

DODSON INTERNATIONAL

INTRODUCING TURBO DAKOTA DC-3 TD-65



RELIABLE + VERSATILE + AFFORDABLE

You have discovered the *Ultimate SUV Aircraft!*

The Turbo Dakota DC-3 provides *un-matched performance, customization options and mission flexibility!*

The Dodson International DC-3 Turbine Conversion can *increase profits* for just about any mission!

Discover just how this Turbine Conversion performs with *proven low operating and maintenance costs, for a very reasonable capital outlay!*



BRIEF HISTORY

Most of the Turbo Dakota Aircraft were originally manufactured in 1944. However, very little except the data-plate remains un-changed today after its remanufacture and new certification as a C47TP Turbo Dakota.

The Turbine 3 has capabilities that no modern aircraft can match!



AIRFRAME REMANUFACTURE

A team of engineers and mechanics teamed to create the highest quality conversion. Only low-time airframes were selected, and the structure was stripped, restored and corrosion proofed. The metamorphosis is painstaking and virtually every system is replaced with modern design and new technology.



MAINTENANCE

The aircraft is maintained in accordance with a modified version of the Douglas AAIP with no fuselage life. Maintenance includes a very easy to follow series of inspections based upon hourly service.

Because the aircraft is not pressurized, it has a virtually unlimited service life, and can be maintained with minimal cost!



INSPECTIONS

The only inspection requiring more than a couple of days is every 2000 hour wing inspection which takes approximately 7 days to complete. Your aircraft will be delivered with a fresh wing inspection.

A Hot Section inspection will be due for your engines in 3000 hours.



1646 ESHP Flatrate
1424 SHP
6000 Hr. Basic TBO
2000 Hr. HIS Interval

Same SHP, TBO & HSI interval as 67R,
but better specific fuel consumption,
more operational history, and less HSI
distress issues.

ENGINES

PT6A-65AR

Automatic Power Reserve
(1425 SHP Flatrate)

LE: To be determined, based
upon customer requirements.

PCE

TSN:

Hours since Hot Section
Inspection:

RE: To be determined based
upon customer requirements.

PCE

TSN:

Hours since Hot Section
Inspection:

**IPC, MM, AFM
SUPPORT
DOCUMENTATION
PROVIDED**



HARTZELL PROPELLERS

"BUILT ON HONOR"

Hartzell HC-B6 MP-3C 5-Blade

LP: 0 Hours Since Overhaul

RP: 0 Hours Since Overhaul

5 Blade Hartzell Metal Props with
Backplate Spinners & Electric De-
Ice Boots



AVIONICS

FULLY CUSTOMIZABLE



TAWS – A - SANDEL

CVR – Fairchild

Pilot Flight Director System

Bendix Color Weather Radar

Dual Garmin 430 Digital Communication Transceivers

Dual Garmin 430 Digital Navigation Receivers

Dual Garmin 430 GPS

Dual Becker Automatic Direction Finders

Dual RMI Radio Magnetic Indicators

Dual Slaved HSI Horizontal Situation Indicators

Dual IVSI Systems

Dual Turn Coordinators

Dual Audio Control Panels

Dual Marker Beacons

Dual Airspeed Warning Systems

Dual Stall Warning Systems

KT70 Mode S Transponder

Collins Radar Altimeter

DME Distance Measuring Equipment

Altitude Preselect System

Slaved Compass

Glideslope

High Frequency Radio

INTERIOR



SEATING

Seating for Three Crew Members.
Various Seating and Configuration Options Available.
Large Stand-Up Cargo Cabin with Steel Cargo Floor.

CONFIGURATION

Configured for Cargo.
Fully Customizable to your preference.



FEATURES

- Ground Power Switch Guard
- New Window Trim
- Paratrooper Jump Lights and Bells
- Front to Back Intercom System
- Dual Map Cases
- Crew Sheepskin Covers
- Private Aft Lavatory with Holding Tank Chemical Toilet
- Smoke Detector
- Fire Extinguisher
- Storage Cabinet



UPGRADE FEATURES & MODIFICATIONS



- Extended range Fuel System 1030 gallons
- Digital Fuel Flow Instruments
- Shadin Fuel Flow Computer
- Electrical and Fuel Management Panel
- Aircraft Accessory Systems Panel

- Dual Electric Trim Systems
- New Cockpit Panels, Instruments, Overhead Panels and Gauges
- Century Yaw Damper
- New Kaydex Gill Liners
- Paratrooper Streamlined Door Modification
- Modified Door Jettison System
- Standard Double Cargo Door (70" High x 84" Wide)
- Cargo Area (420" Long x 78" Wide)
- Steel Cargo Floor



- Douglas Tie Down Tracks on Ceiling, Sides & Floor
- Power Setup for Cargo Winch
- Hot Props
- Autofeather System
- Prop Sync System
- Prop Anti-Ice System
- Pilot's Clock



- Pilots Clock
- Digital OAT System
- Static Inverters
- Dual 28 Volt Electrical Systems
- Auto Start/Abort system
- Engine Fire Detection & Extinguishing Equipment
- Emergency Hot Bus Modification
- Upgraded Heater System
- Throttle Quadrant Modification

TECHNICAL

GENERAL PARTICULARS

Wingspan	95' 0"/28.956 Meters
Length	66' 9.5"/20.3454 Meters
Height	29' 6"/8.9916 Meters (Level Position to Top of Fin)
Cargo Compartment Length	35' 1.5"/10.6985 Meters
Cargo Compartment Width (floor level)	7' 0" (Varies)/2.1336 Meters
Cargo Compartment Height	6' 6" (Varies)/1.9812 Meters
Cargo Compartment Volume	1225 cubic ft./34.82 Cubic Meters

