

**BRADDICK SPECIALISED AIR
SERVICES INTERNATIONAL
(PTY) LTD.**

P.O.BOX 2189
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SOUTH AFRICA

**DOUGLAS DC3/C47-65ARTP
AIRCRAFT**

**AIRCRAFT MODIFICATION APPROVAL
AIRCRAFT SPECIFICATIONS DATA SHEET**

Compiled by:

Wonder Air (Pty) Ltd.

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Report Number: TV/002/08
Date: 14 February 2008



BRADDICK SPECIALISED AIR SERVICES INTERNATIONAL (PTY) LTD.		
AIRCRAFT TYPE:- DOUGLAS DC3/C47-65ARTP	MODIFICATIONS M/89/483, M/92/030C and M/93/011E AIRCRAFT SPECIFICATION DATA SHEET	Report Number:- TV/002/08.

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1. INTRODUCTION

This document, compiled by: - WONDERAIR (PTY) LTD,
P.O. Box 13460, 11 Hangar,
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0129.

Certifies that the change in the type design for the following product, with the limitations and conditions therefore, as specified herein, meets the airworthiness requirements of Part 4b of the Civil Aviation Regulations and Part 25 of the Federal Aviation Regulations.

A. ORIGINAL PRODUCT:-

FAA Type Certificate: - A-669.
Make: - McDonnell-Douglas Corporation.
Model: - DC3C-SC3G, -S1C3G, -S4C4G, -R-1830-3C.

B. MODIFIED PRODUCT DESIGNATION:-

Aircraft modified in accordance SA CAA Approved Modification M/89/483, M/92/030C and M93/011E shall be designated as:-

Douglas DC3/C47-65ARTP.

This document and supporting data which is the basis for approval shall remain in effect until amended by WONDER AIR (PTY) LTD and such amendments are approved by the SA CAA.



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2. CERTIFICATION BASIS.

The certification basis used complies with the following FAA regulations:-

1. FAR21 Subpart E - 21.101(b).
2. SFAR 13 effective 10 September 1954.
3. CAR 4b effective 31 December 1953, except where superseded by FAR 25 requirements.
4. FAR 25 sections as amended by Amendments 25-1 through 25-54 as applicable.
5. FAR 36 including Amendments 36-1 through 36-12.
6. SFAR 27 Fuel Venting and Exhaust Emission requirement for Turbine Powered Aircraft.

3. BRIEF DESCRIPTION OF CHANGE:-

Modification of the Douglas DC3/C47 aircraft to Douglas DC3/C47-65ARTP status, as per this Modification and the Wonder Air Drawing Lists WA-DC3-DL1, WA-DC3-DL2 and WA-DC3-DL3 as approved by SA CAA Modifications AMA M/89/483, M/92/030C and M93/011E., includes, *inter alia*, the following modifications:-

Installation of Pratt and Whitney Canada PT6A-65AR engines.
Modified fuel system with additional nacelle tanks.
Revised electrical system.
Forward fuselage extension.
Pitch stability augmentation system.
Re-inforcement of the Centre Wing and inboard sections of the outer wings.
Installation of modified wing tips.



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4. LIMITATIONS

Aircraft modified in accordance with this Modification are to be operated in accordance with the SA CAA approved Aircraft Flight Manual, Report:WA57-004, dated 1 March 1993, subject to the following limitations, which are included in the above captioned Flight Manual:-

A. OPERATIONAL LIMITATIONS.

Operational Approval:-	The aircraft is approved for IFR, VFR, Day and Night operation. (See Note 1)
Precision Approach Limitations:-	Category I ILS approach. (See Note 1)
Minimum Flight Crew:-	Pilot and Co-pilot.
Maximum Operating Altitude:-	24 000 ft (Pressure Altitude)
Icing:-	Flight into known icing prohibited.
Aerobatic Limitations:-	No aerobatic maneuvers, including spins are approved.
Load Factor Limitations:-	Positive Load Factor (flaps up) +2,5 G.
	Negative Load Factor (flaps up) -1,0 G.
	Positive Load Factor (flaps dn) +2,0 G.

