

Jeff Troy

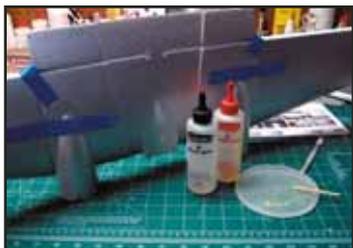
C-47 Skytrain

The venerable Douglas transport is nicely executed by GWS, complete with Japan Airlines graphics for the civilian DC-3.

Surely, the Douglas DC-3 is one of the most famous and most recognizable airliners of all time, and its functionality didn't stop with airline service; the airplane's C-47 military designation saw almost unlimited use as a troop transport and cargo aircraft throughout WWII and The Korean Conflict. Today, many of these fine aircraft are still operational, and GWS has added to their number with a beautiful kit design for twin electric power and full-house radio control.



The Skytrain's primary airframe components come factory painted in silver or olive drab. Drafting tape or Scotch 3M Blue masking tape is recommended to prevent marring the painted surfaces during the model's assembly. GWS Cement is included for general construction, although quick-setting epoxy is recommended when assembling the wing's outer panels to the center section.



GWS offers two versions of their all-foam C-47 Skytrain. One is painted in silver and the other in olive drab. Adhesive-backed graphics are included for both versions, and two different DC-3 sets are provided. Two electric motors and a dual wire harness make the electrical hookup a snap, and all the necessary hardware, fasteners and linkage components are also included in the box.



This kit builds very easily, and only a minimum of equipment, tools and supplies are needed. Most of the model's assembly is done with the included tube of GWS cellulose adhesive, and quick-set epoxy handles the rest. Required tools are limited to a razor knife and fresh blades, a needle-nose pliers, a ruler, a small drill and pin-vise, and a roll of drafting or similar low-tack tape.

Assembly begins with installing the pushrod guide tubes and tail wheel assembly in the fuselage halves, then joining the halves with GWS Cement. While the fuselage is curing, the wing tip panels can be joined to the center section with epoxy. Control surfaces come molded onto the flying surfaces. They must be cut free, then a bevel is sanded onto their leading edges. Hinging is accomplished with the included paper-like hinges, which grab the foam tightly with GWS Cement.



Paper-like hinges are installed in control surfaces with GWS Cement, then attached to flying surfaces and secured with tape until glue is thoroughly cured.

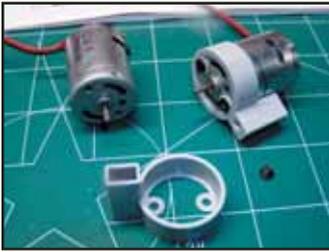
Specifications

- Wingspan: 47 inches
- Area: 282.1 square inches
- Length: 31.9 inches
- Weight: 15.9 - 19.4 ounces
- Loading: 8.1 - 9.9 oz./sq. ft.
- Motor: EDP300H (2)
- RC: GWS R6N RX, GWS Naro servos (3), GWS ICS-300 ESC

ARF Kit Includes

- Painted foam airframe components
- ABS cowls
- Two motors and wiring harness
- Propellers and rubber spinners
- Wheels, hinges and fasteners
- Pushrods, horns and linkages
- Graphics for C-47 and DC-3 aircraft
- 24-page instruction manual





Twin electric motors are fastened to plastic mounts with two screws. Basswood motor sticks in the nacelles carry the completed motor assemblies.

Wiring for the two motors fits into a track under the wing's center section, and a pair of ABS cowls gives the nacelles a nice finishing touch. The recommended GWS radio equipment fits neatly into the wing and fuselage cutouts, and the only real time-consuming procedure is bending the fine-tuning "V" into each of the pushrods.

My model came in silver, and for me, that took care of most of the decision making. I chose one of the two Japan Airlines civilian schemes, although I didn't apply the graphics until after the model had been flown a few times. The graphics are colorful and add a lot of character to the model, and I didn't want them damaged in case I had to make a field repair or two. This proved to be an entirely unnecessary precaution; my Skytrain flew well, and came back to the workshop virtually unscathed.

I chose a 7-cell NiMH battery for the first flights of the C-47. The battery had ample power, although run time with two motors was rather disappointing. After two get-acquainted flights, I replaced the pack with a 2-cell GWS Li-Poly battery, and that's when the model really came alive. Acceleration and takeoff were dramatically improved, as were top speed and flight duration.

It's very easy to become enamored with the Douglas design, whether it's done up as a C-47 "Goony Bird" Skytrain or as a DC-3 airliner. It's just one of those classic airplanes that screams "history" from every one of its lines. With the GWS 2-cell Li-Poly pack on board, the airplane can sustain realistic flight at approximately one-third power, and that's the ideal way to fly her.

I'm sure the model will perform a very graceful loop, but I was more enthralled with flying this airplane realistically, slow and easy, in horizontal eights and lazy flypasts.



GWS' C-47 Skytrain is on the wing over the scenic Pennsylvania countryside. This extremely stable model looks convincing — and it's a lot of fun to fly.

This GWS kit assembles into an all-foam, sport scale model that flies as good as it looks. Its flight envelope is stable and predictable, and it holds up well in regular use, even when it's primarily flown from a grass flying field.

For additional information about the GWS C-47 Skytrain, GWS radio system components and GWS NiMH and Li-Poly batteries, see the ads on pages 3 and 64, or telephone GWS USA, LLC, at 909-594-4979. **HM**



Decked out as a Douglas DC-3 in Japan Airlines graphics, the GWS C-47 Skytrain rests handsomely after a trio of successful flights. Markings for a military C-47 and two airliner versions are included in each Skytrain kit.