



The Douglas DC-3 - Wings of the World

Part III by Henry M. Holden

Executive Aircraft Service of Dallas came out with a unique idea for the DC-3 belonging to International Petroleum. Their DC-3 was reworked so it could carry passengers as well as cargo simultaneously. Within minutes the passenger version could be converted into a cargo ship. Custom-designed seats were folded and rotated out of the way into specially designed wall fittings. The carpet was equipped with snaps to make it easy to pull up and put back down later. A hand winch could be placed in a special fitting in the door so heavy cargo could be lifted into the plane. A special 7-foot, 5-inch cargo door had built into it a smaller passenger door which had an airstair in it. There were removable bulkheads to separate passengers from cargo and its cost was competitive with other conversions.¹²²

The L.B. Smith Company of Miami was able to stretch their "711 Sugar" DC-3 by adding eight feet to the cabin space without modifying the airframe. Sound impossible? They worked from the inside out. They reclaimed space from

the radio racks, junction boxes and circuit breaker panels. They put most of this equipment under the floor, sofas, chairs and tables. The circuit breaker panels were remounted in the forward compartment close to the pilot. They claimed all of the other equipment was readily accessible within 15 seconds if there was an inflight need.

They plushed up the interior with custom-coordinated furniture, soft colors and textured weaves. Surfaces that took abuse were covered in walnut formica, and added four large, panoramic windows. The pilots were treated to a panoramic view with a window from the DC-6, and the wheel wells were enclosed with fiberglass doors. It cruised at 215 mph, at 60 percent power at 8000 feet and had a range of 1350 miles at cruising speed with a 45-minute reserve. It sold for \$275,000.

The Smith Company performed many miracles with the old DC-3. For the Houston Lumber Company of Wichita, they installed such frills as mink-covered doorknobs and cedar closets (s/n 1967). TV star Arthur Godfrey's DC-3, "N1M"

(s/n 2102), was transformed into a custom ship that suited the entertainer/pilot's tastes and needs. It had the usual convertible divan, conference tables, bar, TV and tape deck. Two unusual features were the swivel lounge chairs upholstered in genuine leather and the latest in amateur radio equipment. With his single-sided band equipment he could literally talk to the world from 10,000 feet.¹²³

One conversion, by Piedmont Aviation Company of Raleigh, North Carolina, won the Grand Prize of Reading Aviation's annual "Maintenance and Operations Meeting of 1956." Alcoa Aluminum's DC-3 won the prize for the "Flagship of the U.S. Industrial Fleet," for the best equipment layout and exterior.

The plane was stripped down to the frame and rebuilt with Alcoa aluminum. They increased the headroom by lowering the floor. This required a massive rewiring job. They even redesigned the cockpit instrumentation.

While all the time, bulkheads, doors, and tables were Alcoa aluminum, the trademark of the conversion was the seats. They were upholstered in a blistered "Trilok," a weave of U.S. Rubber's nylon, plastic and aluminum material mated to white naugahyde arm rests. The plane also came with the usual TV, tape deck, and bar.¹²⁴

Jack Frye, who had started it all with the DC-1, attempted to market his version of a four-engine DC-3 replacement, called the "Safari." Frye, after retiring from TWA, formed his own corporation in Fort Worth, Texas. His F-1 was a four-engine, high-wing monoplane with nonretractable, tricycle landing gear. It cost \$350,000 but he said, "It was as cheap as a camel to run per ton-mile, and 100 times faster."¹²⁵ His venture failed because it lacked financial backing.

Perhaps, people had listened to the former secretary of the Air Force, Harold J. Talbot, when he said, "The soundness of his [Douglas] technical skills is best illustrated by the DC-3, which he produced over 25 years ago and which unquestionably ranks as the best single airplane ever built." With an important person saying something so profound about such an aircraft, it would be hard for anyone to follow that act.

Britain also upgraded their *Dakotas*, and were years ahead of the United States in the introduction of the turboprops. In 1949, the RAF leased several to the Rolls-Royce Company for use as testbeds for turboprop engines. A 2000-hp Rolls Royce *Dart* and an Armstrong-Siddeley *Mamba* were tried.

The *Mamba* conversion was made with minimum modifications to the airframe. Rather than modify the 53-inch nacelles which in turn would require altering the undercarriage they installed the 28-inch-diameter *Mambas* and faired down the nacelles. Since the engines were lighter, they were moved two feet forward to maintain the same center of gravity. While the *Mamba* engines produced fewer vibrations and less pounding typical of a reciprocating engine, the trade-off was in higher fuel consumption. To compensate for this, the converted *Dakotas* carried less payload. One of these conversions, however (G-ALXN), was used for scheduled cargo service for several months beginning August 1951.¹²⁶

Two additional *Dakotas* were converted to *Dart* engines and used by British European Airways to give BEA crews experience in turboprops. The upgraded *Dakotas* performed well. They cruised at 200 mph at 25,000 feet, used 120 gallons of gas an hour and had a gross takeoff weight of 28,000

pounds. Its single-engine performance was 160-170 mph. All four *Dakotas* were later refitted with standard engines and sold.

In 1950, France converted a C-47. There was a significant improvement in its performance by fitting a 362-pound-thrust turbojet auxiliary engine under each wing. It, however, never went into full production.

Canada has more than 200 DC-3s operating on the civilian airlines and with the RCAF in 1959. Canadair operated DC-3s as well as Convair 540s and the de Havilland *Caribou* voiced an opinion apparently held throughout the industry, "We will stick with the DC-3 until someone comes along with a relatively inexpensive platform that will perform with comparable utility and economy, those things now done by the DC-3." Trans Labrador Airlines said they saw "no suitable replacement [for the DC-3] for the next 10 years."

One airline phased out their DC-3s only after they had racked up an impressive record. Trans Canada Airlines, the first to use DC-3s in Canada, retired them in 1957 and replaced them with the Vickers *Viscount*. In less than a decade, their 30 DC-3s had covered more than 137,000,000 miles and had logged 824,000 hours, or about 27,500 hours each.

No information was kept on the first 10 years of DC-3 operations with the RCAF, but from 1949 to 1959, they logged more than 585,000 hours or about 16 hours a day on the average.¹²⁷

In 1957, Douglas made another attempt to market a DC-3 replacement. Turboprops were now popular and jets had not



Production line of DC-3 seen here 9-25-39.

(Harry Gann DAC)



Production line converting DC-3 into Super DC-3.

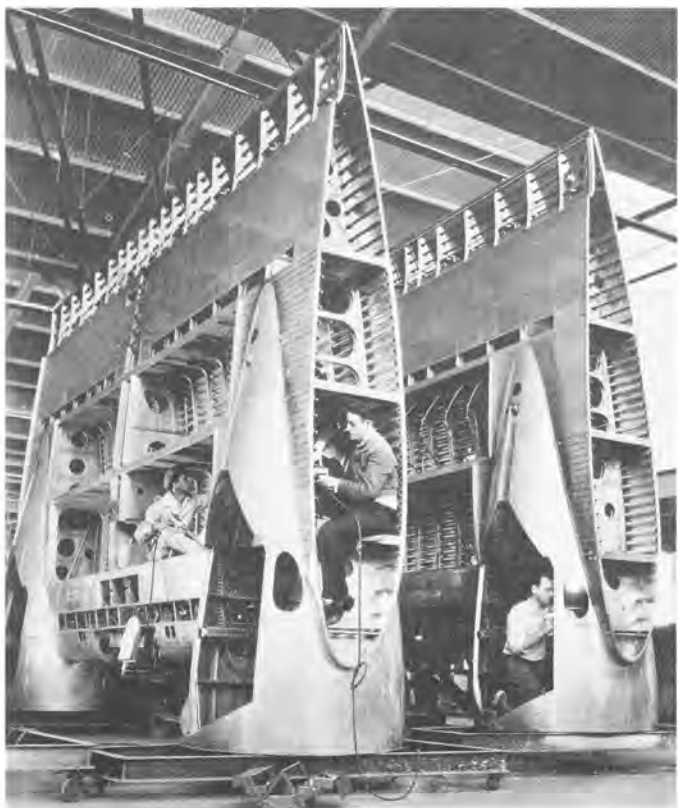
(Harry Gann DAC)

yet converted the industry. The high-wing replacement was a four-engine turboprop designated 1940 (the specification number). It used a DC-3 airframe and came with a choice of Rolls Royce *Dart* or Lycoming T55 turbos. Its capacity was 60 passengers seated six abreast. It was 92.5 feet long, had a span of 102.5 feet and used a tricycle landing gear. Lack of interest on the part of the airlines prevented it from ever going beyond the drawing board.¹²⁸

Many airlines performed wonders with the DC-3 conversions, but one airline performed a miracle. Allegheny took a DC-3 originally designed for 21 passengers and refitted it with 26 roomy seats, room for a cabin attendant, permitted unrestricted loading, carry-on baggage space and reduced the plane's weight from 17,891 to 17,883 pounds.



The secret of the DST/DC-3's durability lay in its basic construction of reinforced aluminum alloy ALC24ST. (Harry Gann DAC)



Production line assembling wings of DST, 2-11-36.

(Harry Gann DAC)

This conversion was the result of Allegheny's desire to remove the loading restrictions requiring operators to specify which seats can be occupied during a partial-load flight.

To accomplish this, the center of gravity was moved forward by relocating the forward bulkhead 20 inches closer to the radio rack.

Aerotherm seat rails were installed and seven rows of light-weight Flight Equipment and Engineering Corp. seats were fitted to the rails.

The first row had a 13½-inch center aisle with three-abreast seating. The rest of the cabin had a 12¾-inch center aisle with four-abreast seating in six rows. This arrangement freed up space in the rear for carry-on baggage racks on the port side.

Two additional windows were added up front, the forward baggage door was removed, and the alcohol tank was relocated from the interior to the wing fillet. An emergency door was relocated and modifications to the food service buffet and rear cargo area were also made.

One additional feature was a relining of the cabin ceiling with "Duracote." Seven panels covered the ceiling and it was installed without cross seams, giving the impression of a larger cabin.

