

# Douglas A 3

Lt.-Col. Carroll V. Glines,Lt.-Col. Wendell F. Moseley

**Douglas A-3 Skywarrior Pilot's Flight Operating Instructions** United States Navy,2012-04 Nicknamed The Whale due to its enormous size and weight, the Navy's A-3 Skywarrior was one of the longest serving, carrier-based jet aircraft. Designed by famed Douglas engineer Ed Heinemann, the A-3 featured a 36 swept wing, semi-monocoque fuselage, and two J57 turbojets in underwing nacelles. It typically carried a crew of three in a frame canopy with the pilot and bombardier/navigator sitting side by side. The A-3 was an outgrowth of a development program that dated to 1948 and was intended to serve as a strategic bomber. The prototype XA3D-1 first flew in 1952. Production problems pushed back introduction of the first A3D-1 aircraft to 1956, and 282 left the assembly line by the time production ceased in 1961. By that time the aircraft's role as a nuclear delivery platform had been handed off to the A3J Vigilante. Skywarriors served in Vietnam as conventional bombers and in other capacities including as an electronic warfare platform (designated EA-3B), as tactical reconnaissance and photography platform (RA-3B), and as a refueling aircraft (KA-3B). The EA-3B also performed critical functions for the fleet as electronic intelligence gathering platforms, and could carry a crew of up to seven. EA-3Bs participated in the Gulf War in 1991 before being retired by the Navy. Originally created in 1968 and revised in 1970, this Skywarrior instruction manual was standard issue for Navy pilots and crews, and features the A-3A / A-3B aircraft. In its pages you will find a description of the aircraft, performance data, and normal and emergency operations procedures. Originally restricted, this manual was declassified years ago and is here reprinted in book form, in its entirety.

*The Douglas DC-3* Henry M. Holden,1991

**Douglas DC-3** Robert Jackson,2020-12-30 A guide to the plane that changed commercial aviation: “A whopping 109 color photos shows kits in various stages of completion . . . Enjoyed it.” —Historical Miniatures Gaming Society No airliner in the history of commercial aviation has had a more profound effect than the Douglas DC-3. Reliable and easy to maintain, it carried passengers in greater comfort than ever before. Its origins stem from a design by the Douglas Aircraft Company of Santa Monica, California. Known as the Douglas Commercial One, or DC-1, this new aircraft was revolutionary in concept. It was quickly developed into the DC-2, which led to Douglas’ domination of the domestic air routes of the United States, and of half the world. Experience with the DC-2 led to an improved version, the Douglas Sleeper Transport (DST), first flown on December 17, 1935. This in turn evolved into a 21-seat variant, the DC-3, featuring many improvements. The first American Airlines DC-3 entered service in June 1936, and within three years of its introduction the aircraft accounted for a staggering 95 percent of all US commercial air traffic. From commencement of service to the attack on Pearl Harbor, the DC-3 increased domestic revenue passenger miles more than fivefold. Of the 322 aircraft operated by the country’s airlines in December 1941, 260 were DC-3s. At the pre-war peak, 30 foreign airlines operated the DC-3. On the eve of war, the DC-3’s scheduled flights represented 90 percent of international air traffic. In addition to over 600 civil examples of the DC-3, 10,048 military C-47 variants were built, as well as 4,937 produced under license in the USSR as the Lisunov Li-2 and 487 built by Showa and Nakajima in Japan as the L2D. After the war, thousands of surplus C-47s were converted for civilian use. These aircraft became the standard equipment of almost all the world’s airlines, remaining in frontline service for many years. The ready availability of cheap, easily maintained ex-military C-47s, large and fast by the standards of the day, jump-started the worldwide postwar air transport industry. The full remarkable story of the DC-3, and its ancestor the DC-2, is told in these pages, providing a wealth of information for the modeler and the enthusiast alike.

*Douglas A-3 Skywarrior* René J. Francillon,Edward H. Heinemann,1987 Beskrivelse af det amerikanske bombefly Douglas A-3 Skywarrior i dets forskellige varianter.

**The Legacy of the DC-3** Henry M. Holden,1996 Discover the remarkable history of the airplane that changed the world. Featuring almost 500 photographs and illustrations, The Legacy of the DC-3, is an exciting, detailed account of the development of the DC-3/C-47. Considered the most beloved and historically-important aircraft ever manufactured, the DC-3 flew over 100 billion miles and carried 700 million passengers. From the beginning of Donald Douglas' career through the war years to the DC-3s of today, this book captures the DC-3's many amazing accomplishments, as well as interesting behind-the-scenes stories of the personalities and struggles that shaped the airplane dubbed 'Queen of the Skies.' Author Henry M. Holden's extensive research includes a roster of every surviving DC-3/C-47 he could locate, as well as details on each variant product. The Legacy of the DC-3, is a 'must-have' book for the aviation historian, researcher, engineer, casual reader and 'buff'.

