



THE DOUGLAS DAKOTA

The Douglas Dakota is probably the most famous and most important transport aircraft ever built; during its long career the Dakota has flown more miles and carried more people than any other aircraft ever built. It has seen world-wide service in the civil DC-3 and military C-47 versions, both of which may be built from this kit, and many hundred are still in daily use.

Developed from the DC-2, to which it has a marked similarity, the DC-3 first flew in December, 1935. As the first large scale production airliner with retractable undercarriage, the design soon found favour with American and foreign airlines, and hundreds were ordered before the outbreak of war.

The biggest boost to the popularity of the DC-3 was the outbreak of hostilities in Europe. Developed as a military transport the DC-3 entered service with the U.S.A.A.F. in January, 1942, as the C-47 Skytrain, and the first of the 1,895 supplied to the R.A.F. appeared in June of the same year, being given the new name of 'Dakota'.

Dakotas were operated in the Far and Middle East and throughout Europe by the allied air forces, carrying parachutists and towing gliders on D-Day, supplying the troops at Arnhem and the Chindits in Burma. Dakotas were also used as personnel transports, freighters and ambulances, and special versions could be fitted with either skis or floats for special operations.

Both the Russians and the Japanese had acquired licenses for the production of the DC-3, the Russians termed it the LI-2, and many were built some of which are still in service inside Russia.

Since production began some 10,926 Dakotas have been built, excluding license built aircraft for which no figures are available. The DC-3 has seen service, in civil and military form, with at least forty countries.

After the war surplus military Dakotas were acquired by most airlines and used to recommence operations. The Berlin airlift brought the Dakota back into R.A.F. service in large numbers, and a few are still used by the R.A.F. in the Far East.

In this country British European Airways obtained forty-eight Dakotas, and most of the independent operators started operations with ex-R.A.F. Dakotas. One company, Transair, modified theirs to have larger windows and up rated engines, calling them Dakmasters.

Among the British independent airlines who have operated DC-3's since the war is Silver City Airways, best known for its vehicle Air Ferry services across the Channel using Bristol Superfreighters (already available as an Airfix kit).

Silver City now has 15 DC-3's in service, most of them in use on scheduled services from Newcastle, Blackpool, Leeds, Glasgow and Edinburgh and on Continental scheduled flights from Lydd and Manston in Kent.

In the 14 years that Silver City has been operating DC-3's these aircraft have carried nearly one million passengers and amassed more than 50,000 flying hours.

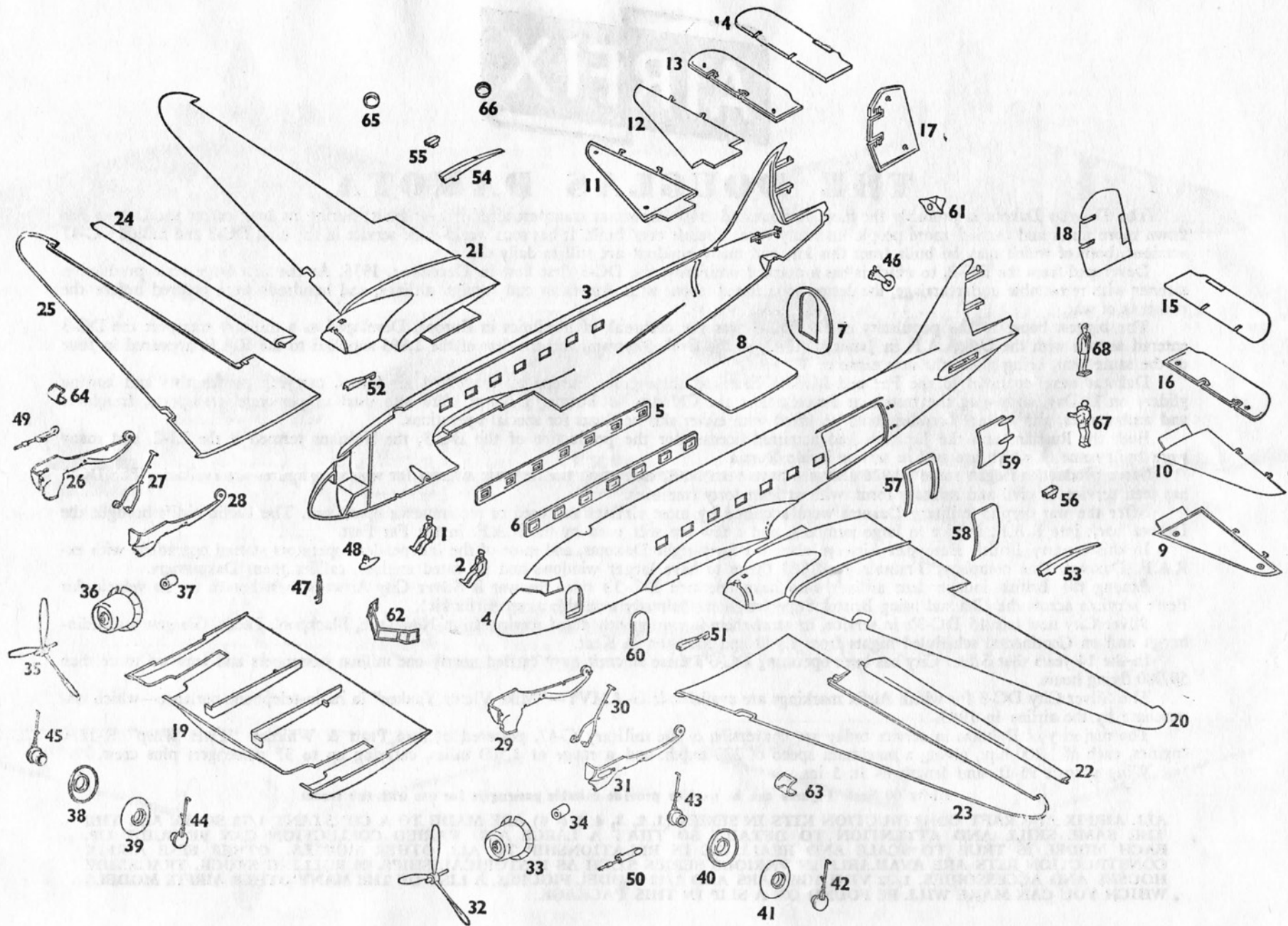
The Silver City DC-3 for which Airfix markings are available is G-AMVY—"Mike Victor Yankee" in radio-telephone parlance—which was purchase by the airline in 1953.