B. CENTER OF GRAVITY LIMITATIONS:-

AIRCRAFT AUW (LBS.)	FORWARD LIMIT. INCHES AFT OF DATUM (%MAC)	AFT LIMIT. INCHES AFT OF DATUM (%MAC)
18 000 to 29 000	242,35 (13%)	263,1 (28%)
18 000 and BELOW.	239,6 (11%)	263,1 (28%)

DATUM:-	Fuselage Station 0".
LEVELING MEANS:-	Pins at FS198 and FS219.

C. AIRSPEED LIMITATIONS

LIMITATION	CONDITIONS	Knots (CAS)	Knots (IAS)
Maximum operating Limit Speed (V_{MO})	Up to 29000 lb.	174	170
Design Maneuvering Speed (V_a)		111	107
Maximum L/Gear Operating Speed. (V_{lo})		144	141
Maximum L/Gear Extended Speed. (V_{lo})		144	141
Maximum Flap Extended Speed (V_{fe})	1/4 Flap	135	133
Maximum Flap Extended Speed (V_{fe})	1/2 Flap	99	97
Maximum Flap Extended Speed (V_{fe})	3/4 to Full Flap.	97	95
Minimum Control Speed Air. (V_{mca})		75	67
Minimum Control Speed Ground. (V_{mca})		68	60



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D. TAKE-OFF AND LANDING OPERATIONAL LIMITATIONS.

Ambient Temperature Limitations:-	-40°C minimum to ISA +35°C maximum.
Pressure Altitude Limitations:-	-1000 ft and 8000 ft
Maximum Tail Wind Component:-	10 kts.
Demonstrated Cross Wind Component:-	13 kts.

E. WEIGHT LIMITATIONS.

CONDITION	ALL UP WEIGHT (LB)
Maximum Ramp Weight.	29 300
Maximum Take Off Weight	29 000
Maximum Landing Weight	28 750
Maximum Zero Fuel Weight	26 200
Minimum Gross Weight	15 000

F. MAXIMUM PASSENGERS: - See Note 2.



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5. ENGINE LIMITATIONS.

Manufacturer:-	Pratt and Whitney of Canada.
Model:-	PT6A-65AR.
Fuel:-	As per Pratt and Whitney of Canada Service Bulletin 13044.
Oil:-	As per Pratt and Whitney of Canada Service Bulletin 130001.
Take Off Power (5 min)	1424 shp + 160 lb Thrust
Alternate Take Off Power. (5 min)	1230 shp + 160 lb Thrust
Max. Continuous Power.	1165 shp + 125 lb Thrust

Note:-
 Engine ratings are based on static sea level conditions.
 No external accessory loads or air bleed.
 The PT6A-65AR maximum continuous rating is available to 38,3°C (101° F) Air Inlet Temperature, and Take Off rating is available to 28.8°C (84°F) Air Inlet Temperature.

A. ENGINE LEADING PARAMETERS.

CONDITION	TORQUE (FT/LB)	ITT °C	ENGINE RPM	Ng (%)	PROPELLER (RPM)	TIME LIMIT
Take off	4400	855	39 000	104	1700	5 min.
Alt. T/O	3800	820	39 000	104	1700	5 min
Max. Cont.	3600	840	39 000	104	1700	Unlimited
Transient	5100	870	39 000	104	1870	See Note 3.

B. OIL QUANTITIES (PER ENGINE):-

Tank Capacity:-	2,5 US Gal.	9,46 Liters.
Usable Quantity:-	1,5 US Gal.	5,67 Liters.
Total System:-	3,7 US Gal.	14,0 Liters.
Oil Consumption:-	0,24 pints/113 ml per hour per engine maximum.	

