



Photo by Mike Harrison

control-line DC-3

Like scale gas models? Then switch to twin engine jobs by building this 48-inch replica of the famous Douglas transport.

BY GREGORY KOHN

WHEN the Douglas DC-3 transport first made its appearance in 1935, few men realized it would be looked upon 13 years later as the one airplane that contributed more to the development of aviation than any other. The DC-3 (Douglas Commercial No. 3) had a short but highly successful development period. In 1932, Trans World Airline (TWA), then Transcontinental and Western Airlines, approached Donald Douglas with specifications for a transport for their passenger and cargo routes. Douglas and his staff of competent engineers lost no time in building what was known as the DC-1. In July, 1933, the DC-1 first flew and proved so successful the Douglas firm was contracted to produce 25 modified DC-1's, which were called the DC-2. The DC-2 broke so many speed records that airlines throughout the world purchased modified DC-2's, which were called DC-3's. In 1939 over 93 per cent of all world air travel was

done in DC-3's! Actually, this figure is not nearly so impressive as one might think because the total number of DC-3's at that time did not exceed 500!

Then came the war—and the military version of the DC-3. The service DC-3, which was first designated as the Army and the C-47 Skytrain and by the Navy as the R4D, contained structural changes necessary for better production and to permit transporting of anything from jeeps to jugglers (of the USO variety), but still retained the commercial DC-3 appearance. The C-47 Skytrain soon proved so versatile that modified versions, designated C-48, C-49, C-50, C-51 and C-53 Skytrooper were built and pressed into service. The C-48, 49, 50 and 51 were executive transports while the C-53 Skytrooper was fitted for paratrooper operations.

Appropriately called the "Workhorse of AAF," over 14,000 military DC-3's were built and of these over 7,000 are still flying. In England (where it is called the Dakota), Africa, China, India, South America—in every corner of the earth—war surplus Skytrains are still flying and, like the famous Ford "Tin Goose," they probably will be flying for the next 25 years.

Of the many manufacturing concerns who found a war surplus C-47 would add



immeasurably to business and yet could be purchased at a fraction of the original cost was the Ohlsson and Rice firm, manufacturers of fine model airplane engines. The O & R plane, conspicuously labeled Ohlsson and Rice (see photos), was chosen as the prototype for our model and appropriately powered with two O & R 23 engines. While twin engine operation in models may appear difficult to many model builders, you'll find this model very stable and easy to fly. Furthermore, if one engine cuts, and this has happened many times, you can safely land on the remaining engine.

Twin engine control line models are not too popular in flying circles because most model builders don't especially care to add up the cost of two power plants. We've been in that position many times but in the case of this model, we cut building costs by fitting each engine with a Glow Plug, thereby eliminating the coils, condensers, spark plug and batteries. Cost for the power plants, ready-to-run, was less than \$22.00.

Our O & R DC-3, aside from being easy on the eyes, was also designed for rough



To insure complete authenticity, the model was scaled from original Douglas blueprints.

operation. The landing gear is especially husky and will transmit the shock of landings evenly throughout the entire structure. The wing is detachable which solves transportation and storage problems.

We don't especially recommend this model for beginners but if these instructions are followed carefully, even a novice can turn out a nice job. Before you start collecting the material, it is wise to obtain a set of full size plans. These may be procured from the MECHANIX ILLUSTRATED Plans Service, Fawcett Building, Greenwich, Connecticut, and cost only 50 cents.

PALE DETAILS:
AIRPLANE - SILVER
METALS, DEICER BOOTS,
WINDOWS - BLACK
LETTERING - WHITE ON
BLUE BACKGROUND,
RED TRIM LINE