The majority of Dakotas in service today are conversion of the military C-47, powered by two Pratt & Whitney "Twin Wasp" R-1830 engines, each of 1,200 h.p., giving a maximum speed of 220 m.p.h. and a range of 1,500 miles, carrying up to 32 passengers plus crew.

Wing span is 95 ft. and length 64 ft. 5 ins.

Airfix 00 Scale Figures can be used to provide suitable passengers for use with this model.

ALL AIRFIX AIRCRAFT CONSTRUCTION KITS IN SERIES (1, 2, 3, 4, 5 & 6) ARE MADE TO A CONSTANT 1/72 SCALE ALL THE SAME SKILL AND ATTENTION TO DETAILS SO THAT A LARGE AND VARIED COLLECTION CAN BE BUILT UP. EACH MODEL IS TRUE TO SCALE AND REALISTIC IN RELATIONSHIP TO ALL OTHER MODELS. OTHER FINE AIRFIX CONSTRUCTION KITS ARE AVAILABLE IN VARIOUS SERIES SUCH AS HISTORICAL SHIPS, 00 ROLLING STOCK, TRACKSIDE HOUSES AND ACCESSORIES, 1/32 VINTAGE CARS AND 1/12 MODEL FIGURES. A LIST OF THE MANY OTHER AIRFIX MODELS WHICH YOU CAN MAKE WILL BE FOUND ON A SLIP IN THIS PACKAGE.



INSTRUCTIONS

It is recommended that the instructions and exploded view are studied before commencing assembly. If it is wished to paint internal details such as crew, cockpit and cabin details, and such external details as wheels and engines is best done before assembly.

