

AIRCRAFT FOR SALE

DENNIS
THOMPSON
INTERNATIONAL
LIMITED



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INTERIM AIRCRAFT SPECIFICATIONS

DOUGLAS DC-3C AIRLINER

DATE:	26.08.24	TYPE:	DC3C-SIC3G
YEAR:	1944	CONST. NO:	26480
LOCATION:	Ardmore Airport-NZ	REGN:	ZK-DAK
		SERIAL NO.	43-49219

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**\*\*\* HIGHLIGHTS \*\*\***

- In Airline/Air Charter Operations based at Ardmore Airport, NZ.
  - 30 Seat Pax Configuration
  - Airstair Door
  - Boeing 767 pax seats
  - Rear Galley Storage
  - Toilet
  - ADS-B Compliant
  - Emergency Lighting System
  - See history resumé from 1944
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#### TIMES:

|                    |                                                   |              |
|--------------------|---------------------------------------------------|--------------|
| <b>Airframe:</b>   | 43,435 Hours since new                            |              |
| <b>Engines:</b>    | Pratt & Whitney R-1830-92. TBO 1300 Hrs.          |              |
|                    | <u>LEFT</u>                                       | <u>RIGHT</u> |
| Serial No:         | 41696                                             | CP363324     |
| Total Time Run:    | n/a                                               | n/a          |
| Time since O/H:    | 947 Hrs                                           | 130 Hrs      |
| Hours Remaining:   | 353 Hrs                                           | 1153 Hrs     |
| <b>Propellers:</b> | Hamilton Standard 23E50-505. TBO 2400 Hrs/60 mths |              |
|                    | <u>LEFT</u>                                       | <u>RIGHT</u> |
| Serial No:         | 519011                                            | FEB3048      |
| Time since O/Haul: | 343 Hrs                                           | 1360 Hrs     |

**AVIONICS:**

|                  |                |                 |
|------------------|----------------|-----------------|
| Audio System/ICS | 2. Bendix-King | KMA-24          |
| VHF COM-1        | 1. Bendix-King | KY-196          |
| VHF NAV-1        | 1. Bendix-King | KN-53           |
| Transponder      | 1. Garmin      | GTX-345         |
| VHF COM-2        | 1. Bendix-King | KY-196          |
| VHF NAV-2        | 1. Bendix-King | KN-53 with GS   |
| EGPWS            | 1. Bendix-King | KGP-560         |
| ADF-1            | 1. Bendix-King | KR-87           |
| ADF-2            | 1. Bendix-King | KR-87           |
| GPS              | 1. Garmin      | 695             |
| HSI              | 1. Bendix-King | KI-525A         |
| DME              | 1. Bendix-King | KN-62A          |
| ADF-Indicator    | 1. Bendix-King | Dual Needle     |
| 3 Light Marker   | 1. Bendix-King | KR-21           |
| WAAS             | Garmin         | GTX-345 W/ADS-B |

**ACCESSORIES/EQUIPMENT:**

- \* 30 Pax Seats
- \* 5 Emergency Exits
- \* Strobe Lights
- \* Flight Attendant Station
- \* Rear Galley Storage
- \* Forward Storage Locker
- \* Emergency Lighting System
- \* Crew Oxygen
- \* Airstair Cabin Door
- \* ADS-B Compliant
- \* Toilet
- \* Rear Storage Locker
- \* Inflight Audio System
- \* ELT

**WEIGHTS:**

|                   |                      |
|-------------------|----------------------|
| Max Ramp Weight:  | .....                |
| Max Take-Off:     | 26,900 lbs           |
| Max Landing:      | 26,536 lbs           |
| Empty Weight:     | 18,623 lbs           |
| Usefull Load:     | 8,277 lbs incl. crew |
| Zero Fuel Weight: | 24,880               |

**MAINTENANCE:**

- \* Maintained to the requirements for commercial Air Transport by Feildair Engineering and other CAA CAR Part 145 organisations.
- \* Maintenance Run Sheet available on request.
- \* Regular Engine Run & System Checks.

**CERTIFICATE OF AIRWORTHINESS:** \* Issued 27.10.1992 \* Non-terminating  
\* Standard Category

**COLOURS:**

**Exterior:** White upper fuselage, Grey lower fuselage with Blue accent stripe in Royal New Zealand Airforce 42 SQD colour scheme  
**Interior:** Blue upholstery & carpets. Ivory headliner & window reveals. 30 paxs

**PRICE:** NZ\$499,990.00 (US\$311,493.77 approx)

**DELIVERY:** Immediate ex-Ardmore. Worldwide Delivery Arranged.

All specifications subject to verification on inspection and change without notice. Dennis Thompson International Ltd has not conducted a detailed inspection of this aircraft to verify mechanical condition, airworthiness or accuracy of specifications and documents. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Dennis Thompson International Ltd makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. E and OE. Above aircraft offered subject to remaining unsold or withdrawal from sale.



