, and General 'Ike' Eisenhower was to comment that, in his opinion, the C-47 was one of the four major tools of war which had contributed to Allied victory.

In 1935 Douglas had flown the prototype of a Douglas Sleeper Transport which led to a 21-seat 'day-plane' designated DC-3. The latter was soon in wide use with US and world airlines. It was the most advanced airliner then in service, offering new standards of comfort, safety and reliability. The last factor is significant, but the DC-3 was not just reliable: partly by chance it has proved also to be enduring and fatigue-free, and in 1979, 44 years after that first flight, many remain in both civil and military use.

The US Army's interest in the new generation of civil transports evolved by the Douglas Aircraft Company began with the purchase of a single DC-2 from FY 1936 funds. This was designated C-32 when it entered service, and was followed by C-33s with a cargo-loading door; C-34s with a passenger door and different interior; a single C-38 with DC-3 type tail unit; C-39s with more powerful engines; and single examples of the C-41 and C-42 with more powerful engines, C-41A with a *de luxe* interior for 23 passengers, and two extra C-42s converted from C-39s.

The potential of these aircraft had convinced the US Army of their excellence of design and construction, and a study of the DC-3 enabled the US Army to outline to Douglas the modifications required for its use as a military transport. These included more powerful

engines, strengthening of the rear fuselage and cabin floor, and the provision of large loading doors. The airline-type interior disappeared, replaced by utility seats lining the cabin walls. Powerplant of the initial production version, and of most subsequent production, comprised two 1,200-hp (895-kW) Pratt & Whitney R-1830-92 Twin Wasp radial engines. Ordered in large numbers in 1940, these aircraft became designated C-47 and acquired the name Skytrain.

Versions to serve with the US Army include the basically similar C-47/-47A, most of which had a shorter tailcone with a glider-tow cleat; C-47Bs with increased fuel and supercharged engines; TC-47B navigation trainers; C-53 Skytrooper troop-carriers; and C-117 staff transports. The designations C-48, -49, -50, -51, -52, -68 and -84 applied to civil transports impressed from US domestic airlines for service with the USAAF. C-47D and TC-47D were the designations applied to former C-47B/TC-47B aircraft from which the two-speed superchargers had been deleted. VC-47A, -47B and -47D identified staff transport versions, and the later designation C-117 applied also to surviving VC-47s, redesignated as C-117C. SC-47B and SC-47D were designations for aircraft supplied to MATS for air/sea rescue, with provision for carrying a releasable lifeboat beneath the fuselage.

C-47s were notable glider tugs, involved in actions in Sicily, Italy, Burma, Normandy, Arnhem and the Rhine crossing. Those supplied to Britain under Lend-Lease were named Dakota, and took part in all the above operations. C-47s took part in the Berlin Airlift, were involved in the Korean War and, under the designation AC-47D, were deployed as well-armed gunships in Vietnam.

The US Navy and Marine Corps used similar aircraft under a number of designations, although the original and basic identification was R4D. In 1962 those which continued in service acquired the tri-service C-47 designations. Like the US Army, the USN and USMC used the R4D initially for the primary personnel or cargo transport roles. Later duties included radar countermeasures, air/sea warfare training, research and trials and, equipped with skis, transport in the Antarctic.

— DONALD DOUGLAS —



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