

## 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 17/12/1935  
*Factory production period:* 1935 – 1946  
*Primary service period:* 1936 – 1960's  
*Last official flight:* C-117D 27/06/1982

### DC-3 / C-47 VARIANTS

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

1940	<b>Model DST/-A DC-3/-3A</b>	<i>Civil aircraft impressed: C-48, C-49, C-50, C-51, C-52, C-53, C-68, R4D-2 / -4, Undesignated</i>	151	<b>Total: 00151</b>
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1938	<b>Model DC-3A-253</b>	<b>C-41</b>	1	
1939	<b>Model DC-3A-253A</b>	<b>C-41A</b>	1	
1942	<b>Model DC-3A-360</b>	<b>C-47</b>	965	
1942	<b>Model DC-3A-360</b>	<b>R4D-1</b>	66	
1943	<b>Model DC-3A-456</b>	<b>C-47A</b>	5253	
1944	<b>Model DC-3A-467</b>	<b>C-47B</b>	3232	
1944	<b>Model DC-3A-467</b>	<b>TC-47B</b>	133	<b>Total: 09651</b>

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

1945	<b>Model DC-3A-1003</b>	<b>C-117A</b>	17	<b>Total: 00017</b>
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1945	<b>Model DC-3A-1003</b>	<b>DC-3D</b>	28	<b>Total: 00028</b>
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**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>
<b>DST</b> 21	<b>C-49E/F</b> 20	-	-
<b>DC-3</b> 266	<b>C-49/A/B/C/D</b> <b>E/F/G/H/J/K</b> 113 <b>C-50/A/B/C/D</b> 14 <b>C-51</b> 1 <b>C-52C</b> 1 - -	- - - - - <b>R4D-2</b> 2 <b>R4D-4R</b> 7	- - - - - - -
<b>DST-A</b> 19	<b>C-48B/C</b> 18	-	-
<b>DC-3A</b> 114	<b>C-41</b> 1 <b>C-41A</b> 1	- -	- -
DC-3C	<b>C-47</b> 965	<b>R4D-1</b> 101	<b>Dakota Mk. I</b> 53
DC-3C	<b>C-47A</b> 5253	<b>R4D-5</b> 238	<b>Dakota Mk. III</b> 963
DC-3C	<b>C-47B</b> 3232	<b>R4D-6</b> 152	<b>Dakota Mk. IV</b> 895
DC-3C	<b>TC-47B</b> 133	<b>R4D-7</b> 45	-
DC-3A	<b>C-48/A/C</b> 17 <b>C-52/A/B/D</b> 5 <b>C-53C</b> 17 <b>C-68</b> 2 <i>Undesignated</i> 12 -	- - <b>R4D-3</b> 2 - - <b>R4D-4</b> 10	- - - - - -
DC-3A	<b>C-53</b> 222 <b>C-53D</b> 159	<b>R4D-3</b> 18 -	<b>Dakota Mk. II</b> 9 -
DC-3A	<b>C-117A</b> 17	-	-
<b>DC-3B</b> 10	<b>C-49D/E/F</b> 5 <b>C-84</b> 4	- -	- -
<b>DC-3D</b> 28	-	-	-
<b>DC-3S</b> 5	-	<b>R4D-8</b> 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

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

**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)	<b>C-48 / A / C</b>		11
	41-7681 / 41-7684	<i>mixed</i> 3256 to 4148	
	43-38332 / 43-38338	<i>mixed</i> 4170 to 4182	
(DC-3)	<b>C-49 / A / B / C / D / J / K</b>		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)	<b>C-50 / A / B / C / D</b>		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)	<b>C-51</b>		1
	41-7702	3289	
(DC-3 / DC-3A)	<b>C-52 / A / B / C</b>		5
	41-7701	4136	
	41-7706 / 41-7708	4127, 4128, 4112	
	41-7714	4813	
(DC-3A)	<b>C-53 / C</b>		19
	43-2018 / 43-2034	<i>mixed</i> 4964 to 6347	
	43-14404, 43-14405	4960, 4961	
(DC-3A)	<b>C-68</b>		2
	42-14297, 42-14298	4173, 4174	
(DC-3A)	<i>Undesignated</i>		12
	<i>no s/n applied.</i>	<i>mixed</i> 4177 to 4981	
(DC-3)	<b>R4D-2</b>		2
	BuNo. 4707, 4708	4097, 4098	
(DC-3A)	<b>R4D-4</b>		10
	BuNo. 07000 / 07003	<i>mixed</i> 4962 to 6349	
	BuNo. 33815 / 33820	6350 / 6355	
			<b>Total: 00151</b>

