

51

the United States.

The safety record of the DC-3s converted insurance companies to sell policies to air travellers while pilots, for the first time, could get insurance without paying added risk premiums.

The Air Corps ordered their first DC-3, as the C-47, in September 1940 and the C-53 (Army passenger version of DC-3) the following June.

The DC-3 was a low wing monoplane whose fuselage stood so high off the ground that loading from an ordinary truck platform was impractical. Also the door was narrow and the floor lacked the strength to support heavy cargo. A larger door, reinforced flooring, special handling equipment and other improvisations were devised for the C-47.

A substantial number of commercial orders were commandeered by the Air Transport Command of the Air Corps for military service as the C-48, C-49, C-50, C-51 and C-52. Many of these retained their airline interiors and were used as staff transports.

Throughout its career, the airplane was known by many names - DC-3, Dakota, C-47, R4D, Li2, PS-84, Skytrain, Skyrooper, Dak, Tabby, Gooey Bird, Spooky and Puff the Magic Dragon.

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The New England Air Museum's Douglas DC-3, N165LG, Serial No. 6314, was purchased from Lucaya Air Enterprises for \$67,000. As part of the sales contract the seller was allowed to remove operational instruments/radios it wished to retain and replace them with non-operational equivalents so that all instrument panels would be complete.

They were allowed to remove the engines that were used to fly the DC-3



Our "new" Douglas DC-3 dominates the Civil Aviation Building.

to Bradley and replace them with Wright R-1820-202 engines which may have been inoperative but had to complete with all accessories.

DC-3, N165LG, Configuration

- * (2) 1200-hp Wright R-1820-G202A engines with Hamilton Standard propellers.
- * 30 passengers with 30-in wide Air-stair door on port side.
- * 800-gal fuel capacity, heavy landing gear, pilot's one piece windshield.
- * Max. gross 53,434 lb.
- * Payload 8,074 lb.
- * Total hours 53,434

History - Ser.No. 6314

Our DC-3 was one of 13 DC-3-454 transports ordered by American Airlines, with registrations allocated, but was taken over by the Army Air Force as a C-49J while the plane was still on the Douglas production line in Santa Monica. The DC-3-454 ordered by American as NC14922, became C-49J, 43-1973, and was delivered to the US Army Air Force via the Daggett Depot on November 14,

1942. It remained within the United States during World War II, going to the Reconstruction Finance Corporation on May 1, 1945. An initial lease to Eastern Air Lines as NC44792 was followed by purchase on August 31, 1949. On October 7, 1952, it went to Purdue Aeronautical Corp. being registered as N792G during 1964 when transferred to the Purdue Research Foundation, of Lafayette, IN. Baslet Flight Service, Inc., of Oshkosh, WI, took over the DC-3 on September 21, 1970, and as N165LG it went to Florida Airmotive, Lantana, FL on March 3, 1979, and to the New England Air Museum in 1992.

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Mr. Owen Gassaway, president, Florida Airmotive, Inc., of Lantana, FL, visited the New England Air Museum in early January 1993. He had been the previous owner of the DC-3, and he dropped in to see "his" airplane. It was a very emotional reunion and Mr. Gassaway was happy to see it saved. He donated \$1,000 to the Museum and was given a Life Membership in return.