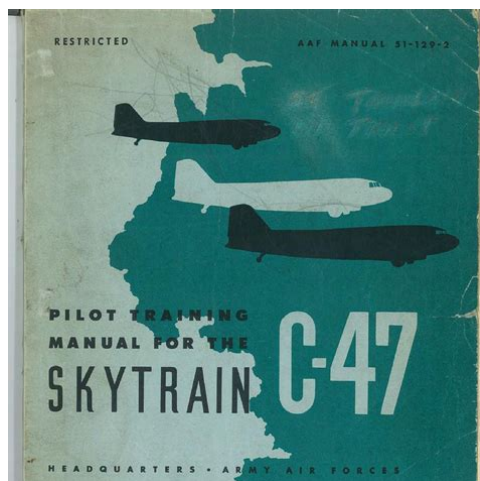


## C-47 skytrain flight manual

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## Book Descriptions:

# C-47 skytrain flight manual

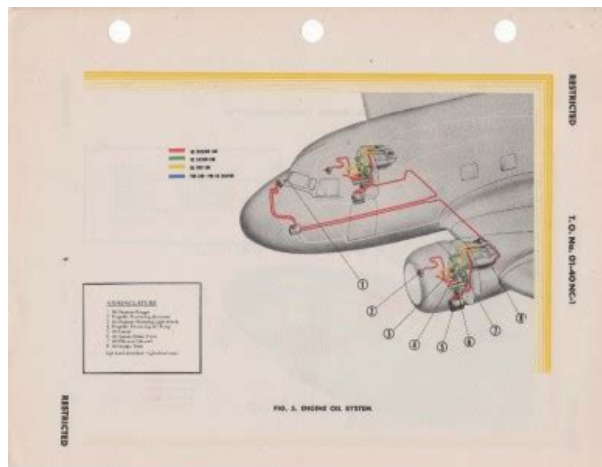


The sole example first flew in 1933, and was soon followed by the larger and more powerful DC2. This aircraft showed that air travel could be comfortable, safe, reliable and fast and 156 were built. In 1935 Douglas produced an enlarged DC2 named the DC3, which became one of the most successful aircraft of all time. Members of the family were built in greater numbers than any piston engined transport before or since. 10,655 of all models were built between 1936 and 1945, of which 10,048 were military variants. Another 4937 were built under licence in Russia as the Li2 and 487 in Japan as the L2D. The most common were the C47 cargo transport and the C53 dedicated troop transport. War surplus C47's formed the backbone of postWW2 regional civil aviation services and large numbers remained in service for many years. Examples remained in US military service until well into the 1970's, including service in Vietnam as a gunship. The C39 was a combination of DC2 fuselage with the DC3 wing, while the C42 was a VIP version of the C39. Unusually, this USAAF publication uses a civil model designation. Inside, the manual lists all those USAAF models the manual applies to, from the C38 through to the C53C. These are all civil DC3 aircraft impressed into USAAF service during WW2. This is the companion manual to the flight manual above. Covers models USAF C47, C47A, C47B, C47D, HC47, C117A, C117B, C117C Navy R4D1, C47H, C47J, TC47K Includes the complete performance appendix. Covers models USAF C47, C47A, C47B, C47D, HC47, C117A, C117B, C117C Navy R4D1, C47H, C47J, TC47K Covers models USAF C47, C47A, C47B, C47D, HC47, C117A, C117B, C117C Navy R4D1, C47H, C47J, TC47K Covers models USAF C47, C47A, C47B, C47D, HC47, C117A, C117B, C117C Navy R4D1, C47H, C47J, TC47K Includes the complete performance appendix. Powered by two 975 hp 727 kW Wright R182045 radial piston engines; 35