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6. PROPELLER LIMITATIONS

Model:-	Hartzell HC-B5MP-3C/M10876B.
Diameter:-	110.7 to 111.2 inches.
Pitch Setting, @ 42" station:-	Low Pitch:- $+13^{\circ} \pm 0.2^{\circ}$
	Feather:- $+79^{\circ} \pm 0.5^{\circ}$
	Reverse:- $-11^{\circ} \pm 0.5^{\circ}$
Maximum Normal Propeller RPM:-	1700 +0 , -25 Np RPM.
Reverse Thrust:-	Limited to ground operation only, Power Levers must not be placed below Flight Idle during flight.
Ground Operation:-	Stabilized Ground Operation is limited as follows:-
	Ground operation below 900 RPM is prohibited, except when propeller is feathered. With propeller feathered, operation at or below 400 RPM is permissible. Ground operation between 1170 and 1400 RPM should be avoided. Taxi between 900 and 1170 RPM in order to keep operation through 1170 to 1400 RPM range to a minimum, especially in cross/tail wind conditions. Advance through 1170 - 1400 RPM only after aircraft is lined up on the runway for take off.
Auto Feather:-	Auto feather to be serviceable for aircraft operation in accordance with performance graphs. The aircraft may ferried to a base where repairs may be made, with auto feather system inoperative, providing a full briefing on manual engine feathering procedures is conducted , before commencing take off.



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7. FUEL QUANTITY.

Fuel Quantity: - Pounds (Based on 1 US Gal = 6,7 lb)

Tank	Number Of Tanks	Max Fuel Capacity (Each) (Lbs)	Unusable Fuel (Each) (Lbs)	Usable Fuel (Each) (Lbs)
Left Main	1	810	17	793
Right Main	1	810	17	793
Left Forward Aux.	1	1353	13	1340
Right Forward Aux.	1	1353	13	1340
Left Rear Aux.	1	1340	7	1333
Right Rear Aux.	1	1340	7	1333
Total		7006	74	6932

8. LANDING GEAR INSTALLATION.

Landing Gear installation must comply, with the following:-

Main Wheel Assembly:-	Goodyear Wheels, Part No: - 9540547.
Wheel Brakes:-	Brake Assembly, Part No. 9540385.
Main Wheel Tyres:-	17.00 X 16, 12 Ply
Main Wheel Tubes:-	17.00 X 16 Plain.
Main Wheel Axles:-	Axle Part No. 53671624
Tail Wheel:-	Bendix #52058, 9.00 X 6, or , Goodrich # B-3-648, 9.00 X 6, or , Firestone #XSO-200-FM, 9.00 X 6, or , General # 204-A-204M-1.
Tail Wheel Tyre:-	9.00 X 6, 10 ply.
Main Gear Shock Struts:-	Four Bendix Part No. 65900, or , Four Bendix Part No. 53420, or , Four Bendix Part No. 53585, or , Four Bendix Part No. 5003525.
Main Landing Gear Upper Truss.	Upper Truss Part No. 5110569, or , Upper Truss Part No. 514775, or , Upper Truss Part No. 5367272, or , Upper Truss Part No. 5365799.
Tail Gear Oleo Strut:-	5115222.



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9. AIR WORTHINESS DIRECTIVES.

All Air Worthiness Directives applicable to FAA Aircraft Specification A-669 are also effective for DC3/C47-65ARTP aircraft as modified by this modification.

The following Air Worthiness Directives do not apply to DC3/C47-65ARTP aircraft as modified by this modification:-

- | | |
|------------|--|
| 43-12-01 | Engine RPM Range Restriction. |
| 43-12-02 | Engine Mount Fittings. |
| 47-06-07 | Fire Extinguisher Trigger. |
| 47-33-02 | Cowl Flap Hydraulic Lines. |
| 47-51-12 | Carburettor Air Scoop. |
| 48-05-01 | Oil Shut Off Valve "O" Rings. |
| 48-17-01 | Fire Prevention Modifications. |
| 50-46-01 | Oil Tank Stand Pipe. |
| 51-02-01 | Ramp Type Door Rework. |
| 52-25-01 | Vacuum System Rework. |
| 56-20-05 | Propeller Operating Limits. |
| 58-08-03 | CB Fire Extinguisher System. |
| 60-16-03 | Geared Rudder Tab. |
| 77-10-02 | Fire Resistance of Propeller Feather System. |
| RSA/69/126 | Propeller Governor Pulley Rework. |

Ailerons permanently identified as complying with the balancing procedure of modification M/89/483 are considered to comply with the aileron balancing procedures specified in AD41-07-01. The elevator and rudder balance procedures of AD 41-47-01 are still appropriate and required.