This conversion cost \$12,000 including engineering and 1450 hours of labor. It provided for additional passenger and cargo revenue, and was one of the least expensive of the conversions.

By April 1962, an adequate replacement for the DC-3 still had not been found. There were still 216 DC-3s in commercial service and the chairman of the CAB, Allan S. Boyd, was pushing for immediate replacement of them. The government's position was strictly economic. The high operating costs of the aircraft resulted in the government subsidizing the airlines using them. Replacing the DC-3 with a more economical airplane would end the subsidy. The frustrations this caused were voiced by Boyd. He said, "Is it possible that the miracle of the DC-3 cannot be repeated? It is difficult to accept the idea that after more than 25 years the only way to replace this venerable old aircraft is to build its replica. I believe that the engineering talent is present in any of several aircraft companies in this country to accomplish this feat."¹²⁹

In 1965, Senator A.S. (Mike) Monroney, chairman of the Senate Aviation Subcommittee, said, "We badly need an aircraft which will provide the DC-3's reliability, its same ease of maintenance, and similar low cost. One approach could be to marry a modern turboprop engine to a modern airframe. Surely our design capabilities are great enough to create a plane as advanced for 1965 as the DC-3 was for its day."

It seems both were off the mark. Two decades later, the facts speak for themselves. There is still no replacement for the DC-3.

Boyd even suggested what the DC-3's replacement should look like. "It should carry 24 passengers, their baggage and 1000 pounds of cargo, be able to make four intermediate stops of 500 miles each on one refueling, be able to take off from a 4000-foot runway or less, and cost between \$400,000 and \$500,000." He suggested two aircraft he felt were viable replacements: the Grumman Gulfstream Twin Turboprop, and the Fairchild F-27.

The Fairchild, which had been around for a while, was the



A DC-2/DC-3 production line. The DC-2s are in the foreground with square windshield. The DC-3s are in the background. (Harry Gann DAC)



Douglas production line showing DC-3s being converted to R4D-8s, C-117Ds. (Harry Gann DAC)

front-runner. It cost between \$400,000 and \$500,000 depending on the electronics and could be arranged for 28 to 36 seats. Its top speed was 280 mph, and could lift 34,200 pounds gross.

Ozark Airlines used the Fairchild F-27 but only after it had tried the "Hi-Per" DC-3 which replaced their regular DC-3s in 1965.

The F-27, however, was not the DC-3 and the jet age had dawned. It acted as an interim plane until the introduction of another Douglas Commercial, the DC-9 jet, which many say was the long-awaited replacement to the DC-3.

Turboprops, although a significant advancement in powerplants, had a fleeting popularity. The pure jet science was making rapid advances and jets like the DC-8, Caravelle and small Boeings would soon make all but the most economical turboprops obsolete.¹³⁰

In 1961, William Littlewood conceded, "The DC-3 was big for its time. Now it is small. Its speed was good then. Now, with rising costs, it cannot make money at normal rates, even with a 100 percent load factor and is assigned to local subsidized service or general aviation uses."¹³¹

In 1969, a company called Turbo-Three Corporation (Specialized Aircraft) proposed an airliner with 1535-hp Dart Turboprop 512 engines with Dowty Rotol propellers, married to a modified DC-3 airframe. The aircraft would have a retractable tail wheel, fully enclosed main gear, enlarged tail and a longer, pressurized cabin to hold 30 passengers. The prototype, "Super Turbo Three" (STT) had 40 percent more power than the original DC-3, and retained less than 25 percent of the original Douglas transport's design. It had a cruising speed of 250 mph, and a breakeven load factor including indirect operating costs of 33 percent or 10 passengers.

It was certified under FAR part 298 (Commuter Operations) and the basic cargo version cost \$525,000. (This aircraft is still in service as N235A, s/n 4903.) The passenger/cargo version ran about \$800,000 or eight times what the original DC-3 cost. In 1974, the company upgraded the Super DC-3 to turbine status.

As late as June 1978, Specialized Aircraft took a DC-3 airframe and converted it to a trimotor turboprop. They

mounted a Pratt & Whitney PT-6 engine on the nose and two more in the regular engine nacelles. The docile-looking *Gooney Bird* suddenly took on the appearance of a sharp-beaked hawk. The three PT-6s turned five-bladed propellers and developed 3600 hp. It cruised at a speed of 230 mph, and had a range of 3000 miles. The cost was about \$575,000.

The Tri Turbo-Three was the ultimate enhancement to the DC-3. It would substantially increase performance and payload, provided greater safety, reliability, higher utilization and reduced operating costs. The savings, along with the increased payload and utilization, it was claimed, would pay for the conversion over a short period of operation.

Specialized Aircraft had among their successful conversions the Turbo-Three conversion of the DC-3 in 1969 and the Super DC-3 in 1974. They said the Tri Turbo-Three was the answer to the universal requirements for a rugged, STOL aircraft with low operating cost, and a convertible passenger/cargo plane. Military and civilian operators were discovering that skyrocketing costs of powerplant maintenance and overhaul were serious cost considerations. Allowing for the economy of operation built into a turbine engine, the conclusion drawn was there was no other aircraft in the same category comparable to a DC-3 modernized with turbine power.¹³²



A C-47's interior arranged for heavy cargo. Gun port corks attached to strings can be seen in the windows. Litters can be seen stored below the windows and the overhead tracks are for cargo tiedown and off-loading. (Harry Gann DAC)



Early scale model (2-7-49) of Super DC-3 with artist sketch of original DC-3 as an overlay. (Harry Gann DAC)



Another DC-3 carrying N30000—the Super DC-3 prototype showing the production tail (Harry Gann DAC)

The Tri Turbo-Three superseded the DC-3 and Super DC-3 *Dart* conversions for compelling economic reasons. The cost of turbine fuel for commercial operators had tripled during the oil embargo in the mid-70s. To obtain the same horsepower from two *Dart* engines required 40 percent more fuel than from three PT-6 engines.

Inflation in England and delays in obtaining parts for the Rolls Royce *Dart* engines had sharply increased overhaul costs.

The three PT-6 engines installed weight was almost 3000 pounds less than the *Dart* conversion. Since aircraft weight and runway limitations are governed by performance with one engine inoperative, there is an advantage to losing only one-third power rather one-half power on a two-engine aircraft.

The Tri Turbo-Three came with new engines, new Hartzel five-bladed propellers and new factory warranties. The lower aircraft weight allowed for up to 10,000 pounds payload plus full fuel. It had a higher cruising speed and required no major airframe modifications. Four separate engine configurations were available including one for the Super DC-3.¹³³

In December 1979, the FAA turned down the proposed modifications on the grounds that the aircraft was unsafe as

modified. They said, "Installing a third turboprop engine in the nose raises serious safety questions that could be resolved only by complete recertification of the aircraft."

This meant the three-engine DC-3 would have to be treated as a brand-new aircraft and pass safety standards applied to new transports applying for an FAA Type certificate. The FAA spokesman added that "Extensive redesign of the DC-3 would be required to meet current certification requirements."

It is now an accepted fact that the only replacement for the DC-3 is another DC-3. There has never been a plane like it and there never will be.

In every case when an aircraft tried to replace the DC-3, it was knocked out of the sky by the sheer force of economics. No aircraft has ever matched the durability or initial economic savings of the DC-3, on a maintenance basis, per-seat mile cost, or in versatility.

While some airlines did upgrade their fleets, many held onto the tenacious DC-3 until the jet age ushered in a new era in air transport.

Long after the jet age arrived, the DC-3 was called out of retirement to come to the rescue of a jet-equipped airline.

In 1975, during a mechanics' strike, which grounded United Airlines, Emery Air Freight called on a DC-3 to fill in for United's DC-8 jet freighter service. Emery at the time consolidated cargos for shipment via scheduled airlines like United and advertised "next-day" delivery.

They filled some of the void United had created by using TWA and American Airlines. It found itself, however, without any service between Baltimore-Chicago and the surrounding midwest cities.

Emery had a serious problem. Turn away Chicago-bound freight and risk losing future business or find another form of air transportation. Emery went to Meridian Cargo and chartered a DC-3.

While a DC-8 freighter has a cargo capacity of 90,000 pounds compared to the DC-3's 6500 pounds and a flight time to Chicago of about 90 minutes, the seven-hour DC-3 flight (including a stop in Dayton) still allowed Emery to meet its "next-day" commitment. It just started earlier, at 11:00 P.M. so it could return to Baltimore by 11:00 A.M. the next day for more cargo.

Emery said it "used Baltimore, Dayton, and Chicago as hubs to serve 13 cities with the DC-3. By using smaller, feeder aircraft into these cities, the DC-3 in effect served part of the east, midwest, Great Lakes, and the Ohio Valley."¹³⁴

Donald Douglas, when asked his opinion about the DC-3 being called the greatest plane to ever fly, said, "The Three is certainly the best and best-loved airplane we've ever produced. But the circumstances that made it great just happened. They were not of our making. I doubt whether any airplane will ever have the same impact or the same opportunity again.

"We made more than 29,000 planes during World War II. But what gave us the most satisfaction was the DC-3. It was kind of nice to be making something that you didn't drop bombs out of or shoot bullets out of but something that could still do a good job."¹³⁵

The Douglas Company estimated the DC-3 grossed in excess of one billion dollars. No single aircraft has ever had

the impact on aviation or worldwide economics as the DC-3.

The DC-3 has been in every part of the world, did most things other planes can do and many things they cannot do. She has been the victim of jungle rot and frost bite. She has been buried in ice, mud, snow and has wound up in every ocean. She has been hit by trucks, lightning, hostile fire, other airplanes and has crashed and been burned beyond recognition. She has been pampered, mistreated, chopped up and melted down. She has done everything except wear out.

