

DOUGLAS DC-3 / C-47 SKYTRAIN

DC-3 / C-47 SERVICE

Manufacturer: The Douglas Aircraft Co. Inc., Santa Monica, California, USA
Model: DC-3
Designations: C-47; C-41, C-48, C-49, C-50, C-51, C-52, C-53, C-68, C-84, C-117, C-129, CG-17, R4D, CC-129 (CAF)
Names: Skytrain (C-47); Skytrooper (C-53), Spooky (AC-47D), Dakota (RAF)

First official flight: DST 17 Dec 1935
Factory production period: 1935 – 1946
Primary service period: 1936 – 1960s
Last official flight: C-117D 27 Jun 1982

DC-3 / C-47 VARIANTS

1935	Model DC-3	DST	21	
1936	Model DC-3	DC-3	266	
1936	Model DC-3A	DC-3A	114	
1936	Model DC-3B	DC-3B	10	
1937	Model DC-3A	DST-A	19	Total: 00430

1940	Model DST / -A DC-3 / -3A	<i>Civil aircraft impressed:</i> C-48, C-49, C-50, C-51, C-52, C-53, C-68, R4D-2 / -4, Undesignated	151	Total: 00151
------	------------------------------	---	-----	---------------------

1938	Model DC-3A-253	C-41	1	
1939	Model DC-3A-253A	C-41A	1	
1942	Model DC-3A-360	C-47	965	
1942	Model DC-3A-360	R4D-1	66	
1943	Model DC-3A-456	C-47A	5253	
1944	Model DC-3A-467	C-47B	3232	
1944	Model DC-3A-467	TC-47B	133	Total: 09651

1941	Model DC-3A-405	C-53	219	
1943	Model DC-3A-457	C-53D	159	Total: 00378

1945	Model DC-3A-1003	C-117A	17	Total: 00017
------	------------------	--------	----	---------------------

1945	Model DC-3A-1003	DC-3D	28	Total: 00028
------	------------------	-------	----	---------------------

Total: 10655

DC-3 / C-47 VARIANTS – TYPE COMPARISON

Figures for each type are final totals built or converted.

<u>Civil</u>		<u>USAAF</u>		<u>US Navy</u>		<u>British RAF</u>
DST	21	C-49E/F	20	-		-
DC-3	266	C-49/A/B/C/D		-		-
		E/F/G/H/J/K	113	-		-
		C-50/A/B/C/D	14	-		-
		C-51	1	-		-
		C-52C	1	-		-
		-		R4D-2	2	-
		-		R4D-4R	7	-
DST-A	19	C-48B/C	18	-		-
DC-3A	114	C-41	1	-		-
		C-41A	1	-		-
DC-3C		C-47	965	R4D-1	101	Dakota Mk. I 53
DC-3C		C-47A	5253	R4D-5	238	Dakota Mk. III 963
DC-3C		C-47B	3232	R4D-6	152	Dakota Mk. IV 895
DC-3C		TC-47B	133	R4D-7	45	-
DC-3A		C-48/A/C	17	-		-
		C-52/A/B/D	5	-		-
		C-53C	17	R4D-3	2	-
		C-68	2	-		-
		<i>Undesignated</i>	12	-		-
		-		R4D-4	10	-
DC-3A		C-53	222	R4D-3	18	Dakota Mk. II 9
		C-53D	159	-		-
DC-3A		C-117A	17	-		-
DC-3B	10	C-49D/E/F	5	-		-
		C-84	4	-		-
DC-3D	28	-		-		-
DC-3S	5	-		R4D-8	100	-

DC-3 / C-47 PRODUCTION

Civil Aircraft (pre WW2)

DST / DC-3 / DC-3A / DC-3B / DST-A

*Douglas Sleeper Transport and Douglas Commercial-3.
2 (2055, 2056) assembled in Japan in 1939 as Showa L2D1,
US codename: "Tabby." Several other airframes also foreign
assembled.*

produced 1935 – 1941

Douglas Santa Monica, California

DST *mixed 1494 to 4129* 21

DC-3 *mixed 1545 to 4803* 266

DC-3A	<i>mixed</i> 1900 to 4812	114
DC-3B	<i>mixed</i> 1922 to 2028	10
DST-A	<i>mixed</i> 1951 to 4114	19
		Total: 00430