Air Worthiness Directives, currently in effect or issued subsequent to the date of this modification, which involve the Pratt and Whitney PT6A-65AR engine, or the Hartzell HC-B5MP-3C/M10876B propeller, or other equipment or appliances fitted to the individual aircraft, are applicable to the engines and propellers installed under this modification, and equipment and/or appliances installed on individual aircraft under other approved modification, the applicability statement of such Air Worthiness Directives notwithstanding.

See Note 6 for listing of applicable Air Worthiness Directives, as of 21 July 1999.



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NOTE 1.

The performance, handling qualities and structure of the aircraft modified by this modification are satisfactory and approved for instrument flight conditions.

The Owner/Operator of the aircraft shall be responsible to ensure that the required communication and navigation is installed in the aircraft, for VFR, IFR, Day and Night operations, for the category of operations to be conducted, and the routes over which the operations will be conducted.

NOTE 2.

No passengers may be carried on board the aircraft unless a SA CAA approved interior and passenger seats are installed.

Refer to FAR 91.607 for maximum number of passengers.

NOTE 3.

Maximum over speed limit is as specified for transient over speed. If these limits are exceeded, consult Pratt and Whitney Maintenance Manual No. 3028042 for disposition of engine and reduction gearbox.

NOTE 4.

Noise Characteristics:-

No acoustical change was shown under the provisions of FAR 21.93(b). Noise measurements taken in fly over tests have demonstrated that the noise levels of the PT6A-65AR powered aircraft are no noisier than the noise levels of the R-1830 powered aircraft, at their respective maximum takeoff and landing weights, for a sea level airport at ISA+10°C.

NOTE 5.

Fuel anti-icing additives conforming to specifications MIL-I-27686D or MIL-I-27686E may be used at a concentration not exceeding 0.15% by volume.

NOTE 6.

The following Air Worthiness Directives are applicable to the DC3/C47-65TP aircraft, as of 21 July 1999.

NOTE 6 (a):- NON RECURRING AIR WORTHINESS DIRECTIVES.

A.D. NUMBER	DESCRIPTION	COMPLIANCE METHOD
AD46-13-04	LDG Gear Rear Brace Strut inspection.	<i>Verify applicability to aircraft, by part number installed.</i>
AD46-13-05	Canvas Control Boot Assemblies, Replace.	<i>Aircraft inspected, verify that Control Column boot assemblies as per SB 231 installed.</i>
AD46-43-02	Rudder pedal slide tube, additional bolt.	<i>Aircraft inspection and verify that additional bolt installed as per AD requirement.</i>



