Da Wikipedia Inglese

|  |  |  |  |
| --- | --- | --- | --- |
| **Variant** | **DC-6** | **DC-6A** | **DC-6B** |
| Crew | Three to Four | | |
| Capacity | 48-68 Passengers | 28,188 lb (12,786 kg) of Cargo | 42-89 Passengers |
| Length | 100 ft 7 in (30.66 m) | 105 ft 7 in (32.18 m) | |
| Wingspan | 117 ft 6 in (35.81 m) | | |
| Height | 28 ft 5 in (8.66 m) | | |
| Wing Area | 1,463 sq ft (135.9 m2) | | |
| Empty weight | 52,567 lb (23,844 kg) | 45,862 lb (20,803 kg) | 55,357 lb (25,110 kg) |
| Max takeoff weight | 97,200 lb (44,100 kg) | 107,200 lb (48,600 kg) | 107,000 lb (49,000 kg) |
| Powerplant (4x) | [Pratt & Whitney R-2800](http://en.wikipedia.org/wiki/Pratt_%26_Whitney_R-2800_Double_Wasp)-CA15 "Double Wasp" radial engine, 2,400 hp (1,800 kW) with water injection each | Pratt & Whitney R-2800-CB16 "Double Wasp" radial engine, 2,400 hp (1,800 kW) with water injection each | Pratt & Whitney R-2800-CB17 "Double Wasp" radial engine, 2,500 hp (1,900 kW) with water injection each |
| Propellers | Hamilton Standard 43E60 "Hydromatic" constant-speed props with autofeather and reverse thrust | | |
| Cruise speed | 311 mph (501 km/h) | 315 mph (507 km/h) | |
| Fuel Capacity | 4,260 US gallons (16,125 litres) 4,722 US gallons (17,874 litres) |  | up to 5,512 US gallons (20,865 litres) |
| Range | 3,983 nmi (7,377 km) | 2,948 nmi (5,460 km) Max payload 4,317 nmi (7,995 km) Max fuel | 2,610 nmi (4,830 km) Max payload 4,100 nmi (7,600 km) Max fuel |
| Service ceiling |  | 21,900 ft (6,700 m) | 25,000 ft (7,600 m) |
| Rate of climb | 1,070 ft/min (330 m/min) |  |  |

Introduzione: 24/11/46 prima consegna DC6, nel 1952 prima consegna DC6B (wikipedia inglese)

DC6 ultimo aereo prodotto nel 1952 (era militare) da <http://rzjets.net/aircraft/>

Ultimo DC6ABC prodotto nel 1958 da <http://rzjets.net/aircraft/>

DC6 lunghezza pista: 3500ft da http://www.evertsair.com/pages/aircraft/aircraft.php

Dal sito Boeing http://www.boeing.com/boeing/history/mdc/dc-6.page

The Douglas DC-6 was one of the first airplanes to fly a regularly scheduled around-the-world route. With its higher performance, increased accommodation, greater payload and pressurized cabin, it was a natural evolution of the DC-4.

Although the DC-6 had the same wingspan as the DC-4, its engines helped it fly 90 mph faster than the DC-4, carry 3,000 pounds more payload and fly 850 miles farther. The DC-6 could maintain the cabin pressure of 5,000 feet while flying at 20,000 feet.

American Airlines and United Airlines ordered the commercial DC-6 in 1946, and Pan American Airways used the DC-6 to start tourist-class service across the North Atlantic. The 29th DC-6 was ordered by the Air Force, adapted as the presidential aircraft and designated the VC-118. It was delivered on July 1, 1947, and called *The Independence* after President Harry Truman's hometown, Independence, Mo.

The larger, all-cargo DC-6A first flew Sept. 29, 1949; the larger capacity DC-6B, which could seat up 102 people, first flew Feb. 10, 1951. After the Korean War broke out in 1951, the military ordered DC-6As modified as either C-118A "Liftmaster" personnel carriers, as the Navy's R6D transports or as MC-118As for aeromedical evacuation. Between 1947 and 1959, Douglas built a total of 704 DC-6s, 167 of them military versions. By 1998, the DC-6 was still flying with smaller airlines around the world.

|  |  |
| --- | --- |
| Specifications | |
| **First flight:** | Feb. 15, 1946 |
| **Model number:** | DC-6 |
| **Span:** | 117 feet 6 inches |
| **Length:** | 100 feet 7 inches |
| **Height:** | 28 feet 5 inches |
| **Power:** | Four 2,400-horsepower Pratt & Whitney R2800CB engines |
| **Weight:** | 107,000 pound |
| **Operating altitude:** | 28,000 feet |
| **Range:** | 2,990 miles |
| **Speed:** | 308 mph |
| **Accommodation:** | 3 crew, 52 to 102 passengers |