

AIRCRAFT FOR SALE

BY OWNER

DOUGLAS DC-3 A



SEP • 67

CHRIS D. STOLTZFUS

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DOUGLAS DC-3A, N2733A (s/n 11636) was manufactured May 5, 1943 as a commercial airliner for American Airlines. It was built under Spec A-669.

Total time is 13,567:36 hours, with 2394:54 hours since 8000 hour overhaul; 1792:01 since attach angle modification per A. D. 52-22-3; 1479:01 hours since refresher overhaul by International Aviation Industries; 17 hours since major overhaul by Aero Trades, Inc., and zero hours since complete inspection and release August 26, 1967.

ENGINES - P & W R-1830-92, with 169:30 SMOH by Dallas Airmotive on the left engine and 1156:38 SMOH by Continental Airlines on the right engine.

PROPELLERS - Hamilton Standard 23E50-473-6353A-18, toothpick type, mirror polished blades.

WEIGHTS - Gross weight is 26,200 pounds; empty is 17,365, giving 8835 pounds useful load.

FUEL SYSTEMS - Aircraft has two main and two auxillary tanks, for a total capacity of 822 gallons. It has a fuel dump valve, fuel flow meters, and dual electric boost pumps.

COLOR - Aircraft is natural aluminum with bottom of wings, fuselage and tail painted Polar Gray; landing gear and nacelles are painted silver.

COCKPIT - The cockpit is unusual, with dual instrumentation, Grimes eyebrow instrument lighting, edge lighted radio panels, twin cockpit speakers with audio isolation thru custom pilot/co-pilot selector boxes, Scott oxygen system, etc.

RADIO EQUIPMENT - 50-Channel ARC-1 VHF transceiver (F.C.C. type approved), ARC F-11-A3 isolation amplifier, 10-channel Bendix RTA-1B HF transceiver with radio telephone, two Bendix ADF receivers, Collins 51R-3 ILS localizer and omni receiver, RMI, Collins 51V-2 glide path receiver, auxillary BC-733 localizer and R-89B glide path receivers, and Collins 3-light marker beacon receiver.

CABIN APPOINTMENTS - Twenty reclining airline seats, recently covered. Interior is in blue and grey, with blue carpeting. Aircraft has flight instrument panel on bulkhead in cabin, airstair door on the right hand side, and lavatory.

FABRIC - All new Ceconite control surfaces installed in August 1967.

EQUIPMENT, GENERAL - Alcohol Anti-icing for props, carburetors and windshields; dual 3-phase 2500 VA inverters; autosyn compass system; Edison fire warning system; Janitrol 200,000 BTU automatic heater; Bendix PB-10A autopilot with flight path computer and approach computer; Graviner Methyl Bromide fire extinguisher system; Whittaker electric firewall shutoff valves; heavy landing gear axles; 200-AMP generators; Grimes rotating beacon; Bendix brakes; wheel well doors and standard DC-3 baggage compartment.

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This aircraft was operated by American Airlines in scheduled airline service from new until some time in 1947. After release from American, it was operated in Pakistan from November 1948 until December 1949, and from 10,266:47 to 11,350:05 hours. It was registered as AP-ADJ. During this time it was given a complete 8,000 hour airframe overhaul by Field Aircraft Services, Ltd., of Nottingham, England (at 11,172:42 hours).

In February 1952 it was purchased by an American owner and flown back to the United States. It was subsequently relicensed and assigned registration number N733A. In July 1953 a Canadian owner purchased this aircraft at 11,773 hours and it was flown to Montreal. There it was licensed under Canadian requirements, and assigned registration number CF-HFT.

In July of 1954, Safe Flight Corporation of White Plains, New York purchased this aircraft at 11,775 hours, relicensed it and gave it the registration number N2733A. They operated it until we purchased it in July 1964, at 13,551 hours total time.

Safe Flight used it in developing, testing and demonstrating the "SCAT" system, the "Stick Shaker", the fully automatic approach and landing system, and various other devices and systems. During this time, the aircraft was maintained by a full time crew of mechanics and nothing was spared to make and keep this as the fine aircraft it is today.

A "Refresher Overhaul" was completed at 12,088:35 hours by International Aviation Industries of White Plains, New York, at a cost of \$33,407.62.

To recapitulate, total time this date is 13,567:36 hours, with 2394:54 hours since 8000 hour overhaul, 1479:01 since refresher overhaul, 1792:01 since attach angle modification per A.D. 52-22-3, 17 hours since major overhaul by Aero Trades of Ronkonkoma, N. Y., and zero time since complete annual inspection and relicense.

SUGGESTED USES - This is an ideal aircraft for charter use, passenger use, carrying school athletes or sports fans to games, etc. It could be used for carrying freight - and many other uses.

You can carry approximately 600 gallons of fuel (6 hours), a two-man crew, oil, 20 average-weight passengers, and 1120 pounds of ~~fuel~~ *baggage*. It would be just the thing for taking hunters and fishermen to Canada, the mid-west and other popular sportsmen's area for a few days hunting or fishing.

If you carry about 500 gallons of fuel, oil, two-man crew and 15 passengers, you will still have a liberal 2500 + pounds left for baggage, equipment, fish and game - you name it.

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WHY A DC-3?

CONSIDER THE FOLLOWING REASONS!

RELIABILITY - Both the DC-3 airframe and the R1830-92 engines are ultra-reliable, having been proven by hundreds of thousands of hours in service.

MAINTENANCE, PARTS - Past acceptance and use of the DC-3 has made a real contribution to the ease and cost of maintenance today. Repair stations and mechanics all over the world are familiar with the aircraft, and many shops stock the routine parts that may be needed. Parts for the DC-3's are readily available from suppliers in all parts of the country, with most components being less costly than the comparable component on many light twins.

COST - The price of this fine aircraft is less than the cost of many new single engine or well-used light twin aircraft, which offer less payload, range, comfort, safety, IFR capability, etc.

The above described aircraft is priced at only \$34,500.00, fly-away Coatesville, Pennsylvania, with a spare R1830-92 run-out engine. Trades considered.

To inspect this aircraft, please contact the owner at 215+384-1145.

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