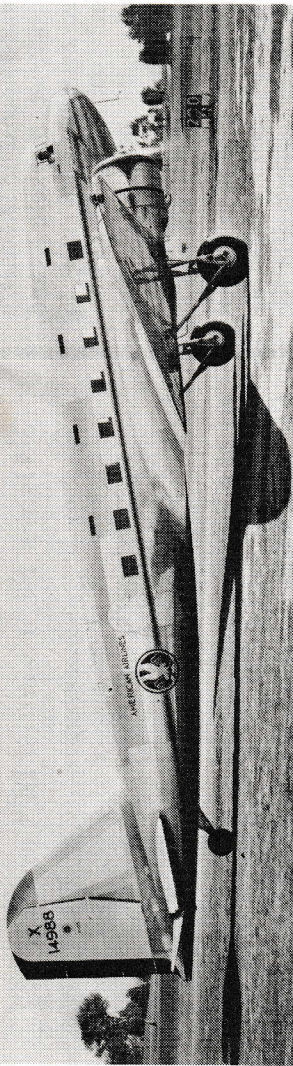
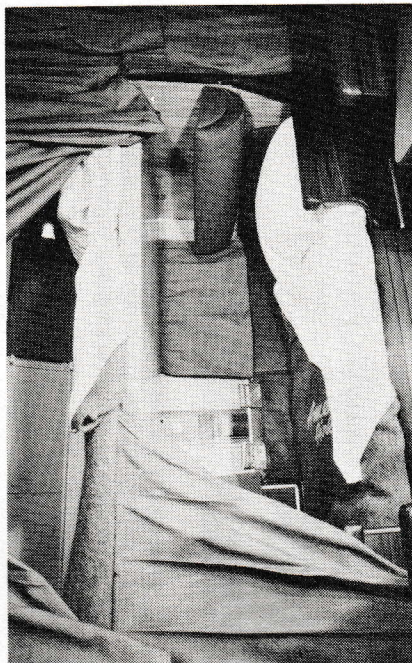


40-Year Legend



In the beginning—the first DC-3 to fly.



First DC-3s featured 14 berths, above, but seats were soon substituted, below.



DC-3 Marks Birthday

Just over 40 years ago one of aviation's most enduring legends was born. It was Dec. 17, 1935 and the Douglas DC-3 made its first flight.

There was no fanfare—in fact company executives did not even watch the event—but for one hour and 40 minutes it was airborne, and on the way to becoming the best known airplane of all time.

No one at the Douglas Aircraft Company could anticipate the fame the DC-3 would attain. And, it has claims to fame in many fields, but of importance to the airlines, it was the first aircraft that could make money just by hauling passengers.

It was this performance, plus its spectacular ability to stay in the air and to take off with astounding overloads that helped to stimulate the DC-3 legend.

The DC-3 pioneered such advances in passenger comfort as the heated cabin and soundproofing; for the pilots there were powered brakes, constant speed propellers and an autopilot; and the airlines received the first airplane that reduced the United States coast-to-coast flight time to 15 hours, a considerable improvement over existing equipment.

The first DC-3 built was designated "DST"

(Douglas Sleeper Transport), designed in response to a request for an "Air Pullman" from American Airlines. Fourteen berths were installed in the cabin.

It soon developed, however, that the widened fuselage required for the berths was more important to the airlines than providing the luxury of slumber. Minus the berths, the DC-3 "Day Plane" could accommodate 21 seats, a significant increase over the capacities of airliners then in service.

Ozark started its operation with four DC-3s, and for many years it was the mainstay of the Company. There were as many as 26 in the fleet at one time, but these were removed from operation and sold throughout the final years of Ozark service, and only three remained the day it was retired on Oct. 27, 1968.

With the start of World War II, Douglas halted the manufacture of the DC-3 and switched to mass production of the C-47 and R4D derivatives. When the last order had been filled in 1945, Douglas had turned out 455 DC-3s and 10,200 military versions.

Each passing year takes more DC-3s out of service but even so McDonnell Douglas estimates 3000 are still in commercial, military, government and private service.