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A.D. NUMBER	DESCRIPTION	COMPLIANCE METHOD
AD48-17-01	Fire prevention requirements:- Douglas SB250 Douglas SB 252 Douglas SB258 Douglas SB259	Individual compliance shown as follows:- M/89/483 installation complies. Verify as not applicable, no rear baggage comp. installed Verified that M/89/483 installation complies. Verified that M/89/483 installation complies.
AD51-02-01	Ramp type entry doors.	Verify not installed.
AD56-14-02	Main landing gear axles.	Verify compliance shown by part number i.a.w. AD.
AD58-04-01	Airstair type doors.	Verify not installed.
AD/RSA/69/125	I.L.S. flag alarm circuitry	Verify that new avionic installation complies.
AD74-08-09	Fire prevention in lavatory.	Verify that compliance shown as follows:- (a) (1). "No Smoking in Lavatory" placard installed. (a) (2). "No Cigarette Disposal" placard installed. (b) Passenger briefing sheet contains warning that smoking is prohibited in lavatory compartment. (c) Removable ashtray installed near lavatory door. (d) (1) Waste receptacles inspected for sealing and latching. (d) (2) All defects found in (1) corrected. (e) Repetitive inspection contained in Note 6 (b), Recurring A.D's.
AD78-12-04	Elevator control cable clearance.	Aircraft inspection for compliance.
87-05-01	Propeller blade pilot bore inspection.	Verify that Propeller blade serial numbers are subsequent to Serial. Number F75966 , hence AD not applicable.
87-16-02	Propeller blade change.	Verify all propeller blade part numbers are M10876ASK . Paragraph (b) of the AD complied with.
96-15-04	Propeller blade inspection.	Verify that all propeller blades fitted are not listed in the serial number list of Hartzell Alert Service Bulletin (ASB) No: - HC-ASB-61-220.
96-18-14	Propeller hub replacement.	Propeller hubs identified by serial number and replacement date required as follows:- LH.Date:-..... RH.Date:-.....



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NOTE 6 (b):- RE-CURRING AIR WORTHINESS DIRECTIVES.

AD NUMBER	BRIEF DESCRIPTION	METHOD OF COMPLIANCE	FREQUENCY
AD41-47-01	Control surface balance.	<i>Control surfaces to be balanced i.a.w. AD, M/89/483 and Douglas Structural Repair Manual.</i>	Control surface overhaul
AD67-07-05 (a)	Elevator hinge bracket inspection. Not re-inforced with 0.040" doubler.	<i>Visual inspection to be carried out as per AD.</i>	250 hrs
AD67-07-05 (b)	Elevator hinge bracket inspection, re-inforced with 0.040" doubler.	<i>Visual inspection to be carried out as per AD.</i>	2500 hrs
AD67-07-05 (c)	Elevator rib replaced with 0.040" material.	<i>Visual inspection carried to be out as per AD, although not required.</i>	2500 hrs
AD63-23-01 (a)	Wing upper attach angle visual inspection.	<i>Inspection to be carried out as per AD</i>	450 hrs
AD63-23-01 (b)	Wing removal for upper attach angle inspection.	<i>Wings to be removed, inspection carried out as per (c).</i>	8000 hrs
AD63-23-01 (c)	Wing upper attach angle inspection, wings removed.	<i>Upper attach angles and doublers to be inspected as per AD.</i>	8000 hrs
AD66-18-02 (a)	Wing lower attach angle inspection.	<i>Wing lower attach angles to be inspected i.a.w. AD.</i>	450 hrs
AD66-18-02 (b)	Incorporate Service Bulletin 262.	<i>SB 262 to be incorporated.</i>	16000 hrs
AD66-18-02 (c)	Wing removal for lower attach angle and doubler inspection.	<i>Wing lower attach angle and doubler to be inspected i.a.w. AD.</i>	11500 hrs
AD66-18-02 (g)	Compression angle, butt plate and waffle plate tolerance.	<i>Compression angle, butt plate and waffle plate tolerances to be measured to be within prescribed values.</i>	Wing installation.
AD69-15-04	Centre section skin cracks.	<i>Superseded by AD 92-06-15.</i>	N/A
AD74-08-09	Waste receptacle inspection.	<i>Waste receptacles to be inspected for proper operation of doors, sealing and latching, as per AD</i>	1000 hrs.
AD RSA77/156	Landing gear upper truss inspection.	<i>Landing gear upper truss to be inspected i.a.w. AD.</i>	100 landings.
AD RSA80/123	Landing gear upper through bolt.	<i>Landing gear upper attaching through bolts to be inspected as per AD.</i>	1000 hrs
AD90-05-08	Compliance with McDonnell Douglas Corporation Report # L26-013, "DC3 Supplemental Inspection Document" requirements.	<i>Principal Structural Elements identified, threshold hours to be verified, and complied with in accordance with the AD. (Refer to S.I.D. compliance checklist, attached hereto.)</i>	As per S.I.D. requirement