The DC-3 is the most unconquerable plane ever to spread its wings. She will lift anything you put in her and take impossible loads to improbable places. She will groan and protest, rattle and shake but she will do it. She may run cold, or hot, or rough, leak oil, stagger on a hot day and her ancient bones will creak on a cold one. She will fly even though she is bruised and battered and each time she lands you can almost hear a sigh of relief as her wheels come to a stop. Her cockpit smells of old leather, oil, gasoline, hydraulic fluid, sweat, and even blood. She has the ambivalent odor of a thousand cargos but she continues to fly.

A veteran DC-3 pilot said, "You could always get one more crate or one more bundle aboard and it would carry it. It was indestructible."

In the foreword of Arthur Percy's book, *The Dakota*, Air Marshal Sir William Coles, RAF, tells of his respect for the *Dakota*. He said he "never had the slightest doubt that the *Dakota* would meet all reasonable demands or even unreasonable that one might make on it."

A French pilot who flew a *Dakota* in Indo-China related, "Many times I have asked the impossible of it, in the heart of a storm, in a monsoon, in the desert, or an impossible runway. As a faithful friend, it has always come through, responding to my demands.

"I have flown at the tail end of a typhoon with water behind the glass on my instruments, and still they gave correct readings. With what other airplane could I have con-

tinued effectively? None that I know of."¹³⁶

One veteran airline pilot said, "When I die and go to heaven, I fully expect to find an airline operating between heaven and hell. The pilots will all be saints. The copilots will all be devils and the stewardesses, God bless them, will all be sweet-faced angels.

"And the planes? Why, DC-3s, of course. What else?"

The DC-3's lifespan is still undetermined. On June 30, 1984, there were 606 registered with the FAA and somewhere in the neighborhood of 1500 more scattered around the world. (Not counting the Russian Li-2s.) It is now safe to assume it will be around for the turn of the century and beyond to its 75th anniversary. In 1981, there were 656 DC-3s registered in the U.S. If the attrition rate for those three years is any barometer, the DC-3 will be around for its 100th birthday.

There will never be a final set of statistics on this aeronautical Methuselah. The Douglas Company stopped keeping them back in the 1960s. The last available will give some idea of the impact it has had on the world. It has flown 700 million passengers more than 87 billion miles. It has been in the air more than 75 million hours and still has not worn out.¹³⁷

Today there are planes that are larger, fly faster and higher than the DC-3 and many are more comfortable. For a size comparison, consider this: the DC-3 would fit in the tail engine of the Douglas DC-10 jet.

One reason the scheduled airlines phased out the DC-3 was because they said it was too slow. Consider this: this author has flown from New York to Chicago and to Washington on many occasions and has observed that, after the heavy traffic getting to the airport, the standing, waiting, and walking, the trip has not yet begun. There are ground departure delays, heavy air traffic, and upon landing more of the same. Consider the time it takes to get from downtown point A to downtown point B today versus in the days of the DC-3. The jet may only be a few minutes faster. In fact, in 1947 Eastern Airlines flew New York to Washington in 80 minutes using DC-3 equipment.¹³⁸ Today, airlines publish a 60-minute flight between the two cities, using DC-9 and 727 jets.

N30000 with the initial version of the vertical stabilizer at Clover Field, Santa Monica, ready for its first flight, June 23, 1949. (Harry Gann DAC)



The story of the DC-3 is not over as long as one is still flying. The list of its herculean accomplishments and its impact on modern civilization is too large to immortalize in one volume. Donald Douglas and the DC-3 took air travel out of the dark experimental stages and made it safe, dependable and profitable. He made people believe in aviation as a way of life, and his DC-3 put wings on the world, and then taught it to fly.

Alfred Lord Tennyson may have phrased it best in *The Brook*, "For men may come and men may go, but I go on forever."

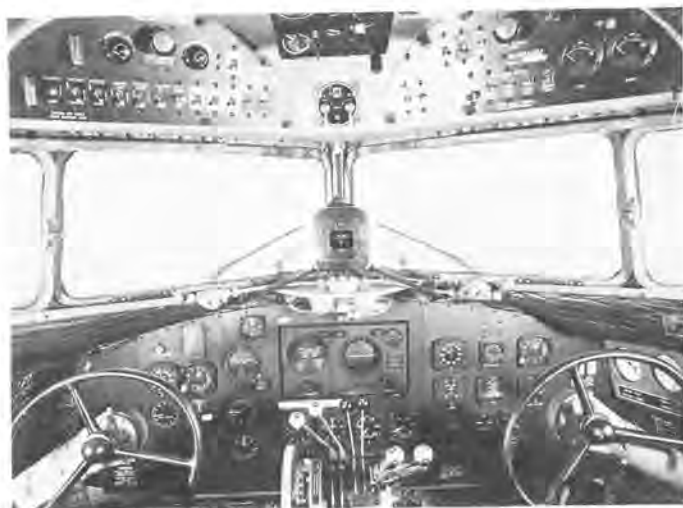
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Cockpit of DST photographed 6-22-36.

(Harry Gann DAC)



Seven years later, 11-5-43, cockpit of C-47. Some streamlining is evident with some added switches, etc., but basic layout remained unchanged. (Harry Gann DAC)

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111. Correspondence with Jackie Pate, Delta Airlines.

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REGISTERED DC-3s—UNITED STATES

(List Effective 6-30-84 Abridged from FAA Microfiche)

The following data is presented as follows: N—number • Year manufactured • Serial number • Current owner and address • Original owner.

133D • 36 • (DST) 1499 • Airline Aviation Academy, Griffin, GA • ex-A/A

"Tennessee"

498 • 37 • 1903 • Hangar 10 Inc., McAllen, TX • ex-UAL "San Francisco"

16070 • 36 • 1910 • Ray Corp., Tucson, AZ • ex-UAL "Reno"

69B • 36 • 1916 • Cyril Associates, New York, NY • ex-EAL

17332 • 36 • 1918 • Confederate A/F, Harlingen, TX • ex-A/A "West

Virginia"

141D • 36 • 1945 • Gulf Park Aviation, Ocean Springs, MS • ex-Fokker

Swissair

166U • 37 • (DST) 1951 • Univ. of Florida, Gainesville, FL • ex-UAL

"Cheyenne"

43PB • 37 • (DST) 1953 • Provincetown, Boston A/L, MA • ex-UAL "State of

Ohio"

777X • 37 • (DST) 1960 • Sale reported* • ex-Western Airlines

17336 • 37 • 1961 • Air International, Houston, TX • ex-A/A "Boston"

4425N • 37 • (DST) 1963 • Air BVI Inc., Washington, DC • ex-A/A

"Philadelphia"

17320 • 37 • (DST) 1966 • Jet Engine Support, Miami, FL • ex-TWA #370

71B • 37 • (DST) 1967 • Sale reported* • ex-TWA #371

57700 • 37 • (DST) 1970 • Delorme, Jean, San Juan, RQ • ex-TWA #374

7753A • 38 • (DST) 1977 • Sale reported* • ex-UAL "Nebraska"

18111 • 37 • (DST) 1983 • Mercantile Natl. Bank, Dallas, TX • ex-UAL

"Indiana"

403D • 37 • 1995 • Sedalla, Marshal, Grapevine, TX • ex-Panagra

136PB • 37 • 1997 • Provincetown, Boston A/L, MA • ex-EAL

286SE • 38 • 2004 • Holyfield, Dick, Santurce, RQ • ex-UAL "Connecticut"

300MR • 37 • 5 2014 • Evans, Walter, Chicago, IL • ex-TWA #376

18944 • 38 • 2017 • Olson, Thomas, Fairbanks, AK • ex-UAL "Omaha"

18945 • 38 • 2018 • Sale reported* • ex-UAL "Vancouver"

54595 • 38 • (C41) 2053 • Southeast Mo. State Univ., Cape Girardeau, MO

• ex-USAAF

143D • 37 • 2054 • Airline Aviation Academy, Griffin, GA • ex-Fokker,

Swissair

101MX • 39 • 2102 • Sale reported* • ex-Canadian Colonial

11EL • 39 • 2105 • Buckland J.A., Atlanta, GA • ex-A/A "Fort Worth"

21748 • 39 • 2106 • Florida Air Cargo, Miami Springs, FL • ex-A/A "Dallas"

404D • 39 • 2107 • Sale reported* • ex-A/A "Los Angeles"

4565L • 39 • 2108 • Airspeed International, Miami, FL • ex-EAL



Static test of the upper berth of a DST. Sandbags simulate passenger's weight. Photo taken 1-23-35.
(Harry Gann DAC)

14931 • 39 • 2118 • International Trans. Corp., Miami, FL • ex-TWA #379

222TS • 39 • 2120 • McCollum Aviation, Danville, IL • ex-TWA #381

817 • 39 • 2121 • Conaster, Bennie, Perris, CA • ex-Fokker, Swissair

795M • 39 • 2127 • Sale reported* • ex-Canadian Colonial

38PB • 39 • 2137 • Provincetown, Boston A/L, MA • ex-A/A "Tulsa"

18143 • 39 • * 2139 • Reo Leasing Inc., Brinkley, AK • ex-A/A "Louisville"

21728 • 39 • 2144 • Sale reported* • ex-EAL

132BB • 39 • (C41A) 2145 • Sunbelt Airways, Huntsville, TX • ex-USAAF

139D • 39 • (DST) 2165 • Crocker National Bank, Orange, CA • ex-A/A

"Memphis"

40PB • 39 • 2167 • Provincetown, Boston A/L, MA • ex-A/A "Toronto"

26MA • 39 • 2169 • Conaster, Bennie, Perris, CA • ex-Penn Central Mfg. Co.

21782 • 39 • 2170 • M.J. Supply Co., Aurora, CO • ex-Penn Central Mfg.

Co.

21783 • 39 • 2171 • Helda Air Holdings, Ft. Lauderdale, FL • ex-Penn

Central Mfg. Co.

25677 • 40 • 2174 • McCollum Aviation, Danville, IL • ex-UAL "Nevada"

285SE • 40 • 2177 • Sale reported* • ex-UAL "North Platte"

1690 • 40 • 2180 • Avery, Robert, Dunn, NC • ex-Braniff #474

1000A • 40 • 2184 • Wise, Peter, London, TX • ex-Northwest A/L

793U • 40 • 2189 • Sale reported* • ex-Penn Central Mfg. Co.