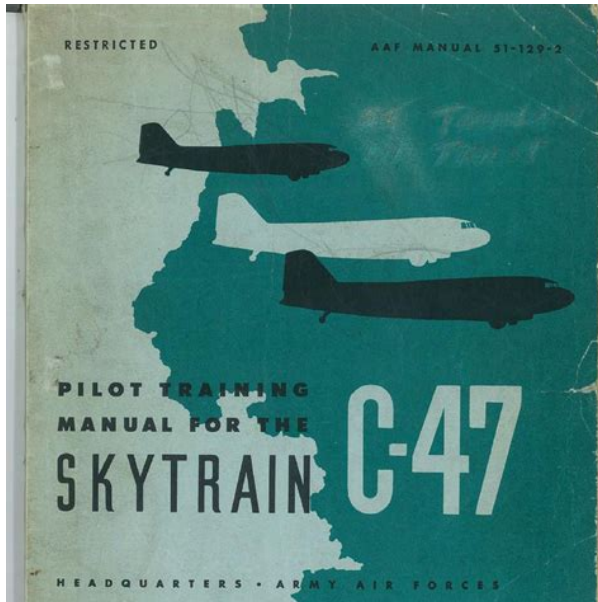
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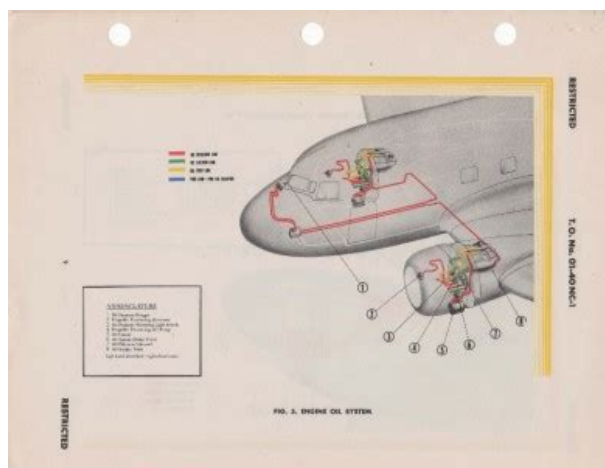
It was removed from its prominent position on poles in front of the Albury Airport terminal building in late 2002, but unfortunately kept out in the open air without preservation. In 2014 after much debate and delays, Albury City Council transferred ownership of the plane to the Uiver Memorial Community Trust UMCT. In January 2016 UMCT began work on removing the major assemblies of the aircraft, and on 12 May 2016 the airframe was transferred to a restoration hangar. Restoration of this aircraft to static display standard is now under way. It is far from airworthy and will not be restored to such a condition. Its first operator was Eastern Air Lines. DO1 HanssinJukka , ex. PHAKH KLM Haan , SEAKE is preserved by the Aviation Museum of Central Finland Finnish Air Force Museum and is on display in a hangar in Tuulos, Finland. The plane was restored to display condition in 2011, in wartime colors. It performed one bombing raid in February 1940. The fuselage was transported to the Aviation Museum of Central Finland in 2011, where it was used in the DO1 restoration project. It is now housed at the Museum of Flight in Seattle, Washington. This aircraft N1934D was restored to flying condition in 2007 and flown to Santa Maria, California for a new paint job. It received a TWA "The Lindbergh Line" livery and interior trim. It was originally delivered to KNILM in 1935. At the outbreak of World War II it was flown to Australia and was conscripted into use with the Allied Directorate of Air Transport. In 1944 it joined Australian National Airways and finished its flying career in the 1950s with Marshall Airways. It is registered as VHCDZ. It is the most complete of all the Australian DC2s as of 2008. This former United States Navy aircraft is painted in the Uiver's KLM color scheme and is sometimes seen in European airshows.<http://ebslawyers.com/8o7N1DcI81WabaCq.xml>



It is registered as NC39165 since 1945, though it now also wears PHAJU as a fictional registration to match that of the historic Uiver aircraft. The aircraft was operated by Mercer Airlines of Burbank, California, and sold in the late 1960s to Colgate Darden, who restored it in General Air Lines colors and moved it to his private airport in South Carolina. The aircraft is currently in storage at the museum. Designation also used for examples of the 100 R4Ds that had been converted by Douglas to this standard for the U.S. Navy as R4D8s later designated C117Ds, all fitted with more powerful Wright R1820 Cyclone engines, some of which entered civil use after retirement from the military. The C41A was a single VIP DC3A serial 40070 supplied to the USAAC in September 1939, also powered by R183021 engines; and used by the Secretary of War. The forward cabin converted to sleeper configuration with upper windows similar to the DC3B. The C48As were three impressed DC3As with 18seat interiors. C48B was the designation given to sixteen impressed former United Air Lines DSTAs used as air ambulances with 16berth interiors. The C48Cs were sixteen impressed DC3As with 21seat interiors. First flight of the prototype conversion, N300TX, was on July 29, 1982. Converted to C53 standard in 1949 and sold as surplus. Wright R1820 engines uprated to 1425 hp. Redesignated LC47H in 1962. Photos of this type show the removal of underslung engine oil coolers typical of the R1830 engine installation; apparently not needed in the cold polar regions. Redesignated EC47H in 1962 Used in flights to Antarctica. Saved from scrappers in Bosnia, she is now completely restored in her 1944 configuration. It was originally given the serial number KG661 and served with the Royal Aircraft Establishment, but in the late 1970s it was realized that the serial number KG661 had, in fact, previously been allocated to another Dakota which had been destroyed in an accident.

