History

If an award of recognition could be given to an airplane for longevity of service, without a doubt one of the more qualified candidates would be the Douglas DC-3, and its military equivalent the C-47. The DC-3 is without a doubt the airplane that has given most boost to the development of civil airlines and, at the same time, it is the "flying lorry" that has fought, and with success, in three wars: in the Second World War, in Korea, and in Vietnam, without counting the various military air forces with whom, today, it is performing its duty. It is opportune to remember that during the Second World War, the C-47 did not only serve the American, English, Canadian, Australian air forces, but was also produced in the Soviet Union and....in Japan! The DC-3 is the direct successor of the DC-2, and originated as a passenger airplane equipped with sleeping berths for long journeys; in view of the approach of the Second World War, the use of the airplane as transporter of troops and goods, with the initials C-47 Skytrain, logically followed: so appropriate a name, in view of the enormous contribution made by this most sturdy and reliable twin-engine in operation with the allied forces.

General Eisenhower placed it among the four creations that permitted the Allies to win the war: the jeep, the bazooka, the atomic bomb, and the C-47.

After 1945, the career of the "Dakota" was a long way from being concluded; in 1948, Berlin was closed within a steel vice by the Soviet forces, and the task of supplying the city with basic necessities needed for survival was entrusted to air transport; in this difficult undertaking, the C-47 gained new honours.

A few years later, the airplane was again active in Korea, as troop transporter, flying ambulance, and "outider" for the night raids. But for the C-47, its second childhood came along with the Vietnam conflict: armed with three Miniguns with rotary barrels, firing from the left side of the airplane, it became the AC-47 Gunship: "Puff the Magic Dragon", the dragon magique que les troupes à terre voyaient miraculeusement apparaître au secours des situations les plus difficiles.

Further, this exceptional airplane operated, and still does, in the role of an electronic decoy (EC-47). Still today, it is not difficult to hear the characteristic roar of its piston engines in airports all over the world, and see the DC-3, nearly fifty years from its birth, taxying between modern jet planes, maybe a little patched up, still proudly useful.

Il est intéressant de rappeler que, pendant la seconde Guerre Mondiale, le C-47 ne servit pas seulement à l'Aviation des États-Unis, de l'Angleterre, du Canada et de l'Australie, mais également à l'Aviation russe et japonaise.

Le DC-3 est le successeur direct du DC-2; il vit le jour comme avion de tourisme équipé de couchettes pour les grands raids; vu que la seconde Guerre Mondiale était aux portes, sa transformation en avion de transport pour les troupes et les matériels fut évidente. C'est sous le nom de C-47 "Skytrain" (train du ciel), nom des plus appropriés, que ce bimoteur apporta son énorme contribution aux opérations militaires alliées. Le général Eisenhower le plaça parmi les quatre réalisations qui permirent aux Alliés de gagner la guerre: la Jeep, le Bazooka, la Bombe Atomique et le C-47.

Après 1945, la carrière du "Dakota" était encore bien loin de s'achever: en 1948, Berlin était encerclée par les forces soviétiques et c'est le transport aérien qui dût livrer à la ville les denrées de première nécessité. En cette tâche extrêmement difficile, le C-47 fut de nouveau à l'honneur.

Quelques années plus tard, ce même avion se fit remarquer en Corée: transports de troupes, avion-ambulance, et "ouvre-piste" pour les descentes nocturnes.

Mais la "seconde jeunesse" du C-47 fut lors du conflit vietnamite: armé de trois Minigun à canons pivotants, faisant feu du côté gauche de l'avion, il devint le AC-47 Gunship: "Puff the magic dragon", le dragon magique que les troupes à terre voyaient miraculeusement apparaître au secours des situations les plus difficiles.

De plus, cet avion exceptionnel joue encore un rôle prédominant dans la contremesure électronique (EC-47). De nos jours on peut encore entendre le vrombissement caractéristique de ses moteurs à pistons dans les aéroports du monde entier; à cinquante ans, le DC-3 roule encore au milieu des avions à réaction, peut-être est-il un peu râpée, mais il est encore orgueilleux de ses excellents services.

Histoire

Si l'on devait décerner une médaille au mérite pour la durée en service actif d'un avion, l'un des candidats serait sans aucun doute le Douglas DC-3 et son équivalent militaire le C-47. Le DC-3 est l'avion qui a donné l'impulsion au développement des lignes aériennes civiles et, en même temps, c'est le fameux "camion volant" qui a combattu avec succès pendant trois guerres: dans la seconde Guerre Mondiale, en Corée et au Vietnam, sans compter les divers services d'Aviation militaire auprès desquels il accomplit encore son devoir.
PLEASE READ THIS PAGE BEFORE STARTING

You are about to build a highly detailed Ertl-ESCI airplane kit.

You are advised to study the construction sequence before starting to build your kit. There are options which you may wish to incorporate in your model such as up or down landing gear, etc. which you should plan for. Also included are several different paint and decal schemes to represent different versions of the plane. It is best to choose one before you start.

Also be sure to add weight to the nose of your plane so it does not sit on its tail when assembled. Small lead fishing weights can be used for this. Note, do not use styrene cement for the lead weights, an instant type cement works best for this.

Your model can be built without painting but for the best results painting is recommended. Paint the cockpit before assembly to the fuselage. Assemble the entire airplane (except for the landing gear and underwing stores) before painting. Carefully file and sand all cement joints being sure not to remove the engraving detail. (The advanced modeler may wish to use a body putty to fill in any small remaining gaps and joints — available at better hobby shops). If you are spray-painting or using an airbrush, be sure to cover the canopy with tape or masking material first.

When assembling clear parts and very small parts, we recommend the use of liquid cement applied with a brush (The advanced modeler may use an “instant” cement for this. Be sure to read the label before using, it glues skin together as well as plastic.)

Be sure to scrape the paint away from all cement joints for the strongest bond. Be sure to use paint specified for styrene plastic. The same holds true for cement. Be sure to read all directions and warnings on the labels before using

Before final assembly of parts, be sure to test-fit first. File, trim and fit as necessary. All molded parts have parting lines, draft angles and the gates where they are attached to the runners. These should be trimmed, filed and fitted for the best results. Good planning and patience will result in a well-finished model.

We recommend the following tools:
- A small sharp hobby knife, tweezers, a small flat and round file, Spring type clothespins (for clamps), fine sandpaper, small brushes (for liquid cement and paint).

Parts are arranged on separate trees. The trees are labeled “A”, “B”, etc. The parts are numbered on the trees. Thus when part 37A is called for, it is part 37 on tree “A”. Remove the parts only as you need them, not before.

SPECIAL MODELING TIPS

Always allow cement to dry before handling assembled parts. Use as little cement as possible for quicker drying. The cement is a solvent which actually melts the plastic to weld the joint together. Too much will deform the plastic. Use a good sharp hobby knife for trimming parts off of the runners, cutting details out of the sheet and smoothing out parting lines. (Scrape the plastic by holding the blade at right angles to the surface of the part.)

Examine books and magazines pertaining to the airplane you are building to gain a better idea of what the actual plane looks like. You may even attend an air show to examine the real thing — be sure to take a camera. As you gain experience you may wish to add “weathering” and special modifications to your Ertl-ESCI airplane kits. There are several magazines which cover this sort of advanced modeling — see your hobby shop or magazine store.