181PM • 40 • 2191 • Barrett, William, Ft. Lauderdale, FL • ex-Panagra

600RC • 40 • 2193 • Aerosun Inter., Tampa, FL • ex-Pan American

66699 • 40 • 2194 • Sale reported* • ex-Pan American

573R • 40 • 2200 • Basler Flight Svc., Oshkosh, WI • ex-A/A

"Massachusetts"

31PB • 40 • 2201 • Provincetown, Boston A/L, MA • ex-A/A "Nashville"

393SW • 40 • 2202 • Heyward, Thomas Giallard, Bluffton, SC • ex-A/A

"Knoxville"

34PB • 40 • 2204 • Provincetown, Boston A/L, MA • ex-A/A "Cleveland"

25661 • 40 • 2206 • Sekman Aviation, Miami, FL • ex-A/A "Dayton"

25670 • 40 • 2210 • Sale reported* • ex-A/A "Illinois"

405D • 40 • 2211 • Rodriguez, Jose, Hollywood, FL • ex-A/A "Albany"

130PB • 40 • 2213 • Provincetown, Boston A/L, MA • ex-A/A "Big Springs"

35PB • 40 • (DST) 2216 • Provincetown, Boston A/L, MA • ex-A/A "El Paso"

391U • 40 • 2218 • Jet Engine Support Inc., Miami, FL • ex-Chicago-

Southern

1300M • 40 • (DST) 2225 • American Flyers, Ft. Lauderdale, FL • ex-EAL

25651 • 40 • (DST) 2226 • Aero Virgin Island, St. Thomas, VQ • ex-EAL

25646 • 41 • 2234 • Astro Airways Inc., Pine Bluff, AR • ex-EAL

20TW • 40 • 2236 • Pess, Peter, San Diego, CA • ex-EAL

139PB • 40 • 2239 • Provincetown, Boston A/L, MA • ex-Braniff

38G • 40 • 2243 • Sale reported* • ex-A/A

138D • 40 • 2245 • Crocker Natl Bank, San Francisco, CA • ex-A/A

408D • 40 • 2247 • Ormes, Jack, Los Angeles, CA • ex-EAL

29MA • 40 • 2249 • Baily, Chas. M. DBA, Rubidoux, CA • ex-A/A

"Kingsport"

102AP • 40 • 2257 • Winograde, Marvin, Napa, CA • ex-EAL

272L • 40 • (DST) 2263 • Sale reported* • ex-A/A "Monterrey"

32SC • 40 • (DST) 2264 • Gordon Aviation Sales, Stann, MO • ex-A/A "San

Francisco"

496 • 38 • 2270 • Environmental Aviation, Belle Glade, FL • ex-NEA

29PR • 40 • 3278 • Diaz Aviation Corp., San Juan, RQ • ex-Delta

28342 • 40 • 3279 • Sale reported* • ex-Delta

19LR • 41 • 3283 • REO Leasing, Brinkley, AR • ex-Western A/L

600JD • 41 • 3291 • Air Adventures Inc., Weslaco, TX • ex-Pan American

1945 • 41 • 3294 • Gerardin Corp. DBA, Torrance, CA • ex-TWA #386

401JB • 41 • 3299 • Swift Delivery & Air Freight, Honolulu, HI • ex-TWA

#390

25695 • 41 • 4081 • Aero Virgin Isl., St. Thomas, VQ • ex-Penn Central Mfg.

80E • 41 • (C50D) 4084 • McCollum Aviation, Danville, IL • ex-Penn Central

A/L

33639 • 41 • 4085 • Sale reported* • ex-Pan American



DST upper berth being made up. Note small, curtained slot window, characteristic of all DSTs. (Harry Gann DAC)



A United Airlines publicity shot of a DST with upper and lower berths occupied. Note two windows for the lower and one window for the upper berth. (Harry Gann DAC)

168LG • 41 • 4089 • Florida Airmotive, Lantana, FL • ex-EAL
 888PR • 41 • 4090 • Sale reported* • ex-EAL
 202B • 41 • 4093 • Power Rig Drilling Co., Lafayette, LA • ex-EAL
 407G • 41 • (C49B) 4095 • Air Sea Corp., Miami, FL • ex-EAL
 25689 • 41 • 4099 • General Services, Boca Raton, FL • ex-Penn Cent Mfg.
 28364 • 41 • 4108 • Wings of Yesterday, Santa Fe, NM • ex-Braniff
 78W • 41 • (C50B) 4109 • MacGuire, John, Ft. Hancock, TX • ex-Braniff
 139HH • 41 • (C52) 4112 • Nevada Airlines, Las Vegas, NV • ex-UAL "Salt Lake"
 222MA • 41 • 4114 • Sale reported* • ex-UAL
 33654 • 41 • 4117 • Century Airlines, Pontiac, MI • ex-A/A "Lynchburg"
 33644 • 41 • 4123 • Southern Nevada Leasing, Thousand Oaks, CA • ex-UAL
 129H • 41 • 4126 • Borghorst, Mark, Zephyrhills, FL • ex-UAL
 33326 • 41 • (C52D) 4127 • Air Mod. Enterprises Inc., San Marcos, CA • ex-UAL
 137PB • 41 • (C52D) 4128 • Provincetown, Boston A/L, MA • ex-UAL
 715F • 41 • (DST) 4129 • Trans Florida A/L, Daytona Beach, FL • ex-EAL
 157U • 41 • (C49E) 4132 • Conaster, Bennie, Perris, CA • ex-Penn Central Mfg. Co.
 33678 • 41 • 4133 • Stoltzfus, Chris, Coatesville, PA • ex-Penn Central A/L
 19922 • 41 • (C50D) 4135 • Booker, Stanley, Las Vegas, NV • ex-Penn Central A/L
 166LG • 41 • 4138 • Florida Airmotive, Lantana, FL • ex-EAL
 78B • 41 • 4140 • Mendez, Jesus, Miami, FL • ex-EAL
 778X • 41 • (C49D) 4141 • 778X Inc., Hollister, CA • ex-EAL
 2782S • 41 • (C48A) • Aircraft Holdings Inc., Miami, FL • ex-USAAF
 49FN • 42 • 4179 • Batista, E., Miami Beach, FL • ex-Pan American
 38F • 41 • 4183 • Sale reported* • ex-India-China Wing ATC
 8009 • 41 • 4193 • International Shoe Machine Co., Nashua, NH • ex-?
 5925 • 42 • 4202 • Cyril Associates, New York, NY • ex-USAAF
 1213M • 42 • 4209 • Atoir Air Inc., El Paso, TX • ex-USAAF
 783V • 41 • 4219 • Ramos Rafael H., Saint Marteen, NA • ex-USAAF
 48FN • 43 • 4306 • Empennage Inc., Seattle, WA • ex-USN R4D-1
 2111M • 41 • 4319 • Oslek Inc., Miami, FL • ex-USAAF
 513AC • 42 • 4346 • Atkins Aviation, McAllen, TX • ex-USAAF
 16625 • 42 • 4352 • Sale reported* • ex-USAAF
 88794 • 41 • 4357 • Air Tram Leasing, Bossier City, LA • ex-USAAF
 728G • 42 • 4359 • Sale reported* • ex-USAAF
 722A • 42 • 4382 • Ramos, Raphael, St. Marteen, NA • ex-USAAF
 723A • 42 • 4395 • International Sales & Leasing, Renton, WA • ex-USAAF
 37AP • 41 • 4430 • Sco-Ben Investments, El Paso, TX • ex-USAAF
 220GB • 42 • 4438 • Monroe Cty Mosquito Control, Key West, FL • ex-USN R4D-1
 330 • 42 • 4479 • ATC Inc., Santa Rosa, CA • ex-USAAF
 75431 • 42 • 4489 • Sale reported* • ex-USAAF
 75430 • 41 • 4490 • Sale reported* • ex-USAAF
 4800 • 44 • 4497 • Oklahoma Aircraft Corp., Yukon, OK • ex-USAAF
 718A • 42 • 4503 • Bema & Dasujan Inc., Fnkt Flug, GE (foreign) • ex-USAAF
 91314 • 42 • 4538 • Yakutat Seafoods Co., Yakutat, AK • ex-USAAF
 46BF • 42 • 4545 • Basler Flight Svc., Oshkosh, WI • ex-USAAF
 51D • 42 • 4550 • Caribe Air Inc., Burlington, AL • ex-USAAF
 57626 • 43 • 4564 • Nord Aviation, Pembina, ND • ex-USAAF
 28BA • 42 • 4583 • Bowman, S., Anderson, SC • ex-USAAF
 69033 • 42 • 4638 • JLR Air Transport, McAllen, TX • ex-USAAF
 111ST • 42 • 4661 • United Aircraft Svcs., Zephyrhills, FL • ex-USN R4D-1
 744V • 42 • 4700 • Sale reported* • ex-USAAF
 86553 • 42 • 4715 • CIM Associates, Ft. Lauderdale, FL • ex-USAAF
 734H • 42 • 4727 • Roller Die & Forming Co., Louisville, KY • ex-USAAF
 19906 • 42 • 4747 • Gerhardt, Roger D., Seattle, WA • ex-USAAF
 34FL • 42 • 4790 • Blue Spring Bank, Blue Springs, MO • ex-USAAF
 33656 • 41 • 4802 • Wings of Yesterday, Santa Fe, NM • ex-A/A