This airframe is painted in a civilian scheme. This airframe is painted in a civilian scheme. This aircraft was a lead plane in Mission Boston during the airborne invasion of Normandy during DDay. It is painted in a civilian scheme. This airframe is painted as an AC47D. Paul, Minnesota. This airframe was previously used by the state of Ohio as the governor's aircraft before being put on display at the United States Air Force Museum in Dayton, Ohio. Request a Free Sample. Check out our always updated Magazine Index. New for 2019 is our Make an Offer purchase option. On most item pages, just below Add to. When inquiring about a specific artifact, please identify the item in the email. We hope you enjoy our complimentary archive section. This material spans an era of over 100 years. We will continue to process and update this area as time allows. Favorites 01. P51D Mustang 02. Boeing B17 Flying Fortress 03. Lockheed P38 Lightning 05. Supermarine Spitfire Mk.I 06. Rolls Royce Merlin 60 series 07. Interestingly enough, the Skytrain was The system would become an instrumental component to the. American war effort in the Second World War as the C47 Skytrain platform. By A reinforced fuselage floor and the addition of a Other changes included the

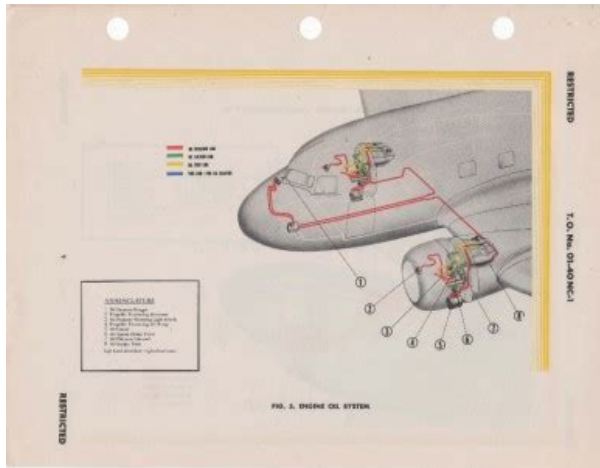
Every branch of the U.S. military and all the major allied powers flew it. The U.S. Navy version was the R4D. The British and the Australians designated it Company Transport Aircraft. The aircraft operated from every continent in the C47s remained in active military service long after the end of WWII. This AAF training manual will give the history of the aircraft and walk you through its usage. AviationShoppe.com provides these items freely for historical and Douglas C47 Pilot Training Manual AAF 1944 Original WWII era Pilot Training Manual includes detailed systems. This manual is essential for a clear understanding. It covers all aspects. Quite a bit of detail on the control console and the instruments is included. Shipping Contact Us Support.