1. Cement pilots in position, one in either fuselage half (1-4).
2. Locate passenger cabin transparencies in place and cement, applying cement only to the surrounds within fuselage (5 and 6).
3. Cement rear bulkhead in starboard fuselage half, between raised ribs in cabin rear (7).
4. Locate cabin floor on step in starboard fuselage, immediately forward of rear bulkhead, and cement (8).
5. Cement together the two fuselage halves, ensure that the floor and bulkhead are correctly positioned and firmly cemented in place.
6. Cement together upper and lower halves of port and starboard tailplanes and cement into fuselage slots (9-12).
7. Place lower half of starboard elevator in place on tailplane hinges, then cement upper half of elevator to lower. ENSURE NO CEMENT COMES INTO CONTACT WITH OPERATING HINGE (13 and 14).
8. Repeat the above procedure for port elevator (15 and 16).
9. Cement halves of rudder in place around fin hinges. ENSURE NO CEMENT COMES INTO CONTACT WITH OPERATING HINGES (17 and 18).
10. Locate and cement lower wing centre section to fuselage (19).
11. When centre section is set locate outer section of upper wings and cement to centre section and fuselage (20 and 21).
12. Turning the model upside down next locate port aileron in upper wing location, then cement lower wing to upper. ENSURE NO CEMENT COMES INTO CONTACT WITH MOVING AILERON (22 and 23).
13. Similarly assemble starboard wing and aileron (24 and 25).
14. Locate rear undercarriage leg in outer half of starboard engine nacelle, then position inner nacelle half over it. Cement together the front only of the nacelle (26, 27 and 28).
15. Locate and cement nacelle to centre section, ensuring the round locators at the rear of nacelle are engaged in the centre section slot.
16. Repeat this procedure for the port engine nacelle (29, 30 and 31).
17. Press propeller pin through front of one engine cowling and cement bush onto rear of pin. ENSURE NO CEMENT COMES INTO CONTACT WITH COWLING (32, 33 and 34).
18. In the same way assemble second engine cowling, and cement completed cowlings to engine nacelles.—Note that the cut out in the cowling is located over the stud on the nacelle (35, 36 and 37).
19. Cement together male and female halves of main wheels (38-41).
20. Press one undercarriage main leg into wheel, and cement second leg into it. ENSURE NO CEMENT COMES INTO CONTACT WITH WHEEL. Check that legs are parallel (42 and 43).
21. Clip the rear undercarriage leg into central wheel hole just below main legs, and spring pins of main legs into holes inside nacelle. To retract the undercarriage the legs are pressed together and pushed forward into nacelle.
22. Repeat this procedure for second undercarriage (44 and 45).
23. Cement tailwheel into locating hole beneath rear fuselage, and antenna and direction finding loop into holes beneath nose (46, 47 and 48).
24. Cement exhaust pipes into locating slots on the outside of each nacelle (49 and 50).
At this stage it must be decided whether the completed model is to be the civil or military version.
25. For the U.S.A.A.F. C-47 the intakes are cemented in place, locating in nacelle slots, and running forward over engine cowlings (51 and 52).
26. For the Silver City D.C.-3 the long engine intakes are employed (53 and 54).
27. The remaining intakes are included to allow the modelling of early Dakota variants (55 and 56).
28. Cement main door frame and passenger door in place in opening, the passenger door in either the open or shut position. Note that although these doors are always used on civil aircraft, military aircraft used for paratrooping usually have the door removed (57 and 58).
29. Cement large rear door in place, again either in open or closed position, and cement crew door to front fuselage (59 and 60).
30. On the civil version cement tail cone in place, this is not employed by the military version (61).
31. Cement cockpit transparency in place, applying cement carefully to edges of transparency (62).
32. Cement transparent landing light covers to wing cut-outs (63 & 64).
33. For the military version the astradome is cemented into the hole aft of the cockpit. On the civil version this is replaced by the flat cover (65 and 66).
34. The paratrooper can now be cemented inside the door of the military version. On the civil version he is replaced by a steward (67 and 68).
NOTE:—If it is wished to paint the model it should be done at this stage using the colour scheme overleaf and the painting notes below for smaller details. Fine engraved guide lines are given on the model for the blue Silver City trim and for the black and white invasion stripes of the C-47. It should be noted that the white top decking of the Silver City aircraft has now been extended to include the fin and rudder.
35. Apply transfers.
(a) U.S.A.A.F. First cut the sheet into eleven separate subjects. Then dip each in warm water and slide into position as illustrated on drawing. The national insignias are applied above the port and below the starboard wings and to either side of the fuselage. The Indian's head is applied to either side of the nose and the large "M6" just aft of the cockpit. The serial numbers are applied to either side of the fin and the aircraft name to the transparent base.
(b) Silver City. Similarly separate the sheet into twelve subjects and prepare. The large registration letters are applied above the starboard and below the port wings, and the smaller registrations to the base of the fin. The words 'Silver City' are applied to either side of the fuselage above the windows and the blue stripes to the fin and rudder. The name 'City of Oxford' is applied to either side of the nose, and the letters 'YV' below the nose. The aircraft name is applied to the transparent base.
36. Cement together both parts of stand and cement arm of stand into slot provided in fuselage.