Civil to Military Factory Conversions

**C-48 / C-49 / C-50 / C-51 / C-53 / C-68
R4D-2 / R4D-4**

*Factory impressed commercial
airliners, various differences.
produced 1940 – 1942*

Douglas Santa Monica, California (DO) (D)

(DC-3A)	C-48 / A / C		11
	41-7681 / 41-7684	<i>mixed</i> 3256 to 4148	
	42-38332 / 42-38338	<i>mixed</i> 4170 to 4182	
(DC-3)	C-49 / A / B / C / D / J / K		75
	41-7685 / 41-7694	<i>mixed</i> 3270 to 4096	
	41-7715 / 41-7721	<i>mixed</i> 4141 to 4815	
	42-65584	3280	
	43-1961 / 43-2017	<i>mixed</i> 4996 to 6344	
(DC-3)	C-50 / A / B / C / D		14
	41-7695 / 41-7700	<i>mixed</i> 4083 to 4122	
	41-7703 / 41-7705	4109 / 4111	
	41-7709 / 41-7713	<i>mixed</i> 4131 to 4805	
(DC-3)	C-51		1
	41-7702	3289	
(DC-3 / DC-3A)	C-52 / A / B / C		5
	41-7701	4136	
	41-7706 / 41-7708	4127, 4128, 4112	
	41-7714	4813	
(DC-3A)	C-53 / C		19
	43-2018 / 43-2034	<i>mixed</i> 4964 to 6347	
	43-14404, 43-14405	4960, 4961	
(DC-3A)	C-68		2
	42-14297, 42-14298	4173, 4174	
(DC-3A)	Undesignated		12
	<i>no s/n applied.</i>	<i>mixed</i> 4177 to 4981	
(DC-3)	R4D-2		2
	BuNo. 4707, 4708	4097, 4098	
(DC-3A)	R4D-4		10
	BuNo. 07000 / 07003	<i>mixed</i> 4962 to 6349	
	BuNo. 33815 / 33820	6350 / 6355	
			Total: 00151

Military Aircraft

C-41

*DC-3A model, VIP version, factory
upgraded from a C-39 (DC-2-243).
produced 1938*

Douglas Santa Monica, California (DO)

38-502	2053	1	Total: 00001
--------	------	---	---------------------

C-41A

DC-3A model, 23 seat VIP interior.

produced 1939

Douglas Santa Monica, California (DO)

40-070

2145

1 Total: 00001

C-47

As DC-3A, strengthened deck,

cargo door, astrodome.

produced 1941 – 1943

Douglas Long Beach, California (DL)

41-7722 / 41-7866

mixed 4200 to 4374

41-18337 / 41-18699

mixed 4375 to 6105

41-19463 / 41-19499

6106 / 6142

41-38564 / 41-38763

mixed 4445 to 6222

42-5635 / 42-5704

mixed 6223 to 9011

42-32786 / 42-32923

9012 / 9149

43-30628 / 43-30639

6059 / 6070

965 Total: 00965

4 to RAAF as A65-1 / A65-4.

2 to RCAF as 650, 652.

1 to RNZAF as NZ3501.

R4D-1

As C-47, version for US Navy,

equipment changes. 35 also

converted from C-47.

produced 1941 – 1942

Douglas Long Beach, California (D)

BuNo. 3131 / 3143

mixed 4204 to 4283

BuNo. 4692 / 4706

mixed 4284 to 4366

BuNo. 01648, 06149

4367, 4368

BuNo. 01977 / 01990

mixed 4433 to 4454

BuNo. 05051 / 05072

mixed 4555 to 4764

66 Total: 00066

C-47A

As C-47, 24-volt electrical system. Some

duplicated DK c/n's with other aircraft,

corrected with new c/n's after delivery.

produced 1943 – 1944

Douglas Long Beach, California (DL)

42-23300 / 42-24407

9162 / 10269

42-24408 / 42-24419

13779 / 13790

42-32924 / 42-32935

9150 / 9161

42-100436 / 42-101035

18899 / 19498

43-15033 / 43-16132

19499 / 20598

43-30640 / 43-30761

13791 / 13912

2954

15 to RAAF as A65-5 / A65-19.

13 to RCAF as 651, 653 / 664.