33649 • 41 • 4809 • Perez, Tony, Hialeah, FL • ex-Douglas Aircraft
 447RS • 41 • 4810 • Hankins, James, Jackson, MS • ex-USAAF
 1047G • 41 • 4812 • Graubart, Eli DBA, Wheeling, IL • ex-Western A/L
 32PB • 41 • 4827 • Provincetown, Boston A/L, MA • ex-USAAF
 25656 • 40 • (C53) 4845 • Okeechobee County Sheriff's Dept., FL • ex-USAAF
 2647 • 41 • 4862 • Rajneesh Investment Corp., Rajneeshpuram, OR • ex-USAAF
 39DT • 41 • 4871 • La Mesa Leasing Inc., West Linn, OR • ex-USAAF
 19942 • 41 • 4872 • Sale reported* • ex-USAAF
 19937 • 41 • 4875 • Sale reported* • ex-USAAF
 2948B • 41 • 4880 • Phase II Inc., Chesterfield, MO • ex-USAAF
 763A • 41 • 4894 • Rockdale Flying Svc., Rockdale, TX • ex-USAAF
 23SA • 41 • 4903 • Santa Barbara Polair (Turbo-T), Carpinteria, CA • ex-USAAF
 12MA • 42 • 4908 • South Central Aviation, McAllen, TX • ex-USAAF
 149D • 42 • 4919 • Sale reported* • ex-USAAF
 162E • 45 • 4926 • Air Molokai Ltd., Honolulu, HI • ex-USAAF
 86584 • 42 • 4935 • C&M Air Transport, Hialeah, FL • ex-USAAF
 55KN • 42 • 4936 • Kwin Aircraft, Wilmington, DE • ex-USAAF
 33PB • 42 • 4944 • Provincetown, Boston A/L, MA • ex-USAAF
 86596 • 42 • 4975 • Rodriguez, Paul DBA, St. Just, RQ • ex-UAL
 999Z • 43 • 4976 • Kilgus, Andrew, Peoria, IL • ex-UAL
 32MS • 42 • 4978 • Sale reported* • ex-Northwest A/L
 400RS • 44 • 4979 • Northern Airways, So. Burlington, VT • ex-Northwest A/L
 19BA • 42 • 4986 • Bowman, Jacob, Anderson, SC • ex-TWA
 59G • 42 • 4988 • Puma Air Leasing, Miami, FL • ex-A/A
 78U • 42 • 4994 • Sale reported* • ex-Braniff
 12954 • 42 • 4996 • Crystal Shamrock Inc., Minneapolis, MN • ex-USAAF
 9025R • 42 • 4998 • Waggoner Aircraft Inc., Bethany, OK • ex-USAAF
 5117X • 42 • 6054 • Air BVI, Washington, DC • ex-USAAF
 737H • 42 • 6062 • Texas Instruments, Dallas, TX • ex-USN R4D-1
 8061A • 42 • 6085 • Stannelco Inc., Anchorage, AK • ex-USAAF
 145A • 42 • 6098 • Sale reported* • ex-USAAF
 31MC • 42 • 6148 • Rajneesh Investments, Rajneeshpuram, OR • ex-USAAF
 2028 • 41 • 6164 • Layne Dredging Co., Hallandale, FL • ex-USAAF
 4471J • 42 • 6187 • Air BVI, Washington, DC • ex-USAAF
 721A • 42 • 6204 • Mil-Air Engine & Cylinder, Hialeah, FL • ex-USAAF
 48A • 43 • 6208 • Bowman, Shirley, Anderson, SC • ex-USAAF
 88829 • 43 • 6253 • McCollum Aviation, Danville, IL • ex-USAAF
 28346 • 42 • 6259 • Aero Virgin Islands Corp., St. Thomas, VQ • ex-USAAF
 133AC • 42 • 6260 • Sale reported* • ex-USAAF
 88871 • 42 • 6313 • Hawk Aviation, Ft. Lauderdale, FL • ex-A/A
 165LG • 42 • 6314 • Florida Airmotive, Lantana, FL • ex-A/A
 87745 • 42 • 6315 • Kabeller, Geo., Chambersburg, PA • ex-A/A
 28PR • 43 • 6323 • Diaz Aviation Corp., San Juan, RQ • ex-A/A
 486C • 43 • 6325 • Baron Aviation Svcs., Vichy, MO • ex-A/A
 18196 • 42 • 6326 • Sale reported* • ex-TWA
 44AF • 42 • 6328 • Sale reported* • ex-TWA
 38941 • 42 • 6332 • Crystal Shamrock Inc., Minneapolis, MN • ex-EAL
 148D • 42 • 6335 • A&A Holding, Laurel, MS • ex-EAL
 15748 • 45 • 6337 • Rudie, Peter, Salem, OR • ex-EAL
 7772 • ? • 6338 • Rand Investments Inc., Miami, FL • ex-EAL
 211TA • 42 • 6342 • Sale reported* • ex-C&S
 37FL • 42 • 6343 • Lynbird International, Ft. Lauderdale, FL • ex-C&S
 977W • 42 • 6352 • Sale reported* • ex-Pan American
 226 • 43 • 6355 • Sale reported* • ex-Pan American

Below are all ex-USAAF to s/n 34738

147M • 42 • 7313 • Kalamazoo Aviation History Museum, Kalamazoo, MI
 74KW • 42 • 7317 • Crocker National Bank, Orange, CA
 525OV • 42 • 7319 • Commercial Agency of Puerto Rico, Isla Verde, RQ



A comparison between the Douglas DC-3 and the latest McDonnell-Douglas jet, the DC-10. (Harry Gann DAC)

Interior of 1940-vintage DC-3 arranged for 21 seats. (Harry Gann DAC)



123BA • 42 • 7320 • Helda Air Holdings, Ft. Lauderdale, FL
 331P • 42 • 7323 • Aero Virgin Isl. Corp., St. Thomas, VQ
 132D • 42 • 7328 • A&A Holding Co., Laurel, MS
 19915 • 42 • 7347 • Sale reported*
 742J • 42 • 7356 • Registration pending
 17890 • 42 • 7363 • Pess, Peter, San Diego, CA
 81B • 42 • 7382 • Cryderman Air Svc., Pontiac, MI
 124E • 42 • 7393 • Ohlinger, Michael, McAllen, TX
 163E • 42 • 7394 • Grossman, Paul, Beverly Hills, CA
 872A • 42 • 7403 • Six Brothers, Miami, FL
 118M • 43 • 9026 • Sale reported*
 92578 • 42 • 9028 • Missionary Aviation Fellowship, Redlands, CA
 84KB • 42 • 9040 • Context Development Corp., Miami, FL
 47FJ • 43 • 9053 • E&L Leasing, Vichy, MO
 67873 • 43 • 9055 • Global Aircraft Parts, Bethany, OK
 5106X • 43 • 9058 • Southern Illinois University, Carbondale, IL
 25641 • 43 • 9059 • Basler Flight Service, Oshkosh, WI
 230F • 43 • 9074 • Burnside Ott Aviation, Opalaca, FL
 510NR • 45 • 9100 • Wisconsin Dept. Natural Res., Madison, WI
 75142 • 44 • 9173 • Rude, Richard, Seattle, WA
 46877 • 42 • 9186 • Flagler Aircraft Sales Inc., Key Biscayne, FL
 9011F • 43 • 9210 • Marketron, Menlo Park, CA
 34116 • 43 • 9247 • Singer Co., Stamford, CT
 46949 • 43 • 9290 • Virgin Air Inc., St. Thomas, VQ
 53ST • 43 • 9380 • ADA Aircraft Museum, Oklahoma City, OK
 76KW • 43 • 9397 • Coastal Airways, Miami, FL
 484F • 42 • 9470 • Sale reported*
 852C • 42 • 9471 • Hill Air Inc., Ft. Lauderdale, FL
 78125 • 43 • 9486 • Crawford, William, Seattle, WA
 238GB • 42 • 9526 • Falconair, Wheatly, AR
 258M • 42 • 9555 • Skytrain Air Inc., McAllen, TX
 44585 • 43 • 9568 • Sale reported*
 1433V • 42 • 9590 • Sale reported*
 87640 • 42 • 9633 • Sale reported*
 3139F • 43 • 9635 • Air Carolina Corp., Miami, FL
 44896 • 43 • 9665 • FBN Flying Service, McAllen, TX
 6110 • 42 • 9667 • Air Trans Leasing, Bossier, LA
 840MB • 42 • 9670 • Collier Mosquito Control, Naples, FL
 2669A • 42 • 9700 • Century Air Lines, Pontiac, MI
 4577Z • 42 • 9795 • Air BVI Inc., Washington, DC
 8563 • 43 • 9830 • Sale reported*
 8064A • 43 • 9831 • Amerijet Leasing Inc., Albuquerque, NM
 300ZZ • 43 • 9833 • Cartright, Gabriel, Port Au Prince, HA
 219F • 43 • 9894 • ATC Inc., Santa Rosa, CA
 74589 • 42 • 9926 • Saber Aviation, Charlotte, NC
 8502X • 42 • 9942 • Spiva, Kenneth, Acampo, CA
 103CA • 42 • 9967 • Coker Air Freight, Grand Prairie, TX
 311A • 42 • 9968 • Alpha Import & Export, Miami, FL
 200MF • 42 • 9990 • Missionary Flts International, West Palm, FL
 88YA • 42 • 9995 • Comet Films, Tallahassee, FL
 5590K • 42 • 10000 • Ford, John, San Francisco, CA
 12BA • 43 • 10035 • Bowman, Shirley, Anderson, SC
 2668D • 42 • 10168 • Sale reported*
 64767 • 44 • 10199 • Environmental Aviation, Belle Glade, FL
 2270M • 43 • 10239 • Charpentier, Gerard DBA, Oceanside, CA
 58731 • 44 • 11352 • Sale reported*
 115NA • 43 • 11625 • North American Leasing, Omaha, NE
 471RF • 43 • 11627 • Sale reported*
 700RC • 42 • 11628 • Key West Airlines, Boca Raton, FL
 45399 • 43 • 11629 • Sale reported*
 31MS • 43 • 11631 • Air Lease Corp., Savannah, GA
 2733A • 43 • 11636 • Rusk Aviation, Kankakee, IL
 85SA • 43 • 11637 • Moran, Stephen, Marietta, GA
 101KC • 43 • 11639 • Royal West Airways, Las Vegas, NV
 6102 • 43 • 11645 • American Airways Charters, Hialeah, FL
 19428 • 42 • 11648 • Sale reported*
 39544 • 43 • 11649 • Holyfield, Dick G., Santurce, RO
 23WT • 43 • 11650 • Caribbean Aviation Service, Miami Springs, FL
 1294 • 42 • 11653 • Anderson & Johnson Corp., Wakeman, OK
 50E • 43 • 11657 • Blue Star Aviation, Brownsville, TX

