



1971

**March 1975 thru End 1976**

Ferry flight to Titusville, Florida. Comprehensive repairs. Installation of P&W 1340 engines. Wheels and brakes are taken from a Curtiss C46. New life as »Iron Annie« N52JU.

**Summer 1984**

Lufthansa bought »Iron Annie« from Martin Caidin.



1983

**12.12.1984 thru 28.12.1984**

8000 km ferryflight starting at Opa Locka, Florida, via Labrador, Greenland, Iceland, Scotland and England to Hamburg, Germany.

**January 1985 thru April 1986**

Comprehensive restoration at the Lufthansa base in Hamburg. Installation of various modern navigation systems. Approval as passenger transport aircraft in the highest German class, passenger transport I. Fulfills even all then and today's major aircraft specifications.



1984

**6.4.1986 until today**

Operated by the foundation Deutsche Lufthansa Berlin-Stiftung (DLBS). Registration D-CDLH »Berlin-Tempelhof«. Historical Registration D-AQUI being part of the paint scheme. Approx. 400 flight hours and 10.000 passengers per year in Germany and neighbouring countries. The historical airplane has stayed on the ground since the summer of 2018. The DLBS is currently looking for a suitable exhibition venue.



2018

**Freunde der Lufthansa Ju 52 e.V.**

**The  
eventful life  
of the D-AQUI  
from 1936 until today**





1936

**6.4.1936**

Delivery of the D-AQUI »Fritz Simon« to Lufthansa.

**1.6.1936 thru 8.4.1940**

Sold to the Norwegian DNL, registration LN-DAH  
»Falken«.

**9.4.1940 thru 22.9.1940**

German Air Force and again Lufthansa.

**23.9.1940 thru Mai 1945**

Operated by Lufthansa as D-AQUI »Kurt Wintgens«.

**28.5.1945 thru August 1945**

Norwegian Air Force. Various problems with the aircraft.



1938

**September 1945 thru January 1948**

Again at the DNL in Norway, registration LN-KAF  
»Askeladden«. From this aircraft and another Ju 52 a new  
Ju 52 was built.

**14.2.1948 thru October 1956**

Operated by SAS with the same registration LN-KAF  
»Askeladden«. It is operated on all Norwegian coast  
routes.

**Early 1957**

Christof Drexel, a former Lufthansa pilot buys the air-  
craft. In Oslo it is converted from floats to landing gears.



1947

**30.7.1957**

Shipped together with 20 tons of spare parts to Ecuador.

**August 1957 thru 1962**

Operated by TAO, Transportes Orientales S.A.,  
from Quito (altitude 2800 m) transporting passengers  
and cargo in the entire Amazonas region.  
Registration HC-ABS »Amazonas«.

**1962 thru 1970**

Parked at the Quito airport.

**25.5.1970**

Lester F. Weaver, a former bomber pilot, purchases the  
aircraft for 5000 USD.



1950

**October 1970**

Ready to fly again. Registration N130LW. The ferry  
flight to Illinois in the USA took eight days.

**21.5.1972**

Only approved in the experimental category because of  
various technical problems.

**Mid 1974**

Sold to Cannon Aircraft for 36000 USD.

**End 1974**

Martin Caidin, an author, purchased the aircraft for  
52000 USD.



1968