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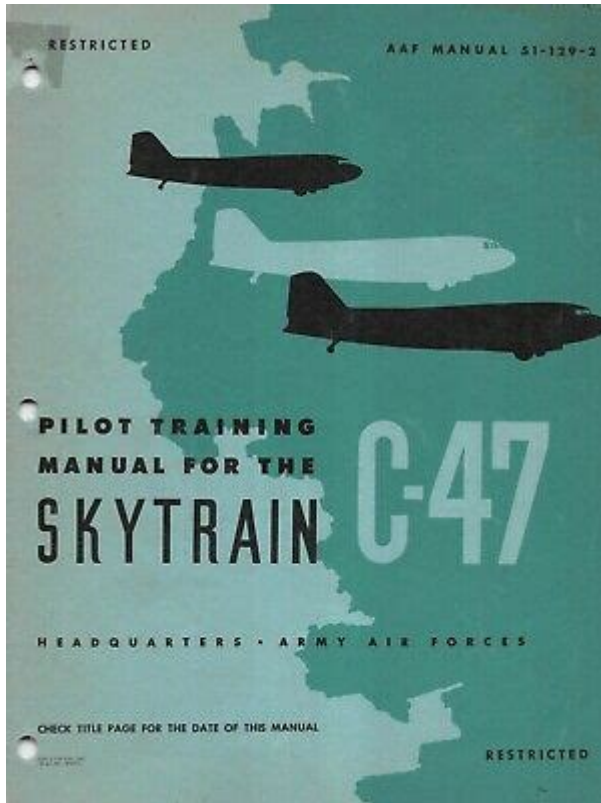
It was the first aircraft to make transcontinental, worldwide commercial air travel possible. The first DC type airplane was built by Douglas Aircraft Company for Trans World Airlines in 1933. It first flew in airline operation on December 17, 1935, eventually flown by 13 airlines in the US. Fourteen plush seats in four main compartments could be folded in pairs to form seven berths, while seven more folded down from the cabin ceiling. The plane could accommodate 14 overnight passengers or 28 for shorter daytime flights. The first was delivered to American Airlines in June 1936, followed two months later by the first standard 21 passenger DC3. It could carry 6,000 pounds of cargo or 28 fully outfitted soldiers. If used for medical transport, it could hold up to 14 patient stretchers and three nurses. Although many different variations were made and used during World War II, the C47 is most recognized because of its important role in the invasion of Normandy that would spark an end to the War in Europe. The planes were manufactured in factories in Santa Monica, CA, Long Beach, CA and Oklahoma City, OK. Riveting team working on the cockpit shell of a C47, Long Beach Factory. The United States Navy version was known as the R4D, the Canadian a CC129, and to the British and Australians it was a Dakota. To many GI's it was simply known as the Gooney Bird. In every theatre of World War II, the C47 transported manpower and materials. Each plane had an assigned location in the formation and would get a chalk number written on the side to make loading simpler. Each plane would fly in a three ship V formation and each V would then fly in a nine ship V. An eighteen ship squadron would be two of these nine ship Vs in trail. A tight formation was important to ensure that the troops landed as one unit in the drop zone. The formation consisted of two columns with 300 feet lateral separation between.

<http://www.chourouk-voages.com/images/bpd-manual-of-decisions.pdf>



Near the landing zone, the columns would separate 2,000 feet so that the glider landing patterns from the columns did not interfere. A truly remarkable feat! The aircraft is also acclaimed for its role in the Berlin Airlift and the Korean and Vietnam conflicts. For other uses, see C47 disambiguation. More than 10,000 aircraft were produced in Long Beach and Santa Monica, California and Oklahoma City, Oklahoma. It lacked the cargo door, hoist attachment, and reinforced floor of the C47. Only 380 aircraft were produced in all because the C47 was found to be more versatile. C47s were used to airlift supplies to the encircled American forces during the Battle of Bastogne in Belgium. During the invasion of Sicily in July 1943, C47s dropped 4,381 Allied paratroops. The US Air Forces 6th Special Operations Squadron was flying the C47 until 2008. They came in as commercial aircraft purchased from thirdworld airlines and were completely stripped, rebuilt, and reconditioned. Longrange fuel tanks were installed, along with upgraded avionics and gun mounts. In response to proposed changes to the Civil Air Regulations airworthiness requirements that would limit the continuing use of these aircraft, Douglas offered a late 1940s DC3S conversion to improve takeoff and singleengine performance. The rearward shift in the center of gravity led to larger tail surfaces and new outer, sweptback wings. More powerful engines were installed along with shorter, jet ejectiontype exhaust stacks. Minor changes included wheelwell doors, a partially retractable tailwheel, flush rivets, and lowdrag antenna. However, little interest was expressed by commercial operators in the DC3S. It was dedicated for the troop transport role and could carry 28 passengers in fixed metal seats arranged in rows in the former cargo space; 221 built. Converted to C53 standard in 1949 and sold as surplus. Wright R1820 engines uprated to 1425 hp. Redesignated LC47H in 1962.

