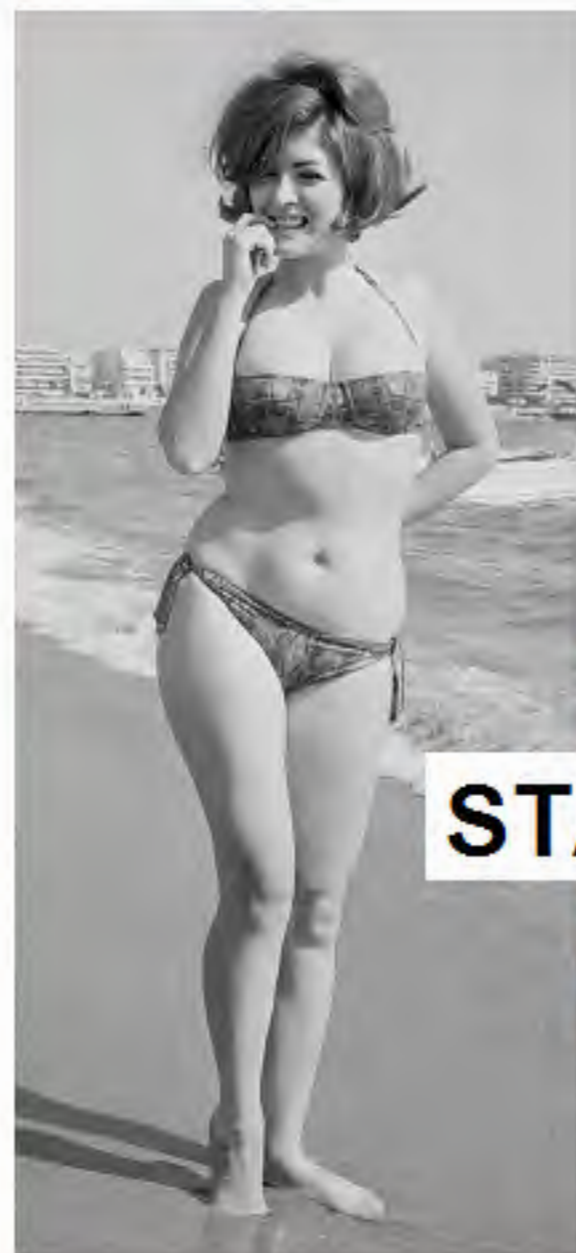




THE AC-47 SPOOKY PILOTS FLIGHT MANUAL



THIS MANUAL
IS
STACKED
WITH
VITAL
INFORMATION



THE DOUGLAS AC-47 SPOOKY

The Douglas AC-47 ("Puff, the Magic Dragon") was a United States Air Force (USAF) C-47 that had been modified by mounting three 7.62 mm General Electric miniguns to fire through two rear window openings and the side cargo door, all on the left (pilot's) side of the aircraft, to provide close air support for ground troops.



The guns to be active for firing would be selected by an aerial gunner on a control panel on the right side of the cargo bay. Normally, two aerial gunners would be part of the crew. They would load the guns, clear malfunctions, and do inflight repair as well as select which gun(s) were online for the pilot to fire. It could orbit the target for hours, providing suppressing fire over an elliptical area about 52 yd (47.5 m) in diameter, placing a round every 2.4 yd (2.2 m) during a three-second burst.

It was actually the pilot who fired the guns, and to put them on target was no walk in the park.

That's why we're giving you this manual.

WELCOME TO THE AC-47 COCKPIT



This is the default view which is locked to the Gunsight on the left of your cockpit.



You might find the Wide View more conducive for normal flying

Using your hat controller will enable you to choose the cockpit view you prefer.

ACCESSING THE SIGHT



1. Start from the Default cockpit view.
2. Pan left as far as you can.
3. Tilt down as far as you can.
4. There's the sight

**This is the optimum position
for viewing the sight**





The guns are staggered in such a way as to give you wide coverage when fired.