784V • 43 • 11664 • Gaynor, Albert DBA, Miami, FL
 66W • 43 • 11665 • Trans Investments Inc., Miami, FL
 101SF • 43 • 11674 • Duncan, Pat, Ft. Lauderdale, FL
 28MA • 43 • 11677 • World Gospel Crusades, Upland, CA
 44997 • 43 • 11685 • Beilers Crop Service, Greenwood, DE
 7500A • 43 • 11693 • Aarvik, Rolf, Livermore, CA
 80B • 43 • 11701 • Sale reported*
 889P • 43 • 11737 • Delno, H.H., Sanford, FL
 44992 • 42 • 11738 • Airways Enterprises Inc., Isla Verde, RQ
 12300 • 43 • 11742 • Rusk Aviation, Kankakee, IL
 906A • 43 • 11751 • Sale reported*
 45366 • 43 • 11757 • Hefley, Howard, Kansas City, MO
 130Q • 43 • 11761 • Trinity Towers, Midland, TX
 4795 • 43 • 11772 • Old South Air Service, San Juan, RQ
 45379 • 42 • 11776 • Diaz Aviation, San Juan, RQ
 239GB • 42 • 11808 • Sneed, Daniel, Apopka, FL
 520 • 43 • 11851 • Meredith, Bob DBA, Lavannah, GA
 221GB • 43 • 11859 • Sale reported*
 7302 • 42 • 11870 • Commercial Air Freight, Santa Ana, CA
 2668N • 42 • 11982 • Century Airlines, Pontiac, MI
 165J • 42 • 12004 • Todd, Michael, Las Vegas, NV
 62WS • 42 • 12005 • Struman Aircraft Sales, Titusville, FL
 4990E • 43 • 12007 • Callins, Hermon, Ft. Lauderdale, FL
 4991E • 42 • 12106 • Dause, William, Acampo, CA
 4996E • 42 • 12141 • Rodriguez, J., Key West, FL
 38A • 42 • 12172 • Bowman, J., Anderson, SC
 755VM • 42 • 12196 • Sale reported*
 224GB • 44 • 12261 • Lee County Mosquito Control, Ft. Meyers, FL
 2290L • 44 • 12289 • Diaz, J.J., Miami, FL
 101AP • 44 • 12299 • Peatman, Jos., Napa, CA
 9382 • 42 • 12331 • Northern Air Cargo, Anchorage, AK
 29958 • 44 • 12357 • Nocturnal Aviation, Denver, CO
 59314 • 44 • 12363 • Hajdukovich, John, Fairbanks, AK
 583V • 42 • 12369 • Wilkison, Charley, Ft. Worth, TX
 45864 • 42 • 12414 • Rule, Jerry, Knoxville, TN
 107AD • 43 • 12438 • Stannelco Inc., Anchorage, AK
 25CE • 42 • 12476 • Atorie Air Inc., El Paso, TX
 45860 • 44 • 12528 • Southern Flyer, Hattiesburg, MS
 711TD • 42 • 12679 • Bond, Roland, Jean, NV
 88874 • 44 • 12693 • Astro Airways Corp., Pine Bluff, AR
 75T • 42 • 12726 • Sale reported*
 104RP • 44 • 12727 • Air Molokai, HI
 2204S • 44 • 12798 • Factory Building Corp., Eagle Pass, TX
 16602 • 42 • 12852 • Hillsborough County Health, Tampa, FL
 100SD • 44 • 12853 • Aero Virgin Islands Inc., St. Thomas, VQ
 44587 • 44 • 12857 • Aerodyne Corp., Renton, WA
 50314 • 44 • 12888 • Art Enterprises, Miami, FL
 6666A • 42 • 12907 • Demint, T.E., Pine Bluff, AR
 70003 • 44 • 12938 • Acero Air Co., Los Fresnos, TX
 100ZZ • 43 • 12947 • Sale reported*
 41447 • 44 • 12987 • Sedalia, Marshall, Grapevine, TX
 226GB • 42 • 13004 • Sale reported*
 45727 • 42 • 13033 • Sale reported*
 341W • 42 • 13041 • Lake Wales Air Service, Lake Wales, FL
 90830 • 43 • 13050 • AMF Enterprises, South Miami, FL
 88U • 44 • 13073 • De Gregory, Harold, Ft. Lauderdale, FL
 50CM • 44 • 13346 • Battelle Memorial Inst., Richland, WA
 1280N • 42 • 13364 • Aerodyne Corp., Renton, WA
 2270W • 42 • 13387 • Nevada Airlines, Las Vegas, NV
 14636 • 42 • 13399 • De La Cruz, Hermina, Brownsville, TX
 36AP • 42 • 13439 • Owen, Guy, Carrollton, GA
 2270Z • 42 • 13491 • Nevada Airlines, Las Vegas, NV
 100DW • 44 • 13643 • Sale reported*
 711Y • 42 • 13658 • Century Equipment, Los Angeles, CA
 272R • 44 • 13678 • Central America Airways, Louisville, KY
 2VM • 42 • 13757 • Lebanon Valley Airmotive, Reading, PA
 3MJ • 43 • 13840/25285 • Sea Bear Air Transport, Togiak, AK
 68000 • 43 • 13847/25292 • Garrison, Roy, Dallas, TX
 4682T • 43 • 13849/25294 • Williams, Thomas, Atlanta, GA
 5009 • 43 • 13850/25295 • Basler Flight Service, Oshkosh, WI



Finnair's war surplus C-47 being shown loading heavy freight. (Finnair)

1051N • 44 • 13887/25332 • Sea Star Pacific, Costa Mesa, CA
 7AP • 43 • 13896/25341 • Ohio University, Athens, OH
 104CA • 43 • 13964/25409 • Skylighters Corp., Grand Prairie, TX
 64784 • 44 • 14037/25482 • Galaxy Aviation Corp., Oklahoma City, OK
 565 • 43 • 14955/26400 • ATC Inc., Santa Rosa, CA
 94CA • 44 • 15260/26705 • M-Vestors Inc., Dallas, TX
 1021G • 43 • 15280/26725 • Lake Wales Air Service, Lake Wales, FL
 300MF • 43 • 15676/27121 • Missionary Flights & Services, West Palm Beach, FL
 53NA • 43 • 15742/27187 • Northern Airways, S. Burlington, VT
 304S • 44 • 15876/32624 • Willis, Gerald, Piedmont, AL
 2685W • 44 • 16262/33010 • B Airways Inc., Miami, FL
 10801 • 44 • 16490/33238 • Air Cargo America, Miami, FL
 4002 • 44 • 16493/33241 • Westair Inter, Monument, CO
 225GB • 45 • 16503/33251 • Lee County Mosquito Control, Ft. Meyers, FL
 4957W • 44 • 16534/33282 • Hill Air Co., Ft. Lauderdale, FL
 833M • 43 • 16551/33299 • Appolo Airline Corp., Orlando, FL
 6CA • 44 • 16598/33346 • White, Warren, Nashua, NH
 146Z • 44 • 16819/33567 • USDA Forest Service, Ogden, UT
 2025A • 43 • 17108/34375 • Sale reported*
 2121U • 45 • 17122/34389 • D&D Parts, Miami, FL
 817NA • 45 • 17136/34403 • Golden Triangle Vo-Tech, Columbus, MS
 21270 • ? • 17175 • Hawkins & Powers Aviation, Greybull, WY
 4504W • ? • 17190 • Hawkins & Powers Aviation, Greybull, WY
 91379 • 44 • 17199 • Caribbean Islands Air Charter, Miami, FL
 4994N • ? • 17268 • AG Air Inc., Belle Glade, FL
 333EF • ? • 17275 • Yukon Air Service DBA, Fairbanks, AK
 136D • 43 • 18925 • Aviation Enterprises, Los Fresnos, TX
 99131 • 42 • 18949 • Genavco Corp., Honolulu, HI
 841MB • 42 • 18961 • Hill, Frank DBA, Ft. Lauderdale, FL
 59316 • 43 • 18966 • Basler Flight Service, Oshkosh, WI
 65134 • 46 • 19025 • Sale reported*
 8042X • 41 • 19041 • Marlin, Kenneth, Fairbanks, AK
 96H • 43 • 19224 • Montauk Caribbean Airways, Wainscott, NY
 79017 • 43 • 19227 • Gooney Bird Assoc., Reynoldsville, PA
 344 • 43 • 19234 • Sale reported*
 88FA • 43 • 19239 • Aviation Enterprises, Los Fresnos, TX
 487F • 42 • 19240 • ATC Inc., Santa Rosa, CA
 2271F • 42 • 19260 • Nevada Airlines, Las Vegas, NV
 15MA • 42 • 19286 • Century Airlines, Pontiac, MI
 2273K • 42 • 19320 • Sale reported*
 65389 • 42 • 19382 • Interstate Air Service Inc., Santurce, RI
 3433E • 42 • 19458 • Bob Carr Aircraft Sales, Walls, MS
 89HA • 43 • 19603 • Hoganair Inc., Hamilton, OH
 65136 • 43 • 19648 • Sale reported*
 52V • 43 • 19649 • A&A Holding Co., Laurel, MS
 32342 • 43 • 19662 • Quetzal Corp., San Diego, CA
 88HA • 44 • 19691 • Hoganair Inc., Hamilton, OH
 60286 • 43 • 19713 • Ricci, John, Torrance, CA
 19721 • 44 • 19721 • Baron Aviation, Vichy, MO
 9061H • 43 • 19737 • Sale reported*
 842MB • 43 • 19741 • Collier Mosquito Control, Naples, FL
 7L • 43 • 19751 • Eastco Air Assoc., Wilmington, DE
 47WG • 43 • 19770 • Golden Isles Air, Ft. Lauderdale, FL
 130D • 43 • 19800 • Airline Aviation Academy, Griffin, GA
 2270N • 43 • 19831 • Nevada Airlines, Las Vegas, NV
 51041 • 43 • 19851 • Sale reported*
 94486 • 43 • 19991 • Scott, W., Hollywood, FL
 2001A • 43 • 19998 • Sarmiento, Roland, Miami, FL
 52935 • 44 • 20017 • Baker Aviation School, Miami, FL
 61726 • 43 • 20024 • Aerospace Products, No. Hollywood, CA
 63107 • 43 • 20063 • Ricci, John, Torrance, CA
 61722 • 43 • 20077 • Sutton, Ronald, Raleigh, NC
 6898D • 43 • 20082 • Basler Flight Service, Oshkosh, WI
 95C • 44 • 20139 • Fromhagen Aviation Inc., Clearwater, FL
 101ZG • 44 • 20145 • Rajneesh Investment Corp., Rajneeshpuram, OR
 100MA • 44 • 20180 • Sale reported*
 95460 • 43 • 20190 • Yukon Air Service Inc. DBA, Fairbanks, AK
 24320 • 44 • 20197 • Basler Flight Service, Oshkosh, WI
 486F • 43 • 20214 • ATC Inc., Santa Rosa, CA