<https://christiansymbolkits.com/images/bpec-part-p-course-manual.pdf>



Photos of this type show the removal of underslung engine oil coolers typical of the R1830 engine installation; apparently not needed in the cold polar regions. Redesignated EC47H in 1962 Unlike the majority of RAF Dakotas, these aircraft were therefore dedicated troop transports, lacking the wide cargo doors and reinforced floor of the C47. Customers could hold parties or eat there. It was removed and transported to a private location in the late 1990s. New York Facts on File, 1990. Two volumes. Tonbridge, UK AirBritain Historians Ltd., 2006. ISBN 0851303323. New York Random House, 2012. Cypress, California Dana Parker Enterprises, 2013. Greenwich, Connecticut Bison Books, 1985. By using this site, you agree to the Terms of Use and Privacy Policy. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods and will depend on when your payment clears opens in a new window or tab. Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab See the sellers listing for full details. Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 2. Sellers may be required to accept returns for items that are not as described. Learn more about your rights as a buyer.

opens in a new window or tab You're covered by the eBay Money Back Guarantee if you receive an item that is not as described in the listing. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. I have no proof of that other than that this item was built in July 1942. The A3A autopilot was used in bombers B24C Liberator, B25C,D,G Mitchell see images from B25 flight manual, fighter P61 Black Widow, and transports C46 Commando, C47 Skytrain, and C54 Skymaster. As the aircraft turned to the selected course, the top compass card would rotate to match the heading on the bottom card. The Rudder Trim knob is used to adjust the course if it is off by no more than 3 degrees as compared to the aircraft's direct reading magnetic compass. Original cockpit von 1960 und betreut von einem echten Piloten mit 10.000 Flugstunden

auf Goraumflugzeugen. In dieser Form ist es weltweit einzigartig. Es war echt super. Nils betreut einen mit einer unfassbaren Leidenschaft zum Flugzeug. Allein wenn man das Cockpit betretet, dieser typischer Cockpitgeruch. Mit Abstand wiederholungsbedarf. mehr Der Simulator ist mit Liebe zum Detail gemacht und man merkt bei Nils, dass wirklich sein Herzblut in der Caravelle III drin steckt. Er überzeugt auch selbst mit sehr viel Fachwissen zur Caravelle und auch wir heute als Piloten uns Luftfahrt Enthusiasten kamen voll auf unsere Kosten. Der Simulatoreaufbau mit Originalinstrumente und notwendige Bedienelemente wurde mit sehr viel Aufwand umgesetzt. Die kurvige und harte Landung ist sehr realistisch und geht dadurch direkt in die Magengrube. Gerne wieder! mehr Very Nice and competent instructor. The Atmosphere of the 60s for the Caravelle was great. mehr The simulator is a breathing piece of history, the owner is a passionate, kind and fluent in german, French and English pilot.

<https://www.inkfactory.pk/wp-content/plugins/formcraft/file-upload/server/content/files/1626e53b72c3c7--4-stroke-briggs-and-stratton-manual.pdf>

I definitely recommend it for every people looking for a good moment to share or for everyone who has once in his life wanted to be a pilot! mehr Wenn Sie die Website weiter nutzten, gehen wir von ihrem Einverständnis aus. Mehr Infos gibt es in unserer Datenschutzerklärung. OK. During the migration process, uploads and reuploads will be disabled. We expect this migration to take a couple days. Thanks for your patience. Well you need a pilot. Like always, its recommended to have one infantry at all times. Dont level your first character up and make him a pilot without having someone else to make you money. Pilots can not join encounter or skirmish battles. Also, not every assault game will have planes in them. You will need to get familiar with the different controls, such as your basic steering controls, your bomb key, your primary fire, your secondary fire and your free look key. Aim where you would like to go and you will go this way. In this mode, all attack controls are the same, W manually increases throttle, S decreases throttle. Most of this positioning is based on the initial engagement, or who saw who first and decided to focus and destroy the other. If you engage the enemy, you are most likely going to win. If there is mutual engagement, this often leads jousting, or when you and the enemy are looking and headed at one another and open fire, and then either pull up and turn around for round two, or crash. If a pilot disengages, the other usually has a chance to get behind them. If you engage first, try to fly below the treeline until you are simultaneously behind and within striking distance of the enemy aircraft. Once youre there, fire off MG rounds until you get a hitmarker before using your canon, as it is faster, cheaper, and the tracers are more visible.