Douglas Oklahoma, Oklahoma (DK)

42-92024 / 42-93158

11779 / 13039

(c/n's ending in "8" skipped).

42-93160 / 42-93823

13041 / 13777

(c/n's ending in "8" skipped).

42-108794 / 42-108993

11788 / 13778

(only c/n's ending in "8").

43-47963 / 43-48262 13779 / 14078 2299 **Total: 05253**
(corrected c/n: 25224 / 25523)

40 to RAAF as A65-20 / A65-59.
13 to RCAF as 961 / 963, 965 / 974.
14 to RNZAF as NZ3502 / NZ3506,
NZ3516 / NZ3524.

C-47B

As C-47A, high-altitude superchargers.
Duplicated DK c/n's with other aircraft,
corrected with new c/n's after delivery.
produced 1944 – 1945

Douglas Long Beach, California (DL)
43-16133 / 43-16432 20599 / 20898 300

Douglas Oklahoma, Oklahoma (DK)
42-93159 13040
43-48263 / 43-49962 14079 / 15778
(corrected c/n: 25524 / 27223)

- 1682 as **C-47B-DK**.
- 18 as **TC-47B-DK**.

44-76195 / 44-77294 15779 / 16878
(corrected c/n: 32527 / 33626)

- 985 as **C-47B-DK**.
- 115 as **TC-47B-DK**.

45-876 / 45-1139 16879 / 17142 2932 **Total: 03232**
(corrected c/n:
mixed 34134 to 34409)

65 to RAAF as A65-60 / A65-124.
17 to RCAF as 975 / 991.
34 to RNZAF as NZ3525 / NZ3558.
1405 additional airframes cancelled.

TC-47B

As C-47B, navigational trainers.
produced 1944 – 1945
Douglas Oklahoma, Oklahoma (DK)
133 mixed with **C-47B-DK** s/n.

133 **Total: 00133**

C-53 Skytrooper

As DC-3A, 28 seat paratroop version. 2
additional aircraft were factory impressed
(43-14404, 43-14405) and 1 civil drafted
(43-36600).

produced 1941 – 1942
Douglas Santa Monica, California (DO)
41-20045 4810
41-20046 / 41-20136 4816 / 4906
- 8 delivered as winterised **C-53B**.
42-6455 / 42-6504 4907 / 4956
42-15530 / 42-15569 7325 / 7364
42-15870 / 42-15894 7387 / 7411
42-47371 / 42-47382 7313 / 7324

219 **Total: 00219**

C-53D Skytrooper

As C-53, 24-volt electrical system.
produced 1943
Douglas Santa Monica, California (DO)
42-68693 / 42-68851 11620 / 11778

159 **Total: 00159**

C-117A

*As C-47B, 24 seat passenger interior,
no strengthened deck or cargo door.
Duplicated DK c/n's with other aircraft,
corrected with new c/n's after delivery.
produced 1945*

Douglas Oklahoma, Oklahoma (DK)

45-2545 / 45-2561

18548 / 18564

17 **Total: 00017**

(corrected c/n:

mixed 34129 to 34318)

114 additional airframes cancelled.

Civil Aircraft (post WW2)

DC-3D

*As C-117A, surplus airframes completed
as a post WW2 civil variant.*

produced 1945 – 1946

Douglas Oklahoma, Oklahoma

civil reg.

42954 / 42981

28 **Total: 00028**

Total: 10655

DC-3 / C-47 CONVERSIONS & TRANSFERS

Civil Conversions

DC-3C **21** C-47 / A / B, 1945, post WW2 Douglas conversions for civil airlines.
New c/n: 43073 / 43092, 43154, conversions finished in 1947.
Many hundreds more modified in post WW2 years to this standard.

DC-3S (Super DC-3)

5 1 C-47 (41-18656) / 4 DC-3, 1949, modified version of DC-3 airliner.
Fuselage / wing / tail redesign, engine upgrade, new c/n: 43158, 43159,
43191 / 43193. First DC-3S (C-47) to USAF 1950 as YC-129 (51-3817)
then to USN 1953 as R4D-8X (BuNo. 138659).