## **Military History of Douglas C-47B Serial No. 43-49219 (26480)**

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- **Manufactured by Douglas Aircraft Corp, Oklahoma City, Oklahoma USA and delivered to the U.S.A.A.F. on 30 October 1944, to 561<sup>st</sup> AAF Base Unit (Air Transport Command) Rosecrans AAF, St. Joseph, M.O., USA.**
  - **June 1945 to 591<sup>st</sup> AAF Base Unit (ATC) at Stockton AAF, California, to C-47D.**
  - **July 1946 to 1337<sup>th</sup> AAF Base Unit (ATC Westover AAF, MA.**
  - **Jan. 1948 to 1389<sup>th</sup> AAF Base Unit (ATC) Kindley AB, Bermuda.**
  - **June 1948 to 522<sup>nd</sup> Air Base Squadron (Military Air Transport Service) Kindley AB.**
  - **February 1949 to 1600<sup>th</sup> Air Base Group (Military Air Transport Service) Westover Airforce Base, MA.**
  - **May 1950 at 1600<sup>th</sup> Air Transport Wing, (Military Air Transport Services) Westover, Airforce Base.**
  - **July 1950 to 21<sup>st</sup> Troop Carrier (Heavy) Squadron, (FAR East Airforce) Ashiya, Airforce Base, Japan.**
  - **August 1950 to 3<sup>rd</sup> Bombardment (Light) Wing (FEAF) Yokota, Airforce Base, Japan.**
  - **September 1950 to 8<sup>th</sup> Fighter – Bomber Wing (FEAF) Itazuke Airforce Base, Japan.**
  - **November 1950 to 6160<sup>th</sup> Air Base Wing (FEAF) Itazuke Airforce Base, Japan.**
  - **January 1954 to 75<sup>th</sup> Air Depot Wing (FEAF) Itazuke Airforce Base, Japan.**
  - **February 1954 to 6424<sup>th</sup> Air Depot Wing (FEAF) Clark Airforce Base, Philippines.**
  - **November 1954 to Southern Air Materiel Area (Pacific) Clark Airforce Base, Philippines.**
  - **October 1957 to 18<sup>th</sup> Fighter-Bomber Wing (Pacific Air Force) Kadena Airforce Base, Japan.**
  - **January 1958 to 6313<sup>th</sup> Air Base Wing (PACAF) Kadena Airforce Base.**
  - **April 1959 dropped from Military Inventory by Commercial Sale.**
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## Commercial History DC3C-SIC39 S/N 26480

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- To Philippines Airlines as PI-C486 during 1959 it was flown to the USA and modified to type DC-3C standards which replaced the cargo door with standard single air stair door and the addition of emergency exit doors. On return to Philippines Airlines it became their flag ship and was used on P.A.L.'s 1<sup>st</sup> international service from Manila to Hong Kong.
- December 1969 – purchased by Papuan Airlines Ltd delivered to Palair 15<sup>th</sup> May 1970 registered as VH-PNM to Papuan Airlines Pty Ltd on 26 May 1970 and immediately entered Palair Service named “Mount Murray”.
- November 1970 to Ansett Airlines of PNG. Never painted in Ansett Airlines of PNG colours/livery.
- April 1972 leased to Bush Pilots Airways Registered to Ansett (P&NG) Ltd August 1972.
- March 1974 sold to Bush Pilots Airways and registered to Bush Pilots airways (PNG) Pty Ltd 4 March 1974. Registered to Bush Pilots Airways Ltd (PNG)
- January 1977 – registered to Air Queensland Ltd.
- January 1982 leased/sold to the Mackay Air Museum 19.11.1983 as VH-SBT.
- January 1984 Struck off the Australian Register and re-registered as VH-SBT to the Mackay Air Museum.
- 1987 The Mackay Air Museum went into liquidation in 1987.
- May 1987 to the Warbirds Association, Masterton Airport, New Zealand.
- October 1987 to Warbirds DC-3 Syndicate, Auckland N.Z. where it underwent an extensive rebuild and painted in a R.A.F. colour scheme of 48 sqd. Used during D-Day Normandy Invasion and at Ardheim.
- October 1998 to Pionair Adventures Ltd, Christchurch
- March 1999 to Leslie Aviation Ltd, Rotorua.
- November 1999 to Future Flight Ltd.
- June 2002 to Flight 2000 Ltd, Papakura.
- Later painted to Royal New Zealand Air Force livery.

**Aircraft based at Ardmore Airport, New Zealand and where it has been operated on a Air Operator Certificate.**

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