

Douglas DC-3 Civil/Military Production

Santa Monica		Long Beach		Oklahoma	
DO		DL		DK	
c/n					
1494 - 1500	7				
1545 - 1549	5				
1551 - 1557	7				
1588 - 1590	3				
1900 - 1949	50				
1951 - 2000	50				
2002 - 2052	51				
2053 (C41)	1	C47 =	965		
2054 - 2056	3	R4D1 =	66		
2093 - 2144	52	C47A =	2954		
2145 (C41A)	1	C47B =	300		
2146 - 2149	4				
2165 - 2272	108				
3250 - 3299	50				
4080 - 4096	17				
4097 - 4098 (R4D2)	2				
4099 - 4148	50				
4170 - 4183	14				
		c/n			
		4200 - 4799	C47 R4D1	600	
4800 - 4809	10				
4810 (C53)	1				
4811 - 4815	5				
4816 - 4956 (C53)	141				
4957 - 5000	44				
		6000 - 6258	C47	259	
6259 - 6264	6				
6313 - 6355	43				
7313 - 7364 (C53)	52				
		7365 - 7386	C47	22	
7387 - 7411 (C53)	25				
		9000 - 9149	C47	150	
		9150 - 10269	C47A	1120	
11620 - 11778 (C53D)	159				
Civil =	579	13779 - 13912	C47A	134	
		18899 - 20598	C47A	1700	
Military =	382	20599 - 20898	C47B	300	
Total : 961		Total : 4285			
				c/n	
				11779 - 13778 C47A	2000
				25224 - 25523 C47A	300
				25524 - 27223 C47B	1700
				32527 - 33626 C47B	1100
				34129 - 34409 C47B	264
				C117A	17
				42954 - 42981 DC3D	28
				Total : 5409	
				(34110 - 15928 C47B	1519)
				C117A	
				cancelled VJ	

Grand Total : 10,655

Douglas Commercial Variants

DC-1	:	1, Wright GR-1820-F3 Cyclone-powered prototype of the series (1137).
DC-1A	:	(1) P+W R-1690-SDG Hornet-powered conversion of the prototype.
DC-2	:	87, Wright Cyclone F3-powered production version of the DC-1, with longer fuselage, new rudder and brakes.
DC-2-115	:	42, Wright Cyclone powered production version for European customers, (1377-8 were Bristol Pegasus-powered).
DC-2A-127	:	1, P+W Hornet SDG-powered variant (1328).
DC-2H-165	:	cc P+W Hornet S8EG-powered variants.
DST	:	21, Wright Cyclone powered 14-berth sleeper development of DC-2. Four "bunk" windows.
DST-A	:	19, P+W Twin Wasp powered variant of DST.
DC-3	:	265, Wright Cyclone powered, 14/21/28-seat dayplane variant of DST.
DC-3A	:	115, P+W Twin Wasp powered variant of DC-3.
DC-3B	:	10, Wright Cyclone powered, dual-purpose DST/DC-3 variant. Two "bunk" windows.
DC-3C	:	(21) P+W Twin Wasp powered civil conversions of military C-47, C-47A and C-47B transports. (43073 to 43092 + 43154)
DC-3D	:	(28) P+W Twin Wasp powered civil transports assembled from military C-117A parts. (42954 to 42981)
DC-3S	:	(5) Wright Cyclone C9-HE1 powered conversions to Super DC-3 standards. (6017/43158, 4122/43159, 1557/43191, 1554/43192, 1548/43193).

Douglas DC-3/C-47 Production

There have been many attempts to set down accurate production figures for the DC-3 and C-47 series of transports. The listing which follows is believed to be the first time that a complete and accurate account has been published.

In past attempts, several "red herrings" have obscured the final totals and it is suggested that the often quoted figure of 10,926 was made up from a figure of 962 Douglas - Santa Monica produced aircraft (including, wrongly c/n.1550), less the 159 C-53D Skytrooper aircraft = 803. To this figure was added a total of 10,123 so called "acceptances" by the U.S. military services between 1941 and 1945, which can now be shown to include many Santa Monica built aircraft.

The Douglas production figures are shown here in detail and to these figures must be added the 28 DC-3D aircraft, which were assembled from C-117A parts at the end of World War 2. Thus a grand total of 10,655 is recorded (as first established by John A. Whittle) as the figure for DST/DC-3/C-47 production by Douglas - Santa Monica, Long Beach and Oklahoma.

There may well be discussion as to the number of civil DST/DC-3 aircraft built, the figure rests with the definition of civil production at Santa Monica, and whether it should include part or all of the aircraft taken over by the U.S. military services many of which received military designations and some which did not.

