

The workhorse of WW II, the C-47 and its variants could be seen at almost every Allied airfield. (Photo courtesy of Stan Piet)



MAIN MILITARY C-47S/R4D PRODUCTION TYPES AND DERIVATIVES

C-47A	2,954 built at Long Beach & 2,299 at Oklahoma City; 1200hp R-1830-92s.
C-47B	3, 232 built for high-altitude work with R-1830-90Cs. Last delivered October 23, 1945.
TC-47B	133 built at Oklahoma City with astrodomes fitted in the upper fuselage.
XC-47C	One float-equipped (Edo Model 78) version for Pacific island operations.
C-53	221 AAF troop transports built on DC-3 line at Santa Monica; R-1830-92s.
XC-53A-DO	One test aircraft with split flaps to replace full-span slotted flaps.
XC-53B-DO	Eight modified C-53 airframes for cold weather operations in Alaska.
C-53C-DO	17 requisitioned civilian DC-3As while under production.
C-53D-DO	53 aircraft similar to C-53-DO with benches on cabin side instead of seats.
C-117A-DK	17 examples, C-47Bs but with airline-type seats, galley, toilets and crew of four.
C-117B-DK	Postwar designation of C-117As with R-1830-90D engines.
XCG-17	Experimental troop-transport glider, a C-47-DL with engines removed.
R4D-1	66 aircraft, C-47-DLs, ordered directly by the Navy; delivery started February 1942.
R4D-5	81 C-47A-DLs and 157 C-47-A-DKs ordered by USAAF, transferred to USN & USMC.
R4D-6	Equivalent to C-47B-DK; 150 aircraft transferred for naval use.
R4D-7	41 TC-47B-DK transferred as trainers for the navy.

Paratroops are fitting up for Operation Husky, the invasion of Sicily in July 1943. (Photo courtesy of Stan Piet)



Afro-American trained paratroops in WW II were often assigned as smoke-jumpers for duty in the Northwest timber areas. (Photo courtesy of Stan Piet)



Roaring down the runway at Chino Airport, this C-47 with its large letters and invasion stripe could very well have been lifting off from England 70 years ago. Painted on with mops and towels less than 72 hours prior to the invasion, those stripes were to identify the C-47 as a friendly aircraft to ally troops. (Photo by Jim Hazeltine)



The cockpit of this C-47 has changed little since it left the factory. This interior is of a C-47 that flies out of Minot, North Dakota to this day. The only modern thing in the cockpit when it's being flown is a GPS unit they connect for flight. It's been to Oshkosh a number of times carrying the opening ceremony parachute team. (Photo by Jim Hazeltine)



If you're quiet enough, you can hear the ghosts of the 101st before jumping into Normandy. A D-Day vet, Kermit Weeks' Plane of Fame C-47 is just how it flew over France that dark night. Having survived the war, it flies today to remind us of our history and just how amazing the Gooney really is! (Photo by Jim Hazeltine)

