

Built in 1944 as a **C-47B-35-DK** by Douglas at Oklahoma City, Oklahoma, USA, and delivered to the United States Army Air Force with s/n **44-76950**.  
(A new construction number, 33282, was assigned to the airframe at this point.)



During May 1945, the aircraft was transferred to the Royal Air Force, with registration KN628, as a Dakota III, and used as Field Marshal Bernard Montgomery's personal transport.

Transferred to Derby Aviation/Derby Airways on 18 February 1956, with registration **G-AOGZ** (DOUGLAS C47 DAKOTA 3, 16534)



Acquired in 1964 by British Midland International to join their other 7 C-47 Skytrains.



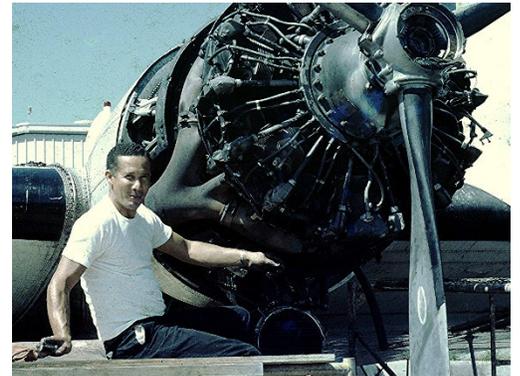
The aircraft then passed to Sir William Murray, trading as Strathair, on 24 April 1967.



Scottish Aviation Ltd had possession of the aircraft from February 27, 1969, to March 16, 1969, which those 18 days would indicate a title transfer rather than flight operations. Scottish Aviation was first established in 1935 by the pilots of British Everest Flight Group. Their subsidiary Scottish Airlines operated with 2 C-47's until 1960 were it ceased to operate and transferred operations to Dan Air. Photos to the right are other Scottish Airline/ Dan-Air DC-3 / C-47 aircraft



The next registration was Englert Aviation Miami on 17 March 1969 as **N4849**. Frank Englert was well known in the international aviation community for purchasing and selling transport aircraft from his Miami-based office for many years. His passion for aviation began with his first solo flight in 1939 after which he went on to fly B-29's in the Pacific during World War II. He retired from the Air Force as a Lieutenant Colonel. Frank sold the aircraft in 1970 to JP Le Coannet who was from Guadeloupe, a French Island in the Caribbean. JP flew from Miami to St. Croix to have Tri Air Corp (FAA repair station) to inspect and repair and re register to F-OGDZ.



JP Le Coannet operated from

Passing to Air Guadeloupe in 1978, the aircraft joined Societe Guadeloupe Air Cargo, based at Pointe A Pitre, Guadeloupe, on 30 November 1982, and remained with them until the civil registration F-OGDZ was cancelled on 5 September 1983.



During 1990, the aircraft was converted into a BT-67 (DC-3TP) s/n 003 by Basler at Oshkosh, Wisconsin, USA, and fitted with FLIR and machine guns for drug interdiction missions, before being transferred to the Fuerza Aerea Salvadore (Salvadoran Air Force) as **FAS-116**.





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