As a basis for discussion, the following table shows one example of how the Douglas - Santa Monica production might be broken down,

DST	=	21
DST-A	=	19
DC-3/B	=	275 (inc 81 for export)
DC-3A	=	115 (inc 12 for export)
Total	=	430 civil production, delivered
plus	=	149 civil production ntu, to U.S. military services.
Total	=	579
plus	=	382 military production
Total	=	961 Douglas - Santa Monica.

DIRECT MAN-HOURS — DIRECT MAN-HOURS PER UNIT — TIME CYCLE
DOUGLAS OKLAHOMA CITY C-47

EXHIBIT NO.37

YEAR & MONTH	DIRECT MAN-HOURS (000)				DIRECT MAN-HOURS PER UNIT										TIME CYCLE (% UNIT MAN-HRS. PER TIME INTERVAL)					
	COMP. UNITS	SPARE PARTS	TOTAL		CUM. PLANE NO.	ON SITE	% O.P.	COMPT. % O.P.	ENTIRE PLANE	UNIT A- FRAME WEIGHT	PRODUCTIVITY		CUM. PLANE NO.	TIME CYCLE IN DAYS	LAST 15 DAYS	16 TO 45 (16)	46 TO 75 (17)	76 TO 105 (18)	106 TO 135 (19)	
			ACTUAL	CUM.							DIR. M.H./L.B.	IND. AVG.								
1943 JAN.	378	0	378	504																
FEB.	534	4	538	1142																
MAR.	892	17	909	1961	2	32500	53	47	69149	12100	5.71	8.28	2	224	2.5	15.6	24.6	15.8	41.5	
APR.	992	36	1028	2989	13	32500	53	47	69149	12100	5.71	5.33								
MAY	1169	97	1266	4255	32	32500	53	47	69149	12100	5.71	4.05	63	236	2.5	15.6	24.6	15.8	41.5	
JUN.	1321	161	1472	5727	63	32500	53	47	69149	12100	5.71	3.31								
JUL.	1778	157	1935	7662	96	34410	34	66	52136	12100	4.31	2.98								
AUG.	1851	175	2026	9688	133	40050	16	84	47679	12100	3.94	2.66								
SEP.	2018	170	2188	11877	183	27900	16	84	33214	12100	2.74	2.40	183	217	2.5	16.4	24.0	21.6	35.5	
OCT.	2232	152	2384	14261	250	24150	16	84	28750	12100	2.38	2.19								
NOV.	2124	148	2272	16533	335	19400	16	84	23095	12100	1.91	2.11								
DEC.	1964	127	2091	18624	465	15150	16	84	18036	12100	1.49	1.82	465	193	4.5	31.6	31.7	10.1	22.1	
1944 JAN.	1909	113	2022	20646	629	12575	16	84	14970	12100	1.24	1.65								
FEB.	2025	159	2184	22830	866	10920	16	84	13000	12100	1.07	1.49								
MAR.	2206	168	2374	25204	1117	9834	16	84	11707	12100	.97	1.40	1117	140	50.3	14.3	11.0	13.9	10.5	
APR.	1988	132	2120	27424	1384	8674	16	84	10267	12100	.85	1.30								
MAY	2457	143	2600	30024	1690	8600	16	84	10238	12100	.85	1.22								
JUN.	2446	136	2584	32608	2012	7900	16	84	9405	12100	.78	1.16	2012	84	59.0	22.4	16.3	2.3	-	
JUL.	2334	133	2467	35075	2150	7700	16	84	9167	12100	.76	1.14								
AUG.	2420	168	2588	37663	2450	7200	16	82	8780	12100	.73	1.11								
SEP.	2152	170	2322	39985	2775	6900	16	82	8415	12100	.70	1.06	2775	78	82.4	19.8	17.0	0.8	-	
OCT.	1908	181	2089	42074	3125	6600	16	82	8049	12100	.67	1.01								
NOV.	1758	139	1897	43971	3475	6500	16	82	7927	12100	.66	.99								
DEC.	1487	151	1638	45609	3475	6500	16	82	7927	12100	.66	.99	3475	114	34.3	44.8	9.1	9.8	3.0	
1945 JAN.	1499	125	1624	47233	3825	6200	16	82	7861	12400	.61	.97								
FEB.	1267	93	1360	48593	4165	6200	16	82	7561	12400	.61	.93								
MAR.	1337	86	1425	50018	4165	6200	16	82	7561	12400	.61	.93	4165	135	41.1	37.7	11.3	8.2	1.7	
APR.	1208	60	1268	51286	4495	6100	16	82	7439	12200	.61	.92								
MAY	1268	72	1340	52626	4495	6100	16	82	7439	12200	.61	.92								
JUN.	1196	73	1269	53895	4425	6300	16	82	7683	12200	.63	.89	4425	135	34.8	43.7	16.6	4.4	.5	

* EFFECTIVE AUG.1944, DATA INCLUDES MODIFICATION CENTER.