**Grand Old Lady: Story Of The DC-3** Lt.-Col. Carroll V. Glines,Lt.-Col. Wendell F. Moseley,2015-11-06 This is a most excellent chronological history of the iconic DC-3 (Douglas Commercial aircraft, third model), also known as the C-47 (Cargo) in the US Army Air Forces and R4D in the US Navy, Good Old Gooney Bird, Dear old Dakota, and Grand Old Lady. She was noisy, drafty, easy to fly and utterly dependable. One thing Donald Douglas demanded was that she hold her altitude on one engine. She became the luxury airliner of the late 1930s and made air travel practicable. More than 11,000 DC-3s were built for the military during World War II, and several hundred are still flying. This book defines the versatility of this aircraft for delivering cargo of all kinds, dropping paratroopers, evacuating wounded, towing gliders (three at a time), and, with engines removed, being gliders, landing on studded snow tires, skis or pontoons as the mission required, then being reconverted to airline service after the war.—Print Ed.

**Singularity** Ian Douglas,2012-02-28 Humankind’s vast intergalactic power struggle and future war to bring down an insidious evil alien empire reaches an explosive, page-turning climax in Ian Douglas’s Singularity, the third book in his New York Times bestselling Star Carrier series. Blisteringly exciting military science fiction in the vein of the hit TV series “Battlestar Galactica,” Singularity pits determined space soldiers against a powerful race of creatures bent upon the total annihilation of a human race on the brink of technological transcendence. A notable descendant of such classic military sf novels as Joe Haldeman’s The Forever War and Starship Troopers by Robert Heinlein, Singularity will not disappoint author Douglas’s every-growing legion of fans as it conquers Jack Campbell, Rick Shelley, John Ringo, David Sherman and Dan Cragg loyalists as well.

**Douglas DC-9 and McDonnell Douglas MD-80** Paul Raymond Smith,1987

**Illustrated History of McDonnell Douglas Aircraft** Bill Gunston,1999-12-15 What a history. What a company. With close technical analysis from Bill Gunston and artist Mike Badrocke's meticulous cutaway drawings, presented to the best effect on fold-out pages, this volume tells the complete story of one of the few truly great aircraft builders.

*The Legendary Douglas DC-3* Michael S. Prophet,2022-12 The DC-3 revolutionized air travel to an extent only surpassed by the advent of the jet aircraft. What made the DC-3 particularly special was the degree of safety it provided. Thanks to the DC-3 and its reputation for strength and reliability, in 1937 air travel insurance finally became available for the general public. Eight decades after its first debut, the DC-3 is still flying, a tribute to the solidity of its brilliant design, and it will likely continue to fly for a long time.

**Stephen A. Douglas** Robert Walter Johannsen,1973 BIOG Johannsen's 1983 biography won the Francis Parkman Prize of the Society of American Historians. Though most know Douglas for his famous debates with Abraham Lincoln, Johannsen reveals him to be one of the most powerful and formidable politicians of his time. This edition contains a new introduction.-

**Grand Old Lady** Carroll V. Glines Jr.,Wendell F. Moseley,Donald W. Douglas,2013-09

**Darkwell** Douglas Niles,2011-07-19 Tristan and Robyn prepare for a battle against evil—and possibly each other—in this conclusion to the first Forgotten Realms trilogy ever published Newly crowned king of the Ffolk of the Moonshae Isles, Tristan Kendrick must unite the many peoples of his realms for one final battle against the evil that threatens them. Meanwhile, Robyn the druid faces a sinister power that has infested the very land itself. With enemies on all sides and danger lurking in every shadow, Robyn and Tristan must decide if their paths forward are one—or if their powers and alliances will divide them. Time is running out, and the future of the beloved Moonshae Isles depend on Robyn and Tristan. Will they come together to rule as king and queen, or will they separate as bitter enemies?

*Douglas X-3 Stiletto Pilot's Flight Operating Instructions* United States Air Force,2007-09-01 Instruktionsbog for det amerikanske eksperimentalfly fra 1950erne, Douglas X-3 Stiletto.

