

DC-3

Ser. No. 6314

The DC-3 was bigger than the DC-2, much easier to fly and much safer. The automatic pilot, only recently developed before the DC-3, was installed as standard equipment. Two seats of instruments were installed in the cockpit, each independent of the other. Special lights were designed for night flight. The first DC-3 went into service on June 7, 1936.

On July 1, 1936, the Douglas DC-3 was awarded the Collier Trophy as the “outstanding twin engine commercial transport plane.”

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

NEAM’s Douglas DC-3, N165IG, Serial No. 6314, was purchased from Lucays Air Enterprises for \$67,000. As part of the sales contract the seller was allowed to remove all operational instruments/radios and replace them with non-operational equipment, so that all panels would be complete. They were also allowed to remove the engines that were used to fly the DC-3 to Bradley and replaced them with R-1820-202 engines.

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 the Army Air Force as a C-49J while the plane was still on the Douglas production line in Santa Monica, CA. The DC-3-454 was ordered by American as NC14922, became C-49J, 43-1973, and was delivered to the U.S. Army Air Force via the Daggett Depot on Nov. 14, 1942. It remained within the United States during World War II, going to the Reconstruction Finance Corporation on May 1, 1945. And initial lease to Eastern Airlines 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 Sept. 21, 1970 and as N165LG it went to Florida Airmotive, Lantana, FL on March 3, 1979 and to NEAM in 1992.

Performance:

- Engines – 2- 1200-hp Wright R-1820-G202A engines with Hamilton Standard Props.
- 30 Passengers with 30-inch wide Airstair door on port side.
- 800 gallon fuel capacity
- Heavy landing gear
- Pilot’s one piece windshield
- Max. gross weight – 26,500 lbs.
- Payload weight – 8,074 lbs.
- Total Hours flight time- 53,434