

#44-77109, KP224, #12905, N346AB, Spirit of Hondo, and Texas Zephyr Timeline

June 7, 1945	MANUFACTURED	C-47B-35-DK Oklahoma City, OK, USA Assigned to United States Army Air Forces, Serial #44-77109)
June 10, 1945	TRANSFERRED TO	Britain's Royal Air Force, Montreal, Quebec, Canada, Assigned KP224
June 18, 1945	FLOWN TO UK	RAF Ferry Command
August 29, 1945	ASSIGNED TO	RAF 77 Squadron
September 29, 1945	TRANSFER TO	436 Canadian Squadron Operating primarily in Burma Primarily (WWII) where she flew across Europe carrying freight / mail
March, 1946	SOLD TO	Canadian Government, begins Royal Canadian Air Force (RCAF) service Stored in Mossbank, Saskatchewan
May 26th, 1948	MOVED TO	Number 10 Repair Depot
March 23, 1949	OPERATED AS	Transport Missions with the 414 Photographic Squadron (Rockcliffe, Ontario)
October, 1950	TRANSFERRED TO	435 Squadron where she flew transport & troop-carrying missions
February 8-12, 1952	OPERATED AS	Ferrying Korean War Wounded from Tacoma, Washington to various hospitals across Canada
March, 1952	TRANSFERRED TO	4 Operational Training Unit in Dorval, Quebec
November 27, 1956	TRANSFERRED TO	102 Communications and Rescue Unit where the airplane is now designated as a Dakota4SR. Airplane was based in Trenton, Goose Bay, and Whitehorse, Canada.

February 14, 1958 TRANSFERRED TO 111 Communications Flight in Winnipeg, Manitoba

*** RCAF Dakota Search and Rescue modifications: 2 look-out "bubble" windows on each side of the aircraft. These "blister windows" provided a wide angle of vision, including a vertical view. Other mods included fixed fittings for two-bottle JATO installation and the capacity to be fitted with sky.*

1958-1967 OPERATED AS RCAF Search and Rescue coast to coast within Canada

June 26, 1967 AIRCRAFT STORAGE

January, 1968 OPERATED AS Airplane returned to RCAF Search and Rescue operations

*** In 1968, the Royal Canadian Navy, the Royal Canadian Air Force, and the Canadian Army merged to form the Canadian Armed Forces. KP224 was now assigned Canadian Armed Forces #12905.*

February, 1972 TRANSFERRED TO 429 Squadron in Winnipeg, Canada

September 27, 1974 AIRCRAFT STORAGE

June 1976 SOLD TO Eclipse Aviation where she was briefly marked C-GGJF

*** In the years following, the aircraft was operated by several operators like Skycraft Air Transport, Wildwood Airlines (2 months), BC Packers, and Trans-Provincial Airlines (1981), and Air BC until 1983. Her final Canadian registration was C-GSCB.*

1983 OPERATED BY Skycraft Air Transport where several registration errors were introduced in her certificate of registration: wrong year of manufacture and wrong serial number.

*** Canadian career spanned 34 years, supporting Canadian troops in Europe and Canada, repatriating war wounded, and flying numerous Search and Rescue missions from one ocean to another.*

August, 1994 CANADIAN REGISTRATION Exported to the USA and assigned US Civil CANCELED Registry as N346AB owned by Falcon Aero (Fredericksburg, TX)

April, 2007

PURCHASED BY

Karl Ritter where the airplane was named Spirit of Hondo and then changed to the Texas Zephyr.

November 21, 2019 **DONATED TO**

The Highland Lakes Squadron of the Commemorative Air Force. The airplane was not airworthy and was positioned in Brady, TX.

May 21, 2023

ARRIVES TO

Her new home in Burnet, TX after years of restoration and repairs.



Hosted by *Aerial Visuals*





The Highland Lakes Squadron has formally approved and adopted the plan to mark the Texas Zephyr in the following markings... **note:** *this is an image of an airplane that is NOT KP224, but was physically representative of a unit to which the Zephyr served in service as a Search and Rescue airplane.*

