

KEEPING THE GOONIES FLYING

LOCATED IN OSHKOSH, WISCONSIN, BASLER TURBO CONVERSIONS
IS SUPPLYING REBUILT DC-3 TRANSPORTS TO FAR CORNERS OF THE GLOBE

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Everything down, a Basler BT-67 comes in for landing. Each conversion takes about 50,000 man-hours but specific customer requirements often add more time to the process.

Having last visited Basler Turbo Conversions during August 2021, I thought I would take the opportunity to visit the company's Oshkosh, Wisconsin, facility while on a recent trip to nearby Madison. I contacted company president Joe Varkoly and he agreed to a visit thus allowing me to update readers about the latest status of the company's DC-3/BT-67 turbine conversion program. Joe has always been very friendly to the ever-curious enthusiast community and he greeted

me in the lobby. The tour was off and running after a short stop at his office where he gave me a brief overview of Basler's current and planned efforts.

Our first stop was the main hangar where technicians were putting the final touches on the latest conversion. Douglas N700CA (Basler Conversion #71) was delivered this past summer to an Argentine company which plans on basing it in Ushuaia, flying tourists to Antarctica and throughout Patagonia. They plan on establishing a base in

Ushuaia after performing initial pilot training in Oshkosh.

Conversion #71 is equipped with skis, which add 1200 pounds to its gross weight and slows the airplane about 5/10-mph. Like other BT-67s flown in Antarctica, this aircraft is equipped with metal rudder and elevators, which are better suited to the harsh Antarctic environment in which the aircraft operate. The metal control surfaces add about 375-pounds to versus one with fabric covered control surfaces. N700CA