Military Conversions

USAAF / USAF

C-47 **30** C-47, 1949, refurbished aircraft for Greece, new s/n: 49-2612 / 49-2641.
VC-47 1+ C-47, staff transports.
AC-47A 1+ C-47A, electronics nav-aid calibration conversions.
(EC-47A) 1+ 1962, redesignation of AC-47A.
JC-47A 1+ C-47A, conversions for temporary testing.
NC-47A 1+ C-47A, permanent conversions for tests.
RC-47A 1+ C-47A, reconnaissance and other duty conversions.
SC-47A 1+ C-47A, air/sea search and rescue conversions.
(HC-47A) 1+ 1962, redesignation of SC-47A.
TC-47A 1+ C-47A, trainer conversions.
VC-47A 1+ C-47A, staff transports.
WC-47A 1+ C-47A, weather reconn. conversions.
AC-47B 1+ C-47B, electronics nav-aid calibration conversions.
(EC-47B) 1+ 1962, redesignation of AC-47B.

JC-47B	1+	C-47B, conversions for temporary testing.
NC-47B	1	C-47B, permanent test duties, sometimes as NC-47J.
RC-47B	1+	C-47B, reconnaissance and other duty conversions.
SC-47B	1+	C-47B, air/sea search and rescue conversions.
(HC-47B)	1+	1962, redesignation of SC-47B.
VC-47B	1+	C-47B, staff transports.
XC-47C	1	C-47 (42-5671), 1942-1943, prototype fitted with amphibious floats. Some unofficial field conversions as C-47C.
C-47D	1+	C-47B, high-altitude superchargers removed.
AC-47D	26	C-47D, 1953, electronics nav-aid calibration conversions.
(EC-47D)	26	1962, redesignation of AC-47D.
FC-47D	26	C-47D, 1965-1966, Vietnam gunships with 3 miniguns. 6 additional and undesignated conversions from 1964 for tests – 2 with miniguns, 4 with 10 machine guns.

AC-47D Spooky

	53	25 FC-47D / 28 C-47D, 1966-1969, Vietnam gunship conversions with 3 miniguns, radio / nav upgrades. 4 retained in the US until 1972.
GC-47D	1+	C-47D, ground instructional conversions.
JC-47D	1+	C-47D, conversions for temporary testing.
RC-47D	1+	C-47D, reconnaissance and other duty conversions.
SC-47D	1+	C-47D, search and rescue conversions, ventral lifeboat.
(HC-47D)	1+	1962, redesignation of SC-47D.
TC-47D	1+	TC-47B, trainer conversions to C-47D standards.
VC-47D	1+	C-47D, staff transports.
C-47E	9	C-47A / B, engine upgrade, Pan American airways check aircraft.
<i>C-47G</i>	-	<i>Not used.</i>
<i>C-47I</i>	-	<i>Not used.</i>
<i>C-47L</i>	-	<i>Not used.</i>
RC-47N	25	C-47A, 1966-1967, electronic reconn. aircraft in Vietnam War.
(EC-47N)	25	1967-1973, redesignation of RC-47N. Most to S. Vietnam AF by 1973.
<i>C-47O</i>	-	<i>Not used.</i>
RC-47P	28	C-47D, 1966-1967, electronic reconn. aircraft in Vietnam War.
(EC-47P)	26	1967-1973, redesignation of RC-47P. Most to S. Vietnam AF by 1973.
EC-47Q	16	8 C-47A / 8 C-47D, 1968-1975, reconn. aircraft in Vietnam War, engine upgrade.

Civil DC-3 models converted after airline delivery / service:

(DC-3A / DST-A)	C-48B / C	24
		Assigned s/n: 42-38258, 42-38259, 42-38324 / 42-38327, 42-56089 / 42-56091, 42-56098 / 42-56102, 42-56609 / 42-56612, 42-56629, 42-78026 / 42-78028, 44-52990, 44-52991. - 42-38259 briefly operated as 42-33642.
(DC-3 / B / DST)	C-49D / E / F / G / H	63
		Assigned s/n: 42-38250 / 42-38257, 42-38328 / 42-38331, 42-43619 / 42-43624, 42-56092 / 42-56097, 42-56103 / 42-56107, 42-56613 / 42-56618, 42-56620, 42-56621, 42-56623, 42-56625 / 42-56628, 42-56630 / 42-56637, 42-57506, 42-65580 / 42-65583, 42-68687 / 42-68689, 42-68860, 42-107422, 44-52999, 44-83228, 44-83229.

