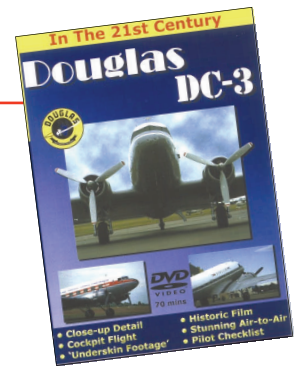


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# AVIATION WORLDWIDE

REVIEW - DC3 DVD



Hi Lindsay,

I am breathless !!! .....Hope you pass this mail onto all the folks at aviation worldwide and of course your customers. Coming into it's fifth year, I operate the largest DC-3 web site on the Net. I know you folks have visited my site, so I presume you also know that this video is being viewed by someone (me that is) who knows more than a lot about the DC-3. I have been studying this aircraft for over 30 years now. I do intend to present a full review in detail on my web site, but for now.. here are my quick views below.....

Just watched your Video..... EXCELLENT !! .....And with a free baggage tag from the era and wonderfully detail checklist from all aspects of flight on the DC-3, as well as the aircraft's specs provided etc..

I loved the video introduction, I do have that original video titled 'C-47' from which some of that intro was taken. Thankfully you kept in only the best bits, plus, .. additional footage from that era, not seen before. (I refer to the Bonanza DC-3 and Douglas plant at Santa Monica to name just a couple of things). That was wonderful! Wish I could own that DC-3 RV vehicle too. Nice picture of the DC-3 on floats & wonderful rare film of the C-47 towing gliders during WWII etc. A perfect way to introduce this magnificent aircraft.

Then to the 21st Century and the Pioneer DC-3 starting it's engines (from 3 camera angles), with a beautiful view in front of the airport tower/terminal. It was just like a scene from the 60's.

There was no mistaking that Pratt & Whitney hum from the 1830 engines on take off. Even at this stage of the video which had barely started, you included some excellent cockpit footage. The camera angles were delightful. I especially enjoyed watching the Captain pulling the yoke toward him, wrapped around his arm just after making a delightful crab landing.

Aircraft sounds have been captured to perfection in all stages of flight.

And now onto the DC-3 refurbishment/overhaul program. Never have I seen such detail here, .. from individual rivets being popped out and replaced, hydraulic cables being checked, cables throughout the DC-3 being looked over, cockpit instruments and even down to the fuel tanks and gauges being checked over. The close up of the engines and then onto the actual pistons and cylinders along with the crankshaft housing was.. MAGNIFICENT !!

A smile beamed across my face watching men, younger than the aircraft itself completing the overhaul. It was at this stage that I realized, anyone watching this video would really appreciate the work it takes to keep any DC-3 in the air today. No other DC-3 video in the world provides such close up detail as outlined in this portion.

Onto the 'walk around' check (enjoyed that immensely, did the Captain check for birds nests in the engines? <grin>) and then into the cockpit where upon all instruments are explained. Interesting to see that the Pioneer DC-3 still has it's original Sperry auto-pilot installed a rarity these days.

The next portion was superb to sit back and watch, the engine run up checks... Amazingly the video captures the spinning props without any problem to film quality, it was just as though you were watching with the human eye. You could literally see the speed of the props from the outside of the aircraft throughout the engine run-up, thereby having the ability to know when and how much power was being applied to the throttles.

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You filmed such awesome footage during flight, with the landscape and lakes in the background, it was here you could appreciate the gracefulness of the DC-3. Not only that, but a quick pan into the cockpit shows the instruments very clearly. I was able to figure out that the DC-3 was flying at 1500 feet, at 120kias, using 30 inches of MAP with props set at 2050 rpm's, during level flight. The use of the trim wheel was evident. So too was the use of the power throttles during this time, to a point that I realized that perhaps number one engine had a little more power in it than number two, as was the angle of the power throttles, (common in most DC-3's today).

How about the morning flight as the sun was rising? .... Phew !! ...what an excellent piece you captured of the DC-3 here. From an artistic point of view, this was a masterpiece of filming. The taxiing and landing sequences on the grass was again, something I have not seen on other DC-3 video's. Obviously, you captured the versatility of the aircraft right here.

How on earth you managed to get those pilots to perform continuous low fly-by's within the beautiful scenery setting was amazing. At one point I thought the camera man was going to be hit head on !! Capturing a perfect 30 degree turn and then onto level flight back out of the turn was something really appreciated.

A bonus toward the end of the video and somewhat a surprise, was the footage captured of not one, not two, but three DC-3's performing together at the small airport. I especially enjoyed watching each one of these take off and studying the landing gear being raised. Noting that the C-47 in military Normandy d-day markings livery, was the one with the most pronounced alternate landing gear hydraulics, capturing the very essence of how the DC-3 operated right back to it's hey-day in the 1940's and 50's.

In conclusion, this video is everything it is advertised to be, plus more. Without doubt, it is simply 'the best' DC-3 available today and it is a 'must-have', ...not just for those interested in the DC-3, but for all aviation enthusiasts. The roots of passenger and wartime aviation are captured splendidly. Titled "Douglas DC-3 in the 21st Century", it could easily have been titled "Begin Here" as a prelude to all that has been filmed in aviation throughout the years. ....In this modern era, you have created a video classic!

Definitely, recommended viewing and certainly well worth the purchase price. I am thinking of getting a second one, this one is going to wear out quickly I am sure.

Consider a job spectacularly presented, well done and thank you so much!!  
.....How do they say it in the film industry? ..... "TWO THUMBS UP" !!