

Manual for DHC-4 Caribou.

This model was built by Jack Wilkinson (Jack439). Feel free to modify it or make use of parts such as custom instruments. Please give credit where appropriate.

The model includes sound files (Canadair 215 engines) by Dataroots.

Links

www.dhc4and5.org/index.htm Caribou & Buffalo. Includes manuals.

www.c-7acaribou.com U.S. Operators, units, crews, etc.

Controls & equipment

There was a great variation of instruments in different services & eras. Flight instruments are my best shot at the RAAF aircraft. Radios are not well documented and would be difficult to reproduce, so standard x-plane panels are used on the pull out console below the instrument panel.

Above the pilot flight instruments is an instrument to guide the pilot in short-field approach speed. With 30 or 40 degrees of flap, try to keep the needle on the yellow triangle. Use elevator to reduce or increase speed. Use throttle to adjust flight path to get you to the touch down point. The instrument is actually an angle of attack meter.

Rear door controls have been moved from the rear of the cockpit to the upper left pilots panel.

Starters and Battery master have been moved to the top center main panel for convenience. The real ones would be hidden behind the control column.

Many of the switches are not functional. The active ones control external lights (the landing light switches are on the overhead console), de-ice (pitot, prop de-ice, and de-icer boots), and fuel boost pumps.

The throttle, pitch, mixture, gear, flaps, and carb heat have moving actuators but must be operated from the keyboard.

Flight procedures:

Takeoff: flaps at 7 degrees (1 notch)
release brakes
trim a bit to the right to counteract prop effect.
positive rotation at about 80 kt.
gear up immediately, flaps up at 85 kt

Climb: Manifold Pressure 35 in. Max climb: 42.5 in
RPM 2250 2550 RPM
105 kt.

Cruise: MP 30 in.
RPM 2250

Descent: normal – use cruise settings
rapid- idle, 165 kt.

Landing: Gear down below 120 kt, flaps as required below 105 kt (30 or 40 degrees for short-field),
pitch to max RPM

For normal circuits, a fairly high power setting is needed to overcome flap drag

For steep approaches, throttle can be at idle. Use power when rounding out to touch down.

At low speeds and high flap settings, the airplane can lose speed very quickly. Keep the power
up to stay out of trouble! Stalls can be nasty!

Hints for the wheelbarrow touch and go.

Use a full flap, high power, low angle approach.

Fly down the runway gently easing the aircraft down with elevator, don't reduce power.

When the nosewheel touches, move the control column forward slightly.

To lift off, very gently ease back on the control column.

When you lift off and gain a bit of speed, raise flaps slowly, a notch at a time.

A low fuel load would help.

Enjoy!

Jack