(DC-3A)		C-52D	1	Assigned s/n: 42-6505. - Later to C-48C, new s/n: 42-38260.
(DC-3A)		C-53	1	Assigned s/n: 43-36600. - Douglas staff transport 1941-46 (NC30000).
(DC-3B)		C-84	4	Total: 93 Assigned s/n: 42-57157, 42-57511 / 42-57513.
VC-53	1	C-53, conversion as a VIP transport.		
XC-53A	1	C-53 (42-6480), 1943-1946, factory conversion with slotted flaps, hot-air de-icing.		
C-53B	8	C-53, 1942, factory converted, extra fuel, winter equipment for Arctic.		
ZC-53D	1+	C-53D, 1948, redesignation as "obsolete."		
VC-117A	8	C-117A, 1948-1951, VIP staff transports, 1 served until 1970.		
C-117B	8	C-117A, 1946-1973, high-altitude superchargers removed.		
(VC-117B)	5	C-117B, 1948-1951, VIP staff transports, 1 served until 1968.		
C-117C	10	3 VC-47 / 7 VC-47A, 1953-1970, staff transports acquired from civil based Pioneer Airlines Inc. 1 additional may have been an SC-117A.		
YC-129	1	DC-3S, 1950, designation for <i>Super DC-3</i> evaluation, new s/n: 51-3817. Later redesignated as YC-47F, to USN 1953 as R4D-8X (BuNo. 138659).		
XCG-17	1	C-47 (41-18496), 1943-1946, glider conversion with engines faired over.		
US Navy / USMC				
R4D-1	35	C-47, 1942, aircraft in service with the US Navy. Assigned BuNo. 12393 / 12404, 30147, 37660 / 37680, 91104 (ex-RAF FD797). 30 additional transfers cancelled.		
R4D-2F	2	R4D-2, conversion to a VIP transport.		
(R4D-2Z)	2	Redesignation of R4D-2F.		
R4D-3	20	18 C-53 / 2 "impressed" C-53C, 1942, personnel transports for US Navy. Assigned BuNo. 05073 / 05084, 06992 / 06999.		
R4D-4Q	1+	R4D-4, modifications for ECM testing.		
R4D-4R	7	Civil DC-3, 1943, transfers as staff transports. Assigned BuNo. 33615 / 33621.		
R4D-5	238	C-47A, 1943, aircraft in service with US Navy. Assigned BuNo. 12405 / 12446, 17092 / 17248, 39057 / 39095. <i>Modifications with 1962 C-47H redesignations:</i> R4D-5 (C-47H) <i>Base model.</i> R4D-5E <i>Electronic ops.</i> R4D-5L (LC-47H) 6, 1947-1948, skis fitted, not redesignated. 8, 1955-1969, Antarctic ops. R4D-5Q (EC-47H) <i>Radar countermeasures.</i> R4D-5R (TC-47H) <i>Trainers / personnel transports.</i> R4D-5S (SC-47H) <i>Air-sea warfare training.</i> R4D-5T <i>Navigation training.</i> R4D-5Z (VC-47H) <i>Staff transports.</i>		
R4D-6	152	C-47B, 1944, aircraft in service with US Navy. Assigned BuNo. 17249 / 17291, 39096 / 39098, 39100, 39109, 50740 / 50839, 150187 / 150190. <i>Modifications with 1962 C-47J redesignations:</i> R4D-6 (C-47J) <i>Base model.</i> R4D-6E <i>Electronic ops.</i> R4D-6L (LC-47J) 3, 1962-1966, Antarctic ops.		