**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	<b>Total: 00001</b>
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**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**

### **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.	
<b>XC-47C</b>	<b>1</b>	C-47(42-5671), 1942, prototype fitted with amphibious floats. Some unofficial field conversions as C-47C.	
<b>C-47D</b>	<b>1+</b>	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.	
<b>FC-47D</b>	<b>26</b>	C-47D, 1965-1966, Vietnam gunship conversions, 10 machine guns.	
<b>AC-47D Spooky</b>	<b>56</b>	24 FC-47D / 32 C-47D, 1964-1969, Vietnam gunship conversions with 3 miniguns, additional equipment. 3 FC-47D not redesignated as AC-47D.	
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.	
<b>C-47E</b>	<b>9</b>	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.	
<b>(EC-47N)</b>	<b>25</b>	1967, 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.	
<b>(EC-47P)</b>	<b>26</b>	1967, redesignation of RC-47P. Most to S. Vietnam AF by 1973.	
<b>EC-47Q</b>	<b>16</b>	8 C-47A / 8 C-47D, 1968-1975, reconn. aircraft in Vietnam War, engine upgrade.	
<b>Civil DC-3 models converted after airline delivery / service:</b>			
(DC-3A / DST-A)	<b>C-48B / C</b>	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.	24
(DC-3 / B / DST)	<b>C-49D / E / F / G / H</b>	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.	63
(DC-3A)	<b>C-52D</b>	Assigned s/n: 42-6505. - Later to C-48C, new s/n: 42-38260.	1

(DC-3A)		<b>C-53</b>	1	
		Assigned s/n: 43-36600. - Douglas staff transport 1941-46 (NC30000).		
(DC-3B)		<b>C-84</b>	4	<b>Total: 93</b>
		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, factory conversion with slotted flaps, hot-air de-icing.		
<b>C-53B</b>	<b>8</b>	C-53, 1942, factory converted with 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.		
<b>YC-129</b>	<b>1</b>	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).		
<b>XCG-17</b>	<b>1</b>	C-47(41-18496), glider conversion with engines faired over.		

#### US Navy / USMC

<b>R4D-1</b>	<b>35</b>	C-47, 1942, aircraft in service with the US Navy. Assigned BuNo. 12393 / 12404, 30147, 37660 / 37680, 91104 (ex-RAF FD797). 30 additional conversions cancelled.		
R4D-2F	2	R4D-2, conversion to a VIP transport.		
(R4D-2Z)	2	Redesignation of R4D-2F.		
<b>R4D-3</b>	<b>20</b>	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.		
<b>R4D-4R</b>	<b>7</b>	Civil DC-3, 1943, conversions as staff transports. Assigned BuNo. 33615 / 33621.		
<b>R4D-5</b>	<b>238</b>	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) Radar countermeasures. R4D-5R (TC-47H) Trainers / personnel transports. R4D-5S (SC-47H) Air-sea warfare training. R4D-5T <i>Navigation training.</i> R4D-5Z (VC-47H) Staff transports.		
<b>R4D-6</b>	<b>152</b>	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.
<b>R4D-7</b>	<b>45</b>	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 conversions cancelled.	
(TC-47K)	39	1962, redesignation of R4D-7.	
(NC-47K)	1	R4D-7(39103), 1958-1972, transfer to US Army for tests, also NEC-47H.	
<b>R4D-8X</b>	<b>1</b>	YC-47F, 1953, US Navy <i>Super DC-3</i> evaluation, assigned BuNo. 138659, but actually used BuNo. 138820. To R4D-8 standard 1954.	
<b>R4D-8</b>	<b>100</b>	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.	
<b>C-47A</b>	<b>1</b>	C-47H(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

<b>Dakota Mk. I</b>	<b>53</b>	C-47 / R4D-1, 1942, aircraft serving with the RAF. Assigned RAF s/n: FD768 / FD818, FG857 (?), HK983.
<b>Dakota Mk. II</b>	<b>9</b>	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 (?).
<b>Dakota Mk. III</b>	<b>963</b>	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.
<b>Dakota Mk. IV</b>	<b>895</b>	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

<b>CC-129</b>	<b>71</b>	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.
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#### **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.*