68363 • 43 • 20238 • Northern Pacific Transport, Anchorage, AK
 61721 • 43 • 20399 • Mitchell, Geo., No. Miami, FL
 890P • 43 • 20401 • Compadre Markets, Corpus Christi, TX
 195W • 43 • 20403 • Green AG Aero Inc., Tallulah, LA
 625E • 43 • 20427 • Air Transport Systems, Wilmington, DE
 77B • 44 • 20433 • Wings of Yesterday, Santa Fe, NM
 182WC • 44 • 20438 • Silver Phoenix Investment, Camarillo, TX
 8021Z • 44 • 20444 • Atkins Aviation, McAllen, TX
 169AP • 43 • 20457 • Amoco Egypt, Houston, TX
 5000E • 42 • 20475 • Aero Service Corp., Houston, TX
 100Z • 44 • 20494 • USDA, Ogden, UT
 387T • 43 • 20507 • Bassler Flight Service, Oshkosh, WI
 28889 • 43 • 20520 • Monroe County Health, Key West, FL
 9141 • 44 • 20529 • Harran Aircraft Sales, Muskogee, OK
 67588 • 43 • 20536 • Ricci, John, Torrance, CA
 139JR • 43 • 20550 • Rhoades International Inc., Seymour, IN
 535M • 43 • 20558 • ATC Inc., Santa Rosa, CA
 3FY • 44 • 20562 • Yukon Air Service DBA, Fairbanks, AK
 101CA • 44 • 20698 • Coker Aviation, Grand Prairie, TX
 87629 • 44 • 20749 • Rodriguez, Paul DBA, St. Just, RQ
 102DH • 43 • 20830 • Sale reported*
 80617 • 43 • 20865 • St. Marteen Traders, St. Marteen, RQ
 8059P • 43 • 20875 • United States Aircraft Corp., Burbank, CA
 2271C • 43 • 25309 • Carpenter, Gerard DBA, Oceanside, CA
 19454 • 43 • 25309 • Cryderman Air Services, Pontiac, MI
 14MA • 42 • 25347 • Century Airlines, Waterford Twp, MI
 166H • 43 • 25367 • Florida Aircraft Leasing Corp., Ft. Lauderdale, FL
 3748Y • 43 • 25368 • Nord Aviation, Pembina, ND
 800RC • 44 • 25449 • World Aviation Enterprises Inc., Miami, FL
 512AC • 44 • 25534 • Atkins Aviation, McAllen, TX
 2922Z • 44 • 25611 • Phase II Inc., Chesterfield, MO
 4797H • 44 • 25623 • Paterson Aircraft Corp., Miami, FL
 777PG • 44 • 25634 • Yute Air Alaska, Dillingham, AK
 87654 • 44 • 25659 • Midstate Air Service, Stuart, FL
 1346 • 44 • 25678 • JLR Air Transport, Brownsville, TX
 105CA • 44 • 25720 • Baldwin, Michael, Dallas, TX
 56KS • 44 • 25769 • Sea Bear Air Trans., Brownsville, TX
 3146Z • 43 • 25802 • Wolcott, John, Bossier, LA
 51938 • 43 • 25956 • Baron Aviation Services, Vichy, MO
 8666 • 45 • 25957 • Linnan, Thomas, Brookfield, WI
 13AT • 43 • 25964 • Hogan, Michael, Hamilton, OH
 9994Q • 43 • 25966 • All American Aviation, Miami, FL
 94441 • 44 • 26063 • International Airmotive, Ft. Lauderdale, FL
 228GB • 43 • 26093 • Texas State Guard, Corsicana, TX
 2131GB • 44 • 26093 • Monroe County Mosquito Control, Key West, FL
 1245F • 43 • 26111 • Skyfreight Airlines, Hialeah, FL
 211GB • 43 • 26133 • Lee County Mosquito Control, Fort Meyers, FL
 22KN • 44 • 26183 • Ships & Planes Holdings, Ft. Lauderdale, FL
 2401 • 44 • 26263 • K&K Aircraft, Bridgewater, VA
 232GB • 44 • 26268 • Georgia Historical Aviation, Lawrenceville, GA
 6903 • 43 • 26297 • JLR Air Transport, McAllen, TX
 8383 • 43 • 26299 • Amerijet Leasing, Albuquerque, NM
 214GB • 45 • 26388 • USDA Forest Service, Washington, DC
 8099 • 43 • 26520 • Aries Aviation Corp., Miami, FL
 61723 • 43 • 26536 • Steven R. Abelson Inc., Wilmington, DE
 235GB • 44 • 26558 • Texas State Guard, Corsicana, TX
 7CA • 45 • 26562 • Air Leasing Inter., Miami Lakes, FL
 7868B • 43 • 26669 • Aircraft Modifications Inc., Miami, FL
 240GB • 43 • 26713 • Basler Flight Service, Oshkosh, WI
 300TX • 43 • 26744 • United Aircraft Corp., Burbank, CA
 229GB • 43 • 26874 • Mid Atlantic Air Museum, Middletown, PA
 2400 • 44 • 26877 • Missionary Flights & Services, West Palm Beach, FL
 237GB • 43 • 26968 • USDA, Mission, TX
 46398 • 43 • 27005 • Basler Flight Service, Oshkosh, WI
 64766 • 43 • 27218 • Environmental Aviation, Belle Glade, FL
 300TX • 43 • 26744 • U.S. Aircraft Corp., Burbank, CA
 2271B • 44 • 32725 • Nevada Airlines, Las Vegas, NV
 2619M • 44 • 32776 • Blue Star Aviation, Brownsville, TX
 90545 • 44 • 32785 • Sale reported*
 46950 • 45 • 32873 • Virgin Air Inc., St. Thomas, VQ
 99435 • 45 • 32899 • Lemac Inc., Bradenton, FL
 67PA • 44 • 32920 • McCarthy, Francis, St. Thomas, VQ
 710Z • 44 • 32914 • Combat Air Museum, Topeka, KS
 8704 • 44 • 33048 • Yankee Air Force, Ypsilanti, MI
 893 • 44 • 33052 • ATC Inc., Santa Rosa, CA
 49966 • 45 • 33144 • Georgia Historical Aviation Museum, Stone Mtn., GA
 2271D • 45 • 33174 • Com Aviation Co., Oceanside, CA
 27458 • 45 • 33196 • Patterson Aircraft Corp., Miami, FL
 2298C • 45 • 33201 • Salar Inc., Seattle, WA
 2312G • 45 • 33216 • Sale reported*
 4241P • 45 • 33224 • Southern Air Parcel, Coral Gables, FL
 213GB • 45 • 33232 • Monroe County Mosquito Control, Key West, FL
 846MB • 45 • 33305 • Collier Mosquito Control, Naples, FL
 227GB • 45 • 33345 • Confederate Air Force, Harlingen, TX
 2668K • 45 • 33518 • World Jet Aircraft, Ft. Lauderdale, FL
 25WS • 45 • 33564 • Sale reported*
 29R • 45 • 33568 • Pemex Corp., Houston, TX
 97H • 45 • 33613 • AFS Leasing, Bluefield, WV
 843DD • 45 • 34286 • West Fla Arthropod Res Lab, Panama City, FL
 49DF • 45 • 34289 • Frazier, John, San Antonio, TX