The bullets go wherever the sight is pointed

The standard flight profile involved cruising in an anti-clockwise orbit at 120 knots air speed and an altitude of 3,000 feet



The AC-47 could put a high explosive or glowing red incendiary bullet into every square yard of a football field-sized target in three seconds.



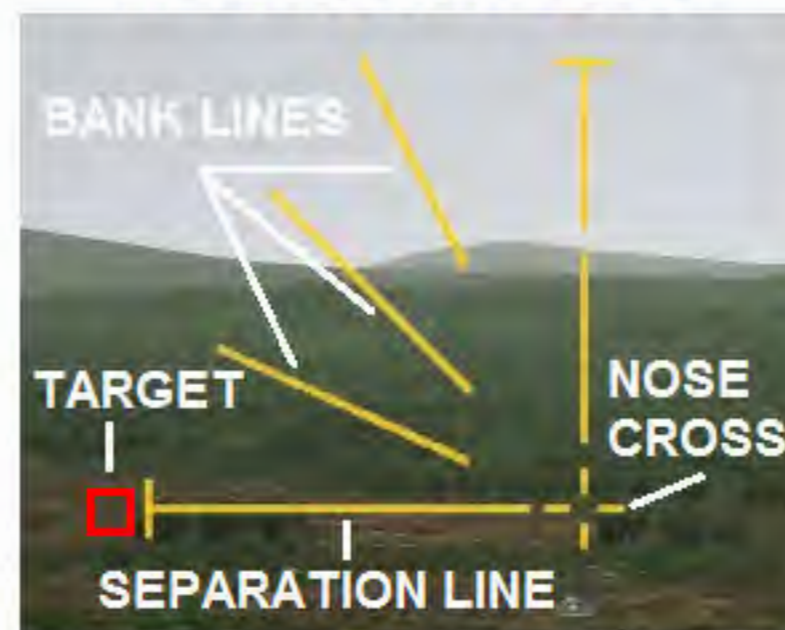
The AC-47 has the familiar YAP HUD arrangement:

Caged Mode - Nose cross, changing to Flight Path Marker when arriving at Approach Waypoint for Landing

AA Mode - Clear view

AG Mode - The Targeting Guide which you use when approaching the target

THE TARGETING GUIDE



The centre cross consists of the usual nose cross, plus a horizontal separation line that you place next to the target. Keep flying with that separation line next to the target, and the target will be in an optimum position for your guns to hit
There are also bank lines to help you to position your aircraft



GOODNIGHT VIENNA



Banking the aircraft will help the spread of bullets.

It's another case of the three P's:
Practice, Practice, Practice.



TAKE-OFF

- [] FLAPS - UP $\frac{1}{4}$ " DOWN FOR SHORT RUN
- [] RELEASE CHOCKS
- [] PARK BRAKE -- OFF
- [] TAXY FORWARD AND LOCK TAIL WHEEL
- [] PULL OFF 90 MPH FLAPS UP 78 KTS
85 MPH FLAPS $\frac{1}{4}$ DOWN 74 KTS
- [] BRAKE WHEELS RAISE UNDERCARRIAGE
- [] SAFETY SPEED 105 MPH 91 KTS
- [] 200FT RAISE FLAPS

RECOMMENDED CLIMBING SPEED IS 120 MPH
104 KTS

CRUISING SPEED AT 10,000 FT----- 185 MPH TAS
160 KIAS

STALLING SPEEDS ENGINE OFF

FLAPS AND GEAR UP ----- 77 TO 86 MPH
67 TO 75 KTS

FLAPS AND GEAR DOWN ----- 67 TO 76 MPH
58 TO 66 KTS

LANDING

- [] REDUCE SPEED ----- 160 MPH 139 KTS
 - [] GEAR DOWN
 - [] TAIL WHEEL LOCKED
 - [] PROPELLER ----- 2550 RPM
 - [] REDUCE SPEED ----- 110 MPH 96 KTS
 - [] FLAPS ----- $\frac{1}{4}$ DOWN
- FULL DOWN ON FINAL

APPROACH SPEED:

ENGINE ASSISTED --- 85 MPH 74 KTS
GLIDE 95 MPH 83 KTS