De Havilland DHC-2 MK III Model Guide

The De Havilland DHC-2 MK III is a single-engine aircraft in the DHC-2 Beaver family (Mk.I, Mk.II, Mk.III). The family reaches up to 8 passengers, 670 nm range and 122 kt cruise. The supplied documents cover maintenance and corrosion checks, not performance or weights for this variant.

KEY TAKEAWAYS

- Elevator control rod service bulletin V2/0005 Rev C applies to all DHC-2 aircraft, including the MK III.
- The rod inspection repeats every 400 hrs, so ask for the compliance records.
- Check the forward fuselage tubular frame (the 'birdcage') for corrosion and cracks, using TB/57 Rev D or later for the MK III.
- Buy with a logbook review: look for inspection entries and any 6000 lb gross weight increase kit.

ELEVATOR CONTROL ROD BULLETIN (V2/0005 REV C)

Corrosion has been found at the elevator actuating lever and in the control rod assemblies (C2CF619A and, for the MK III, CT2CF1021-1). The rods get a detailed visual check and a repeat inspection every 400 hrs. C2CF619A rods are life-limited to 15 years, and the replacement is C2CF619A-11. On a MK III, expect about 12 man-hours to remove and refit the rods, plus 3.5 for inspection.

CORROSION INSPECTION ITEMS TO PRICE IN

The corrosion manual lists MK III items, including the elevator front connecting rod. It is checked at 10x magnification for paint blistering, corrosion, cracking and loose rivets. Other items: the birdcage frame (ultrasonic thickness check per TB/57 for the MK III), the fuselage fittings for gear, float and wing struts, and the horizontal stabilizer front spar (SB 2/47).

WHAT TO ASK THE SELLER

Ask for the logbook entry showing SB V2/0005 Revision C was done, and for the part number and age of the elevator control rods. Ask for the birdcage thickness and crack check results. Also ask whether the VALTB1200-27 6000 lb gross weight increase kit was fitted. That kit affects the fuselage fittings.

PERFORMANCE

Family Max Range Nm	670
Family Max Cruise Speed Kt	122
Family Max Service Ceiling Ft	20000

SAFETY NOTES

- Damaged elevator control rods or actuating levers must be repaired or replaced before next flight.
- Cracks found in the birdcage frame need dye-penetrant or magnetic-particle inspection and repair per TB/57 on the MK III.
- Seized or corroded gear, float or wing strut attachment bolts call for disassembly and inspection.

AI-aggregated guide for the De Havilland DHC-2 MK III · sources: Service Bulletin V2/0005 (#100772) · Supplemental Inspection and Corrosion Control Manual (#102841) · generated 2026-11-24 · Reference only, not for flight. Check the original documents before relying on this guide.