

PRATT & WHITNEY

R-1830-75

TWIN WASP

TWO HISTORIES. ONE OPPORTUNITY.



The two engines offered, photographed together in their current indoor storage location.

BP600181 + BP600650

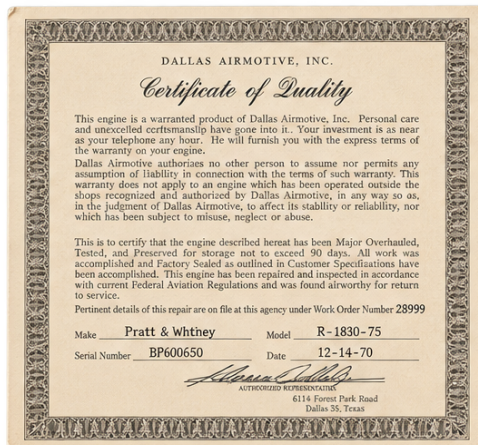
Former DC-3 service | Original logbooks | Long-term indoor storage | Corvallis, OR

THE OFFERING

Two Pratt & Whitney R-1830-75 Twin Wasp radial engines are offered together with surviving serial-numbered engine logs and maintenance documentation. The engines have reportedly remained indoors and covered for approximately 25-30 years. Both reportedly rotate by hand. They are being offered in their present stored condition, with no representation of current airworthiness.

The R-1830 is one of the defining American radial-engine families of the piston era. What distinguishes this pair in the present market is not cosmetic restoration, but the combination of largely intact stored engines and a surviving paper trail that identifies the individual serial numbers and preserves portions of their operating and maintenance histories.

Engine 1	Pratt & Whitney R-1830-75 - S/N BP600181 - recorded 5,938.8 TT / 1,599.1 TSO
Engine 2	Pratt & Whitney R-1830-75 - S/N BP600650 - recorded 10,029.1 TT / 281.5 TSO
Documentation	Original engine logbooks, repair-station entries, maintenance releases and photographed records
Condition	Long-term stored; reportedly rotates; no recent teardown, borescope, compression test or engine-shop evaluation represented
Sale	Pair offered at \$25,500; alternative offers considered; inspection welcomed by arrangement



ENGINE LOG									
DATE	R.P.M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS - ADJUSTMENTS
	GROUND	AIR	HRS.	MIN.	HRS.	MIN.	HRS.	MIN.	
26 Jun 78			100 HR		INSP.	#4			T.S.O 622.3 HRS.
					MAINT.	MANUAL	ACCOMPLISHED		
7 Sep 78			#1 DETAIL		INSP.				T.S.O 686.3 HRS.
					DEVELOPMENT	MAINT.	MANUAL		
2 Sep 78			#1 DETAIL		INSP.				T.S.O 686.3 HRS.
					COMPLETE	WITH	MAINT.	CONTEXT	
					ENGINE	GROUND	RUN,	ALL ITEMS CLEARED	
					AIRCRAFT	T.A.T.	10,556.9		
24 Jan 79			#4 INSP.						T.S.O. 721.0 HRS.
					MAINT.	MANUAL	COMPRESSION CHECK	PERFORMED	
					ENGINE	GROUND	RUN,	ALL ITEMS CLEARED	

CERTIFIED REPAIR STATION
705-55
SEKMAN AVIATION CORP.
 5700 N. W. 36th STREET
 MIAMI, FLORIDA

Performed #4 Inspection on ENG under Work Order 5023
 I certify that this ENG has been inspected in accordance
 with a #4 inspection and was determined to be in airworthy
 condition. Total time on ENG is 721.0 hours, Date 24 Jan 79
 Signed *[Signature]*

Engine disassembled to inspect for metal contamination. All necessary parts replaced.

Engine reassembled and subjected to satisfactory test run and found airworthy for return to service with time continued.
 TSO: 2:05 TT: 4965:03

This engine and/or appliance have been repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of this repair are on file at this repair station under Work Order No. PR-402.

DATE 1/4/73

SIGNED *[Signature]*
 Dallas Airmotive, Inc.
 6114 Forest Park Rd.
 Dallas, Texas

Repair Station #322
 Powerplant Class 1,2,3
 No Limitations

Current-condition overview. No studio reconstruction or generated imagery is used in this packet.

THE STORY

TWO ENGINES. TWO WORKING LIVES. ONE SURVIVING PAPER TRAIL.