		R4D-6Q (EC-47J) Radar countermeasures.
		R4D-6R (TC-47J) Trainers / personnel transports.
		R4D-6S (SC-47J) Air-sea warfare training.
		R4D-6T Navigation training.
		R4D-6Z (VC-47J) Staff transports.
R4D-7	45	TC-47B, 1945, aircraft in service with US Navy. Assigned BuNo. 39099, 39101 / 39108, 39110, 39111, 99824 / 99857. 5 later converted to R4D-6 standard. 155 additional transfers cancelled.
(TC-47K)	39	1962, redesignation of R4D-7.
(NC-47K)	1	R4D-7 (BuNo. 39103), 1958-1972, transfer to US Army for tests, also NEC-47H.
R4D-8X	1	YC-47F, 1953, US Navy <i>Super DC-3</i> evaluation, assigned BuNo. 138659, but actually used BuNo. 138820. To R4D-8 standard 1954.
R4D-8	100	R4D-5 / -6 / -7, 1951-1982, conversions to <i>Super DC-3</i> standards. Original BuNo.s retained. New c/n: 43301 / 43400. <i>Modifications with 1962 C-117D redesignations:</i> R4D-8 (C-117D) <i>Base model.</i> R4D-8L (LC-117D) 6, 1957-1968, Antarctic ops. R4D-8T (TC-117D) 8, 1951-1978, Trainers. R4D-8Z (VC-117D) 4, 1951-1976, Staff transports.
C-47A	1	C-47H (BuNo. 17205), 1965-1974, US Navy transfer to US Army. Assigned s/n: 66-8836.
NC-47H	1+	C-47H, permanent conversions for tests, some to US Army.
EC-47M	1+	C-47H / J, 1962, special electronic equipment for Vietnam War.

British RAF

Dakota Mk. I	53	C-47 / R4D-1, 1942, aircraft serving with the RAF. Assigned RAF s/n: FD768 / FD818, FG857 (?), HK983.
Dakota Mk. II	9	C-53, 1942, aircraft serving with the RAF. Assigned RAF s/n: FJ709 / FJ712 (first 2 re-serialled MA928, MA929), HK867, HK893 (built from spares), LR234, TJ167, TJ170 (?).
Dakota Mk. III	963	C-47A, 1943, aircraft serving with the RAF. Assigned RAF s/n: FD819 / FD967, FL503 / FL652, FZ548 / FZ698, KG310 / KG809, TP187, TS422 / TS427, TS431 / TS436. Many to RCAF with 5 as s/n: 960, 964, 992 / 994.
Dakota Mk. IV	895	C-47B, 1944, aircraft serving with the RAF. Many to RCAF. Assigned RAF s/n: KJ801 / KJ999, KK100 / KK220, KN200 / KN701, KP208 / KP279, TP181 (?).
C-49D / G / H	6	1942. Assigned RAF s/n: LR231 / LR233, LR235, MA925, MA943.
C-68	1	1942. Assigned RAF s/n: LR230.
DC-3	4	Civil DC-3, 1939-1940, aircraft impressed into service with RAAF s/n: A30-1 / A30-4.

Foreign Conversions

CC-129	71	RCAF Dakota, 1968-1989, redesignation after the RCAF became the Canadian Armed Forces. Assigned CAF s/n: 12901 / 12971. 11 ordered post WW2 with s/n: 1000, 10291, 10910 / 10918.
---------------	-----------	--

FOREIGN MILITARY / CIVILIAN SERVICE

- **Showa L2D2 'Tabby'**, 485, 1941, license built version of the DC-3 in Japan by the Showa Hikoki Kogyo KK from 1940-45.
- **Lisunov Li-2 'Cab'**, 4937, 1939, license built version of the DC-3 in Russia by the Lisunov Aircraft Co. from 1939-54.
- Just about every country in the world operated the DC-3 / C-47 at some point during and post WW2, in either a civil or military capacity.
- Civil modifications included the Pan Am **Hi-Per DC-3** with engine upgrade, **Transair Dakmaster** (1955) with engine and u/c upgrades, **Viewmaster DC-3** with panoramic windows and the similar NZ NAC **DC-3 Skyliner**.
- UK turboprop conversions were the **Mamba Dakota** (1949, 1 built) and **RR Dart Dakota** (1950, 3 built).
- US turboprop conversions were the **Conroy Turbo-Three** (1969, 1 built), **Conroy Super Turbo Three** (1974, 1 built), **Specialised Aircraft Tri-Turbo Three** (1977, 1 built), **USAC Turbo Express** (1982, 2 built), **Aero Modifications DC-3-65TP Cargomaster** (1986, 8 built with 34 kits to SAAF as the **C-47TP**) and the **Dodson TurboDak** (1990s, 22+ built) using ex-SAAF aircraft.
- Best known US turboprop conversion is the **Basler Turbo-67 (BT-67)** (1988, 1 prototype and 50+ built) for civil and military customers.