

For Sale

Civilian Howard DGA-15P sn 547, N5605

See: <https://www.dynamicaviation.com/howard-dga-15p-for-sale/>

The late Chris D. Stoltzfus of Coatesville, PA (1913-1981), pioneer ag operator on the East Coast, bought this Howard in 1946 with 802:12 hours total time and 13:36 since military overhaul. U.S. Navy GH-1, BuNo 04393, built as civilian Howard DGA-15P sn 547, was registered as N9011H.

Chris sold the Howard in 1950, and it has been in several hands since then. An electric elevator trim was installed per STC SA4-1308. It was not flown much by most owners as it now has only 1761.7 hours total time*.

The Pratt & Whitney R-985-AN1 was given a major overhaul by Aero-Engines in 1984, with fresh chrome cylinders, and now has 361.7 hours since overhaul. The 12/28/84 Aero-Engines Inc. invoice on the overhaul documents compliance with the crankshaft and other A.D.'s.

A new Knisely exhaust system was installed just over 100-hours ago.

The 2D30-6167A-15 prop appears to be very low time since overhaul, but no documentation. It has a full spinner.

The wings and all surfaces have been covered with PolyFiber through tapes, but not finished, and the fuselage is ready for cover. The fuselage was down to the tubing and built back up to the point that you can see.

Karl had also bought the very rusty Howard fuselage from the Walter Soplata Collection. It is N68003, sn 1746 (deregistered), and included landing gear, some instruments, some tail surfaces and more. He removed some items from it, and the fuselage and all parts may go with this aircraft.

PRICE: Asking \$95,000 for all, or best offer

HISTORY FILES: I can email the FAA files and digital log books to a serious prospective buyer.

All details are subject to buyer's inspection and confirmation.

FOB Bridgewater Airpark, Bridgewater, VA. Assistance will be given to load the aircraft for transport. In addition to the fuselage, and the wings on their carrier, there are five pallet boxes of parts including those from N68003, plus the control surfaces and a crate for the flaps and ailerons.

For further information please contact:

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*A notarized statement in the airframe log dated March 23, 2008, says "Due to loss of previous records this log book has been reconstructed based on information obtained from previous aircraft mechanics records provided by previous owner, and FAA archives. Aircraft total hrs. 1,500, Hobbs 13.5." A similar entry in the engine log says the engine total hours are 1,500, with 100-hrs. since overhaul. The Hobbs is now 275.2, meaning 1761.7-hrs. TTAF and 361.7 SMOH on the engine.