7712B • 45 • 34306 • Sale reported*
 63250 • 45 • 34329 • Trans National Airways, Lakeport, CA
 8097 • 44 • 34354 • Monroe County Health, Key West, FL
 222RR • 45 • 34368 • Bishop Bros. Inc., Kenai, AK
 541GA • 45 • 34370 • Dept Air Trans, Atlanta, GA
 54542 • 45 • 34378 • Grand National Air, Mooresville, NC end of USAAF
 3006 • 46 • 42961 • Alan Birk Inc., Wilmington, DE • ex-Swiftlite
 137H • 46 • 42965 • Sun Valley Inc., Bossier, LA • ex-KLM
 42V • 46 • 42974 • Bohner, Phillip, Las Vegas, NV • ex-Piedmont Avn
 491P • 46 • 43075 • Normair International, Miami, FL • ex-Tennessee Gas Co.
 13300 • 46 • 43081 • Castaneda, Armando, Brownsville, TX • ex-United Aircraft
 3749Q • 46 • 43082 • Delno, H.H., Mojave, CA • ex-Johns-Manville
 683LS • 46 • 43084 • Aviation Enterprises, Los Fresnos, TX • ex-Gulf Oil Corp.
 3433U • 46 • 43087 • Aforie Air Inc., El Paso, TX • ex-Sabena
 3433Y • 46 • 43089 • Salair Inc., Seattle, WA • ex-Sabena
 567M • 46 • 43159 • Aircenter Inc., Chattanooga, TN • ex-DAC Super Demo (s/n 4122)
 540S • 46 • 43191 • Alkins Aviation, McAllen, TX • ex-US Steel s/n 1557 Super
 156PM • 46 • 43193 • Pilgrim Avn & Airlines, New London, CT • ex-US Steel s/n 1548 Super
 90600 • 49 • 43308 • Rockingham Avn, Bridgewater, VA • ex-USN s/n 26278 Super
 5598B • 49 • 43325 • W.J. Air Freight Inc., Miami, FL • ex-USN s/n 33121 Super
 873SN • 49 • 43327 • Intercoastal Airways Inc., Grosse Ile, MI • ex-USN s/n 9681 Super
 1037A • 49 • 43341 • Sierra Inocencio, Miami, FL • ex-USN s/n 12521 Super
 722NR • 49 • 43342 • Sale reported* • ex-U.S. Navy (s/n 12429) Super
 3096J • 49 • 43344 • CAF Harlingen, TX • ex-U.S. Navy (s/n 9859) Super
 8538C • 49 • 43347 • TBM Inc., Redmond, OR • ex-U.S. Navy (s/n 12522) Super
 4458H • 49 • 43360 • Sale reported* • ex-U.S. Navy (s/n 10022) Super
 8538R • 49 • 43393 • TBM Inc., Redmond, OR • ex-U.S. Navy (s/n 9620) Super
 5597V • 49 • 43382 • Sale reported* • ex-U.S. Navy (s/n 10092) Super
 2123Y • 49 • 43386 • D&D Parts Inc., Miami, FL • ex-U.S. Navy (s/n 26424) Super
 427W • ? • 43703 • Sale reported* • (s/n ?) Super
 683LS • 42 • 43804 • Cutts, J.E., Mobile, AL (s/n ?) Super
 4792S • 45 • 45889 • Dade City Public Schools, Miami, FL
 3706A • ? • 50757 • Chris D. Stoltzfus & Assoc., Coatsville, PA
 219GB • ? • 50781 • USDA Forest Service, Washington, DC
 151ZE • ? • 50783 • Confederate Air Force, Harlingen, TX
 9137A • 44 • 50800 • Donahue, Douglas, Santa Fe, NM
 48211 • ? • 50814 • North Carolina Forest Service, Raleigh, NC
 834D • ? • 50834 • Sale reported*
 55892 • ? • 92806 • Reo Leasing Inc., Brinkley, AR
 4731S • 42 • 93190 • Sale reported*

See note at end of listing

48159 • 44 • 41-7276 • Sale reported*
 4550J • 41 • 41-38672 • Moss, Frank, Tela, HO (foreign) (6055)
 3239T • 42 • 42-100591 • Valiant Air Command, Cape Canaveral, FL (19054)
 3240A • 42 • 42-100628 • Valiant Air Command, Cape Canaveral, FL (19291)
 23BA • 42 • 42-23480 • Bird, A. & Sons Inc., Oakland, CA (9342)
 6907 • 42 • 42-23548 • Transvaal Corp., Miami, FL (9410)
 4683U • 42 • 42-24249 • Rodfia Inc., Miami, FL (10111)
 49454 • 42 • 42-24315 • All American Aviation, Miami, FL (10177)
 38AP • 42 • 42-24355 • Hall Mining Co., No. Hollywood, CA (10218)
 775408 • 42 • 42-92136 • Mil. Aircraft Restoration, Long Beach, CA (13135)
 9050T • 42 • 42-92648 • ATC Inc., Santa Rosa, CA
 45873 • 42 • 42-108861 • Sale reported* (12458)
 37529 • 42 • 42-108953 • Rodio, Sam, McAllen, TX (13378)
 61724 • 42 • 42-93282 • Craft, E. Wayne, Jackson, MS (13176)
 3239W • 43 • 43-15211 • Valiant Air Command, Cape Canaveral, FL (19677)
 845MB • 43 • 43-15219 • Collier Mosquito Control, Naples, FL (19685)
 925 • 43 • 43-15550 • ATC Inc., Reno, NV (20016)
 839M • 43 • 43-15700 • Lee County Mosquito Control, Ft. Meyers, FL (20166)
 94Z • 43 • 43-15976 • Jackson, Daniel B., Seymour, TX (20442)
 838M • 43 • 43-15982 • Lee County Mosquito Control, Ft. Meyers, FL (20448)
 4946F • 43 • 43-16089 • All American Aviation, Miami, FL (20555)
 8084 • 43 • 43-16158 • Hinds, Thomas, Sebring, FL (20624)
 236GB • 43 • 43-16277 • Cleveland Board of Education, Cleveland, OH (20743)
 2805J • 43 • 43-16369 • World Aircraft Museum, Calhoun, GA (20835)
 2782N • 43 • 43-16381 • Sale reported* (20847)
 1682 • 43 • 43-16384 • Crawford, William, Seattle, WA (20850)
 12046 • 43 • 43-16392 • Sale reported* (20858)
 837M • 43 • 43-17168 • Lee County Mosquito Control, Ft. Meyers, FL (12425)
 93043 • 43 • 43-48073 • Sale reported* (25334/13889)
 4948J • 43 • 43-48157 • All American Aviation, Miami, FL (25418/13973)

111BC • 43 • 43-48265 • Bronco Communications Inc., Miami, FL (25526/14081)
 10005 • 43 • 43-48266 • Hillsborough County Health, Tampa, FL (25227/14082)
 54604 • 43 • 43-48310 • Mil. Aircraft Restoration, Long Beach, CA (25571/14126)
 3149F • 43 • 43-48311 • Sale reported* (25572/14127)
 836M • 43 • 43-48716 • Lee County Mosquito Control, Ft. Meyers, FL (25997/14532)
 2782G • 43 • 43-48843 • All American Aviation, Miami, FL (26104/14659)
 3261F • 43 • 43-48948 • Sale reported* (26209/14764)
 834M • 43 • 43-48950 • Lee County Mosquito Control, Ft. Meyers, FL (26111/14766)
 47060 • 43 • 43-9095 • World Aircraft Museum, Calhoun, GA
 1350M • 43 • 43-49081 • Green, Charles, South Bend, IN (26342/14897)
 5466 • 43 • 43-49206 • Mil. Aircraft Restoration, Long Beach, CA (26467/15022)
 143Z • 43 • 43-49281 • Dept. of Agriculture, Ogden, UT (26542/15097)
 86462 • 43 • 43-15115A • Sale reported*
 5644V • 43 • 43-49429 • Sale reported* (26690/15245)
 31618 • 43 • 43-49455 • ATC Inc., Reno, NV (26716/15271)
 827NA • 43 • 43-49526 • NASA Dryden Flt Research, C. Edwards, CA (26787/15342)
 54802 • 43 • 43-49819 • Mil. Aircraft Restoration, Long Beach, CA (27080/15635)
 7756 • 43 • 43-46906 • Puma Air Leasing, S. Miami, FL (26167/14722)
 709Z • 43 • 43-49921 • Florida Pref Equity, Ft. Lauderdale, FL (27132/15737)
 48225 • 44 • 44-50790 • Atkins Aviation, McAllen, TX
 3176Q • 44 • 44-76482 • ATC Inc., Reno, NV (32814/16066)
 54605 • 44 • 44-76607 • Euroworld Inc., Long Beach, CA (32939/16191)
 3177Qm • 44 • 44-76689 • Amoco Egypt Oil Co., Houston, TX (32021/16273)
 1350A • 44 • 44-76700 • Baron Aviation Services, Vichy, MO (33032/16284)
 894 • 44 • 44-76871 • ATC Inc., Santa Rosa, CA (33203/16455)
 3753N • 44 • 44-77272 • Sale reported* (33604/16856)
 48066 • 44 • 44-99827 • Jungle Avn & Radio Svc, Waxhaw, NC
 48258 • 45 • 45-39107 • Monroe County Health, Tampa, FL
 54610 • 43 • 43-161-141 • Mil. Aircraft Restoration, Long Beach, CA
 48067 • 45 • 45-0787 • Jungle Avn & Radio Svc, Waxhaw, NC
 844MB • 45 • 45-884 • Collier Mosquito Control, Naples, FL (34143/16887)
 403J • 45 • 45-0940 • Aforie Air Inc., El Paso, TX (34202/16943)
 54599 • 45 • 45-928 • Mil. Aircraft Restoration, Long Beach, CA (34189/16931)
 8040L • 45 • 45-972 • Dunn, Glenn, Ontario, CA (34236/16975)
 6387A • 45 • 45-1088 • Shapiro, Sam, Rockport, TX (34358/17091)
 1385P • 45 • 45-1101 • York's Cargo, Miami, FL (34371/17104)
 301AK • ? • 19-778 • Air Americas Inc., McLean, VA
 2299Y • ? • 262-83 • Way Mac Ent., Jackson, MO
 117RR • ? • 012422 • Foreman, Clyde DBA, Rockport, TX
 1334K • ? • 017248 • Western Inter. Aviation, Tucson, AZ
 54607 • ? • AC-206-69 • Mil. Aircraft Restoration, Long Beach, CA
 45324 • ? • 9-668836 • West Florida Arthropod Research, Panama City, FL

? indicates date of manufacture cannot be verified in some cases, when the manufacture date was unknown, the Army registration was used as a gauge. Note that the Army designated their aircraft 42-, 43-, etc., based on their fiscal year which was always six months out of sync with the calendar year, i.e., 42- may have been manufactured in Dec. 1941 but it was accepted in the fiscal year 1942.

Note 1—These aircraft are listed on the FAA records under the Army serial number. Douglas number is in brackets. Where (**) appears, the second number is the original, incorrect one. Blocks affected by incorrect numbering: 25224-26145, 26146-27223, 32527-33148, 33149-33626, 34129-34409.

* Indicates A/C in sales transition and new ownership papers not yet on file
 ** 199th DC-3 manufactured

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