FUEL (Standard Fuel Shown - additional 230 gallon option available)

Total Useable Fuel Capacity	1030 U.S. Gallons/3897.8 Liters
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CRUISE

Nominal Fuel Consumption @ 26,900 Lb. Gross Weight	1000 lb/hr (10,000 ft. ISA)/453.59
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Maximum Allowable Take-off Weight	13, 154 kg
Basic Empty Weight	6,962 kg
2 Crew @91kg	182 kg
Empty Operating Weight	7, 144 kg
Maximum Load	6,010 kg
Maximum Fuel Load	3,224 kg
Maximum Useable Load	3,190 kg
Maximum Load with Maximum Fuel	2,786 kg
VFR Reserve - 45 minutes @ 371 kg/hr	272 kg
408 kg/hrBurn-Off 170 knots	408 kg/hr
TAS	170 knots
Available En-Route Fuel - Full Tanks Excluding Reserve	2,918 kg

FUEL: KG	ENDURANCE: HRS	RANGE: KM	LOAD: KG
2918	07 hr 08 min	2250	2792
2668	06 hr 33 min	2057	3042
2419	05 hr 56 min	1865	3292
2169	05 hr 19 min	1672	3542
1920	04 hr 42 min	1480	3792
1671	04 hr 05 min	1289	4042
1421	03 hr 28 min	1096	4292
1171	02 hr 52 min	903	4542
922	02 hr 15 min	711	4792
672	01 hr 40 min	518	5042
423	01 hr 02 min	325	5292

CRUISE AND RANGE

CRUISE PERFORMANCE (ISA, 10,000 ft. AMSL, 26,000 lb. GW)

PERCENTAGE CRUISE POWER	KTAS	TOTAL FUEL FLOW
100% Cruise Power	196 KTAS	1017 lb/hr /461.30 kg
80% Cruise Power	182 KTAS	884 lb/hr/ 400.98 kg
60% Cruise Power	165 KTAS	764 lb/hr/ 346.54

RANGE (1 Hour Reserve, Standard Fuel)

POWER SETTING	AMBIENT CONDI-TIONS	FUEL FLOW	TRUE AIRSPEED	RANGE
60% Cruise	10,000 ft. ISA	764 lb/hr.	165 KTAS	1325nm/3132.38 Kilo-meters
80% Cruise	10,000 ft. ISA	884 lb/hr	182 KTAS	1240 nm/1995.59 Kilo-meters
100% Cruise	10,000 ft. ISA	1017 lb/hr	196 KTAS	1133 nm/1823.39 Kilo-meters

Indicated Airspeed at 60% Cruise Power = 138 kIAS

Indicated Airspeed at 80% Cruise Power = 154 kIAS

Indicated Airspeed at 100% Cruise Power = 167 kIAS

Fuel on climb @ 29,000 lb. AUW, power set to Max Climb, Fuel Flow as follows:

1000 ft., 1151 lb./hr. (522.09 Kg.) Total

3000 ft., 1103 lb./hr. (500.31 Kg.) Total

5000 ft., 1076 lb./hr. (488.07 Kg.) Total

8000 ft., 1042 lb./hr. (472.64 Kg.) Total

11,000 ft., 991 lb./hr. (449.51 Kg.) Total

13,000 ft., 944 lb./hr. (428.19 Kg.) Total

TAKE OFF AND LANDING PERFORMANCE

TAKE OFF PERFORMANCE (ISA SL, 29,000 lb. GTOW)

Stall Speed (Clean) 69 KIAS
Stall Speed (Gear+Flaps, Extended) 64 KIAS
V1 78 KIAS
VR 80 KIAS
V2 86 KIAS
T/O Dist. (To 35 ft) 3600 ft
ACC/Stop Distance 3220 ft
First Segment Climb 1.9% Gross Grad.
Second Segment Climb 4.0% Gross Grad.
En Route Climb (2000 ft. AGL) 2.1% Gross Grad.

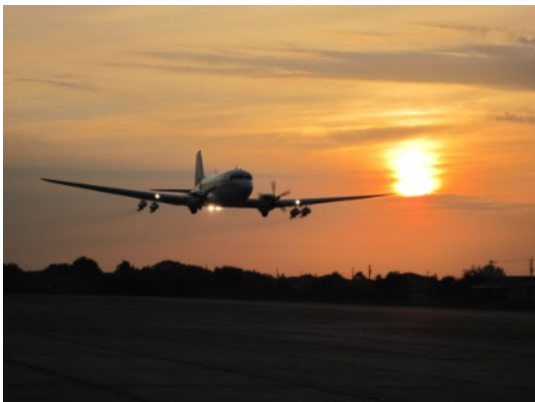
LANDING PERFORMANCE (ISA SL, 26,900 LB. GLW)

Approach Speed VREF 84 KIAS
Landing Distance (50 ft. Obstacle) 2750 ft. (No Reverse Power)
Approach Climb 4.0% Gross Grad.
Balked Landing Climb 5.2% Gross Grad.

NOTE: Take-off and Landing Performance Tables shown assume Wind = 0 kts and Runway Slope = 0%.

The preceding Information is provided for evaluation purposes only.
All Performance Data is based upon Standard Aircraft Specifications.

EXTERIOR



EXTERIOR

Overall White with Accent Striping, personalized to your Colour and Style Preference.

DODSON INTERNATIONAL

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The Preceding Preliminary Information Is For Discussion Purposes Only, Is Subject To Verification By Purchaser, Is Subject To Change Without Notice, And Is Not To Be Considered A Representation Of This Aircraft. Interested Parties Should Rely Upon Their Own Inspection Of The Aircraft And Its Records. Aircraft Is Offered Subject To Prior Sale Or Withdrawal From Market.