

**WARBIRD 1942 DOUGLAS C-47A-25-DK SKYTRAIN WARBIRD**

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### **Vehicle Description**

## **1942 DOUGLAS C-47-25A-DK SKYTRAIN**

### **WARBIRD**

She was built in 1942 with the construction number 13310 and at the cost of \$138,000. The construction block was a Douglas C-47A-25-DK Skytrain and designated as 42-93402. She entered the military on 15 May 1944 and was then sent to the Royal Canadian Air Force in Montreal as KG587 Dakota III on 21 May 1944. She was then flown to England in preparation for the war on 29 May 1944. Her main duties were performed in the China-India-Burma Theater.

### **"DETERMINED ON DELIVERY"**

On 12 June 1944 she joined the ranks of the 435th T Squadron RCAF where she flew with the 48th until the 34th Squadron was formed on 1 Nov 1944 in Gujrat, Punjab, India where she was flying support for the British Fourteenth Army in Northern Burma. Flying under the command of Wing Commander Tom P. Harnett she and the 34th was moved to Tulihar, Manipar, India and she flew her first sortie on 20 Dec 1944 as she and 15 other Dakota's airlifted supplies to the Fourteenth Army located at Tamu in the Kabaw Valley. Their motto was " Certi Provehendi" latin for "Determined on Delivery".

### **LAST FLIGHT OVER INDIA**

KG587 flew several sorties to Pinlebu, east of the Chindwin River up to her last recorded operation in India which took place on 30 Aug 1945 when her and three Dakota's flew from Tulihal staging through Toungoo dropping supplies to British Guerrillas.

### **LAST MISSION OF THE 435th**

On 14 March 1946 she flew the last Operational Mission of the 435th Squadron RCAF, commanded by Flight Lieutenant H.E. Carling they flew a special mission from Down Ampney England to Rennes, France with a return to Down Ampney.

### **"WE CARRY THE LOAD"**

"Onus Portamus" was the Motto of the 436th Transport Squadron where KG587 flew their last mission also. It is recorded that on 16 June 1946 that KG587 commanded by Flight Lieutenant Nichols and crew flew a special flight from Brussels Belgium to Odiham with three passengers and one and a half tons of freight.

### **BACK TO CANADA**

On 23 June 1946 she leaves for Canada where she stays with the Canadian Air Force until June of 1970 when she is renumbered 12931 and goes into Civilian life for various civilian companies to include Buffalo Airways in May of 1979 where she wore a pair of skis while

flying the Northwest Territories.

### **ALONG WITH HER GREAT HISTORY**

She is currently licensed on Part 91 and has had all the inspections for Part 135, and was on a Part 135 progressive maintenance program. She has had a recent wing pull and A,B,C,D,S inspection were completed in Sept of 2004. All AD's and SB's are complied with and she is ready to fly to her next home.

#### **SPECS**

N115SA

S/N 13310

Airframe: **ONLY** 27863 hrs TTSN

Engines: P&W R-1830-92's with 1600 TBO

Left : 1254 hrs. SMOH

Right: 925 hrs: SMOH

Props: Ham-Standard Toothpick 23E50

Left & Right Props: 1693 SPOH

#### **AVIONICS:**

Dual King KX-175B Nav/comms w/GS

King KT-76 Transponder

King KR-87 ADF

Apollo 2001 VFR, GPS

Narco 190 DME

### **AND IF THAT IS NOT ENOUGH**

She is in Cargo Configuration complete with Diamond plate floor from front to rear and a winch to pull your cargo up front with ease. Also the cargo area is lined with an aluminum cargo liner. She is still in Buffalo Airways paint scheme and paint is in good condition also has a tow connection in the tail which was used for towing gliders during WWII. Has full de-ice to include boots and alcohol.

### **AND THERE IS MORE**

She will come with various spares to help you keep her going. Some of the spares include one 1830-92 in QEC with 994 hrs, a main gear, tire and wheel, some flight controls and cowling and much more. And to help in maintaining her you will receive TWO roll away tool boxes with about \$8000 to \$10000 worth of aircraft maintenance and airframe tools. Also have DC-3 seats available.

### **WHAT'S NEXT?**

### **THAT'S EASY ! BID OFTEN AND BID WITH CONFIDENCE !**

This aircraft is located on a private strip close to Hondo TX and can be seen at any time during this 10 day auction. Our local airport is in Hondo (HDO) about five miles away. We will furnish transportation from Hondo Municipal AP (HDO) or San Antonio International Airport (SAT) for those who want to inspect the aircraft. If you have questions please email me at [patmurphy@stic.net](mailto:patmurphy@stic.net) or call Pat at 210-859-0937. This aircraft is in good shape and has low time in comparison to many DC-3's, we run it up about every three days and it fires up everytime with no problem, this aircraft is ready to fly. Even though we are confident with this aircraft it is being sold "as is where is" with no warranties expressed or implied.

### **CREDITS:**

**Our deepest gratitude to WWII Historian Mr. David Berry "The Pathfinder Guy" and Honorary Pathfinder. With Daves help we were able to track the history of not only this C-47 but another one as well. His passion for the history of these WWII Warbirds along with the pilots and crew that flew them is equal to the phenomenal results of his research. He really make these old birds talk. His web site is: [www.pathfinderhistoricalconsultants.com](http://www.pathfinderhistoricalconsultants.com)**

**HAPPY BIDDING !!!**

Jan.2005 eBay N115SA