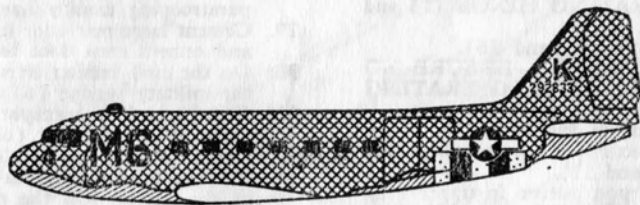
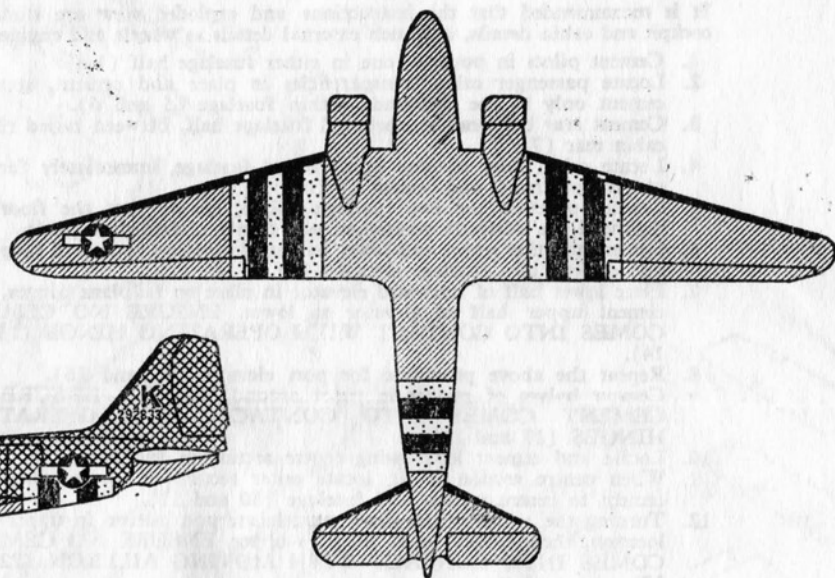
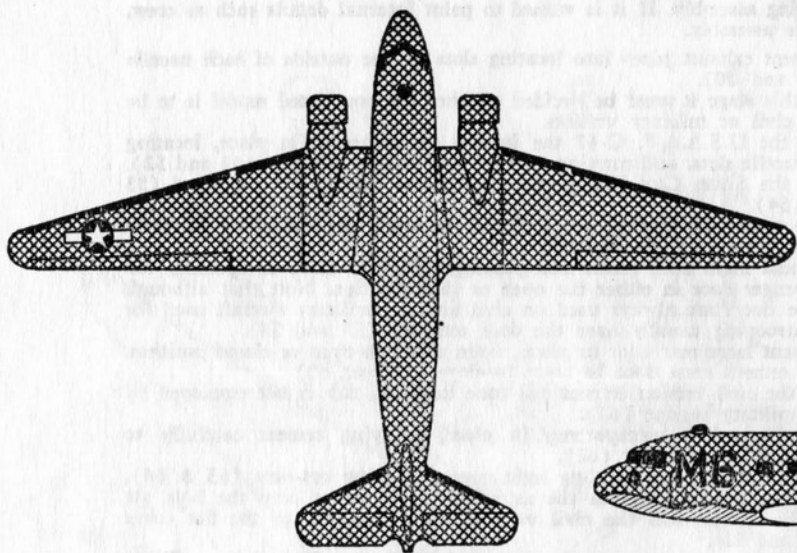
IT IS RECOMMENDED THAT WHEN USING THE CAPSULE OF ADHESIVE THE END OF THE CAPSULE BE CUT OFF WITH A PAIR OF SCISSORS APPROXIMATELY 1/4 IN. FROM THE END. EXCESSIVE PRESSURE ON THE CAPSULE IS UNDESIRABLE AS THIS MATERIAL IS IN LIQUID FORM AND CARE SHOULD BE TAKEN IN WHICH DIRECTION THE CAPSULE IS POINTED TO AVOID GETTING ADHESIVE IN THE EYES AND ON CLOTHING.

ACCESSORIES—SUGGESTED COLOURS

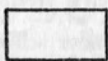
Tyres, exhausts, propellers and engine fronts: Matt Black.
Crew, military: Khaki uniforms, Brown boots, Flesh hands and face.
Crew, civil: Dark Blue uniforms, White shirts, Flesh details.

N.B.—For Painting use "AIRFIX" Paints. For Fixing use "AIRFIX" Polystyrene Adhesives.

COLOUR SCHEMES



LIGHT GREY



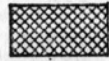
SILVER



BLUE



WHITE



DARK EARTH

