

**INCREDIBLE  
ADVENTURES**



# **The History of N28AA**

**Serial Number 2239**

# The Incredible Adventures of Our Atlanta Region DC-3

August 29, 1939 – Braniff Airways President Tom Braniff ordered the airline's first four DC-3s.

December 17, 1939 – The company's first DC-3 airliners arrived.

March 21, 1940 – Tom Braniff ordered four more DC-3s for his airline.

June 20, 1940 – The airline's second order of DC-3 aircraft arrived. Among this order was our Atlanta-area DC-3A, Serial Number 2239. The aircraft was registered as N25666.

The company's DC-3 airliners transported passengers between Chicago, Kansas City and Dallas. Braniff Airways operated N25666 until April of 1953.

April 1953 – N25666 was sold to Trans Texas Airways. Our much-loved DC-3 was part of its route structure for the next 15 years.



1968- Our favorite DC-3 was sold to Texas International. Texas International operated the airplane for a year.

February 4, 1969 – Texas International sold N28AA to Tradewinds, Inc., In San Antonio, Texas.

September 1970 – Tradewinds, Inc. sold the DC-3 to Air Mid America.



1971 – Our favorite DC-3 was sold again, this time to Air New England, who operated the airliner for six years before selling the plane to Cryderman Air Services, Inc.

1977 – Cryderman Air Services, located in Pontiac, Michigan, operated the plane for about a year, before selling the DC-3 to Century Airlines, also in Pontiac.

June 13, 1978 – Century Airlines sold N25666 to Provincetown-Boston Airlines, who registered the airliner as N139PB. This famous airline operated until the mid 1980's as a seasonal carrier. They operated out of Cape Cod, Massachusetts in the summer, shifting to Naples, Florida during the winter. N139PB was an integral part of the airline.

Eastern Express Service: N139PB also functioned as an Eastern Express airliner until the bankruptcy of Eastern Airlines. The DC-3 was then “moth-balled” at Tamiami Airport in Florida.

The airplane sat there until Starflite Corporation offered the DC-3 for sale in Trade-A-Plane. Ron Alexander, owner of Alexander Aeroplane Company, purchased the airplane from Starflite on July 18, 1991. The airplane was ferried to its new home at the Griffin, Georgia airport.

# A New Adventure Begins

## N139PB Becomes N28AA

N139PB was completely gutted and refurbished by Ron and Alexander Aeroplane employees. The process took almost one year to complete. Ron then registered the DC-3 as N28AA, the last two letters indicating Alexander Aeroplane. The airplane was then used as a promotional tool for the company, flying to airshows throughout the country and being placed on display. Hundreds of people enjoyed touring the airplane and riding on it. A program was developed allowing pilots to rent the airplane for a day to receive ground and flight instruction.

This provided the individuals with a taste of what it was like to fly this beautiful airliner. In January of 1996, Alexander Aeroplane Company was sold to Aircraft Spruce and Specialty, but Ron kept N28AA and began using it for flight instruction. Ron also owned Poly-Fiber Fabric Coatings and painted the company name on the fuselage.





Ron Alexander was also the Chief Pilot for the Delta Air Lines DC-3 program for several years. During that time N28AA was used to instruct the pilots involved in the Delta program. Ron operated the DC-3 christened “the Candler Express” until his death in 2016.

His good friend Jim Sells, a retired airline pilot, acquired the aircraft from his estate and is continuing Ron’s mission, using the plane to provide familiarization flights and pilot training. The DC-3 continues to appear at air shows and aviation events around the country, including making annual appearances at Oshkosh and Sun ‘n Fun. The Candler Express is currently based at Atlanta Regional Airport’s Falcon Field in Peachtree City, Georgia.



Our amazing DC-3 has flown more than 83,000 hours and retains her original configuration as an airliner, complete with passenger door and 14 -passenger seat cabin. N28AA has never been a cargo plane.



*Schedule a ride, an introductory flight lesson, or complete SIC or PIC training in this incredible DC-3.*

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