*Douglas DC-3 Dakota* Paul Blackah,2011-09-29 The Douglas DC-3 Dakota revolutionized air transport in the 1930s and 1940s. Because of its lasting impact on the airline industry, and in particular the part it played in the World War II, the Dakota is widely regarded as one of the most significant transport aircraft ever built. Using the RAF Battle of Britain Memorial Flight’s ZA947 as its centerpiece, this Haynes Manual describes the Dakota’s rugged anatomy and examines its operation from the viewpoints of its owners, aircrew, and engineers.

**Aircraft Accident Report** United States. National Transportation Safety Board,1970

*The Douglas DC-3* Len Morgan,1980 A pilot reports on what it was like to fly the DC-3, which was the first plane to make commercial passenger service economically feasible. Contains photographs, line drawings, and a pilot training manual.

*Douglas DC-3/C-47* Dan Hagedorn,Mario Overall,2021 The authors describe this book as a labor of love and who can blame them for there are few aviation enthusiasts who do not share their great affection and respect for one of the finest and long-lived aircraft ever to take to the skies, the DC-/C-47. This book examines in detail one aspect of the aircraft's history which is not that well known, the fact that DC-3s and their military equivalents and derivatives have been in continuous service in that geographically diverse region of the world known as Latin America for more than 75 years, longer than anywhere else in the world. The DC-3 and C-47 came upon the scene at precisely the right moment in every nation. They were in use from the Rio Grande south all the way to Antarctica and from the remote Galapagos in the Pacific to the Antilles chain in the Caribbean. As always, they were used as workhorses and heavy-lifters, but a significant number, surprisingly, saw combat service in a number of most exotic circumstances, both as ad hoc bombers and combat aircraft. C-47s were not only the most numerous type in some national inventories, but often the most heavily utilized and valued. Richly illustrated, with tables describing the often extraordinary individual services lives of each-and-every known aircraft, this is a testament to the men and women who, for three-quarters of a century, have sweated, cursed and yet loved these magnificent aircraft.

**The Dakota Hunter** Hans Wiesman,2015-03-19 A tale of a lifelong passion for a WWII aircraft that changed the author’s life: “It is almost like an adventure novel except it is true” (Air Classics). This book tells the story of a Dutch boy who grew up during the 1950s in postwar Borneo, where he had frequent encounters with an airplane, the Douglas DC-3, a.k.a. the C-47 Skytrain or Dakota, of World War II fame. For a young boy living in a remote jungle community, the aircraft reached the proportions of a romantic icon as the essential lifeline to a bigger world for him, the beginning of a special bond. In 1957, his family left the island and all its residual wreckage of World War II, and he attended college in The Hague. After graduation, he started a career as a corporate executive—and met the aircraft again during business trips to the Americas. His childhood passion for the Dakota flared up anew, and the fascination pulled like a magnet. As if predestined, or maybe just looking for an excuse to come closer, he began a business to salvage and convert Dakota parts, which meant first of all finding them. As the demand for these war relic parts and cockpits soared, he began to travel the world to track down surplus, crashed, or derelict Dakotas. He ventured deeper and deeper into remote mountains, jungles, savannas, and the seas where the planes are found, usually as ghostly wrecks but sometimes still in full commercial operation. In hunting the mythical Dakota, he often encountered intimidating or dicey situations in countries plagued by wars or revolts, others by arms and narcotics trafficking, warlords, and conmen. The stories of these expeditions take the reader to some of the remotest spots in the world, but once there, one is often greeted by the comfort of what was once the West’s apex in transportation—however now haunted by the courageous airmen of the past.

**Zero to Three** F. Douglas Brown,2014 What started out as a way to address dealing with parenting and, in particular, fatherhood, became a series of poems focused on familial roles and situations that are difficult to articulate, even among family members. The poems in Zero to Three mark both the change in the child and in the father, who is also a son himself. The term “zero to three” derives from the developmental period that many clinicians and pediatricians believe is the most fundamental phase for children whose delicate brains are undergoing drastic and formative change. Research also shows that parents undergo formative change alongside their children during this period from conception to toddler age. These poems do not intend to offer a definitive stance on parenting or fatherhood but, rather, to capture an emotional gestational period that extends beyond the womb and exceeds beyond the grave. They celebrate pop culture and family, as well as lament the anguish and frustration of a parent losing his temper or a parent losing a parent. Ultimately, these poems attempt to sing and dance in the fact that parenting is a wonderful mystery to witness and experience.

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