Dated:- 14 February 2008

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AD NUMBER	BRIEF DESCRIPTION	METHOD OF COMPLIANCE	FREQUENCY
AD92-06-15 (b)	Centre section wing skin cracks.	<i>Inspection to be carried out i.a.w. Douglas drawing SR03578002, Rev. "A".</i>	2000 hrs.
AD83-08-01 (a)	Propeller bolt installation and torque sequence.	<i>Propellers to be installed using correct bolts and washers, bolt torque procedure applied as per AD.</i>	At propeller installation.
AD83-08-01 (b)	Propeller bolt torque check.	<i>Not applicable, if B3339 bolts installed.</i>	At propeller installation.
AD86-06-02 (b)	Propeller bolt torque check, B3339 bolts.	<i>Bolt torque to be checked.</i>	300 hrs.
AD87-05-01	Propeller blade pilot tube bore inspection.	<i>All propeller blade serial numbers to be checked, and verified to be subsequent to serial number F75966.</i>	At propeller installation.
AD87-16-02	Remove from service propeller blade part numbers M10876K, and replace with M10876ASK.	<i>All propeller blade part numbers to be checked and verified to be M10876ASK.</i>	At propeller installation.
AD86-15-04	Propeller blade fluorescent dye penetrant inspection.	<i>All propeller blade serial numbers to be checked, and verified to be excluded from Hartzell Alert S. B. HC-ASB-61-220.</i>	At propeller installation.
AD96-18-14	Propeller hub replacement.	<i>Propeller hub serial numbers to be recorded:- Number 1:- Number2:- And propeller hub replacement date to be reviewed.</i>	At propeller installation.



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DOUGLAS REPORT L26-013:- DC3 SUPPLEMENTAL INSPECTION DOCUMENT.
APPLICABLE PRINCIPAL STRUCTURAL ELEMENTS.

PSE NUMBER	BRIEF DESCRIPTION	THRESHOLD (Hrs)	INSPECTION SEQUENCE	INTERVAL (Hrs)
32.03.01D	Main Landing Gear Upper Truss.	36 000	1. Penetrant 2. Visual	20 000 4 000
53.03.01B	Fuselage to Vertical Stabilizer attachment	53 500	1. Visual	10 000
55.03.01B	Elevator Hinge Brackets.	60 000	1. High freq. Eddy Current. 2. Visual.	2 000 2 000
55.03.02A	Lower Rudder Support	30 000	1. Visual.	3 000
55.03.03B	Rudder Hinge Brackets, No 1 and 2.	34 000	1. High Freq Eddy Current. 2. Visual.	7 000 7 000
55.03.05A	Upper Rudder Support.	30 000	1. Visual.	3 000
57.03.01B	Outer wing lower spanwise skin splice at front, centre and rear spar caps. (outboard)	54 000	1. High Freq. Eddy Current. 2. Visual.	10 000 4 000
57.03.04B	Aileron Hinge Support Structure.	60 000	1. Visual.	10 000
57.03.05A	Main Landing Gear Rear Strut Attach Structure.	73 000	1. High Freq. Eddy Current. 2. Visual.	4 000 4 000
57.03.06B	Lower Wing Skin Chordwise Splice.	54 000	1. High Freq. Eddy Current. 2. Visual.	12 000 4 000
57.03.07B	Outer wing lower spanwise skin splice at front, centre and rear spar caps. (Inboard)	54 000	1. High freq. Eddy Current. (Internal) 2. Visual. (Internal) 3. High Freq. Eddy Current. (External) 4. Visual. (External)	10 000 4 000 10 000 4 000
57.03.02B	Wing attach angles.	AD63-23-01 AD66-18-02	Refer to AD's.	Refer to AD's
57.03.03B	Lower wing skin and front spar cap.	AD69-15-04	Refer to AD	Refer to AD.

.....END.....