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From there on, fire at the enemy aircraft and try to match their path, not their movement, as a common evasive maneuver is to fake a roll and bank by turning the roll into a complete barrel roll before actually rolling and banking into a turn, leaving them behind you and thus with the upper hand. If the enemy engages you, you need to execute evasive maneuvers, mainly consisting of banking at steep angles. Generally make it as hard as possible to follow you in a straight line. Fly through clearings and above rivers, or even through forests with your wings perpendicular to the ground if youre feeling risky. If none of this works and theyre still on your tail, rely on your team. Your team is your most valuable defensive asset, and you must play around them like no other class when flying. You will be shot down by someone you never saw if your team doesnt help. That said, enemy aircraft chasing down friendly aircraft are your highest priority targets when flying. Now the best way to assure you engage first is attempting stealth. As much as you can while not in combat, fly below the treeline at high speeds to make sure you establish first visual. If the enemy does not employ the same tactic and remains higher up, exposed, they are not to be fought, they are to be hunted. They are extremely good at killing infantry, due to their splash damage. If you use the APCR rounds, they will destroy planes, and other vehicles, insanely fast, however dont be fooled, using



these against tanks is hard unless using a plane like the P38 lightning due to the inaccuracy, and if you are in a starter plane use bombs since .30 cal guns cannot penetrate any armour. With the Rommel build HE shells are extremely good at dogfights, they provide quick neutralisation of an enemy pilot. If you know you are going into a battle against tanks, you might want to equip those APCR rounds instead of the HE rounds, due to armour penetration differences, just make sure you are a good shot.

Here is why the old author used the HE rounds German transport planes have a lot of yellow on them and a signature triple propeller while the US have white stripes on the wings, the Soviets lendlease C47 looks a lot like the US, however there are no white stripes but green ones. The US will show up with a blue triangle when playing with them. Know your plane, don't kill your own team's planes. As a side note, if the enemy has paratroopers and you have planes, fly behind the plane and troll away. You will get a lot of XP for plane kills. What can I do AA is incredibly vulnerable to ground attack since the person inside the AA is generally scoping out a plane and cannot see the person walking up behind them for an easy head shot. In this case some people prefer to gun run the AA and try and shoot the person out of it, the P38 Lightning is very good at this. If the defending team are the Soviets and thus the mounted AA gun is a Maxim M4 Quad, they will have very little protection and an MG spray from a high enough angle should do the job. Otherwise, try to fly in from the sun and shoot your machine gun at them. However, if you aren't good at manoeuvring, bombing will put your plane at less risk and won't expend anything you pay for. Bombing makes more economical sense but sandbags are currently pretty bombproof. Landing the bomb just outside of the AAs sandbags walls if they have those won't do anything. To land the bomb inside such a small target takes practice. Your best bet is usually dive bombing as you can judge the trajectories more easily but if you practice a flyby bomb release from a horizontal plane you can get good at those too. However you engage AA it is imperative that you deal with it quickly as they can take off vital health from your plane that you may need in the next dogfight. Stray from dropping bombs on oneman targets.

An effective way to find these are dropping bombs on objectives or points, but use caution and check your map before doing so, as this is also a great way to rack up team kills. For getting good with bomb accuracy, there are two major options dive bombing and flyby bombing. Generally speaking, dive bombs are when you drop a bomb at an angle of more than 30 degrees or so, and flybys are everything less. Because your momentum aligns with gravity more, dive bombs are usually much easier to learn the trajectories of because they generally just go where you're aiming. Flybys are much more difficult, with a steep learning curve. You must literally learn the curve at which your bombs fall. The best way to do this is just watching your bombs fall and learning the trajectory by trial. Flyby bombings are usually less dangerous because you are less likely to be shot out of your plane by your target and you don't have to recover from a dive, but they can still be dangerous as you can easily kill yourself by dropping your bomb too low. Game content and materials are trademarks and copyrights of their respective publisher and its licensors. All rights reserved. This site is a part of Fandom, Inc. Something went wrong. The seller has relisted this item or one like this. This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods. Learn more opens in a new window or tab See the seller's listing for full details. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign.

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