These two Pratt & Whitney R-1830-75 Twin Wasps are not a matched pair in the strict historical sense. Their value as a pair is more interesting than that: each carries its own serial number, its own maintenance record and its own working history from the DC-3 era. Decades later, they survive together - still accompanied by original records that let a buyer follow portions of those lives rather than starting with two anonymous radial-engine cores.

BP600181 is the quieter of the two stories. Its surviving record identifies 5,938.8 hours total time and 1,599.1 hours since overhaul. BP600650 leaves a deeper documentary trail: a Dallas Airmotive major overhaul in December 1970; removal in 1972 following metal contamination; documented disassembly, replacement of necessary parts, reassembly and satisfactory test run in January 1973; then years of inspections, compression checks, cylinder work, spark-plug service and ground runs. Later records place it in DC-3 service, including installation in N-84KB, with its final photographed entry recording 281.5 hours since overhaul.

Eventually the engines left active service and came to rest indoors, where they have reportedly remained for roughly 25-30 years. They have not been cosmetically restored for sale. Their dust, patina, installed accessories, old tags and surviving paperwork are part of what remains. Both reportedly turn by hand, but they are offered strictly in their present stored condition and without representation of current airworthiness.

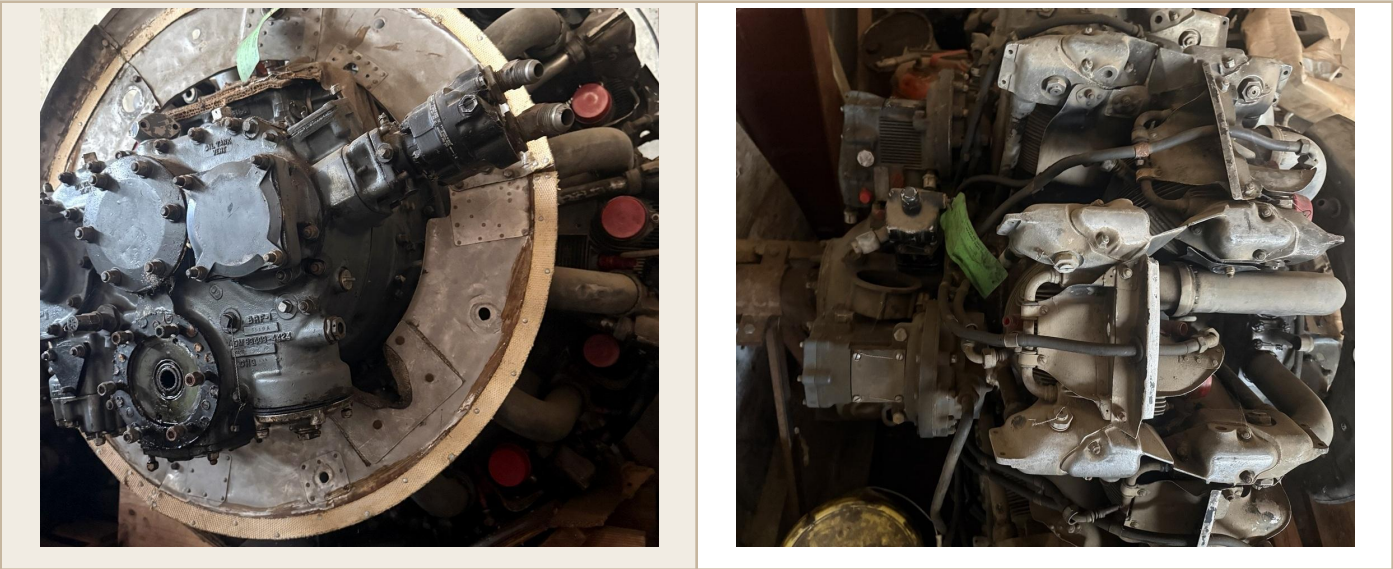
For the next owner, the opportunity is not simply to acquire two R-1830-75s. It is to acquire two identifiable pieces of piston-era aviation history with enough surviving documentation to begin the next chapter intelligently - whether that chapter is restoration, specialist evaluation, museum preservation, collection or return-to-service investigation.

The engines have already had their first lives. The books help preserve the story of where they have been. What happens next belongs to their next steward.

ENGINE 01 / BP600181

BP600181 is accompanied by its surviving engine record and is presented as a documented restoration/core candidate. Its logbook records 5,938.8 hours total time and 1,599.1 hours since overhaul. The engine has been stored for decades and should be evaluated on its present physical condition and documentation, not on historical time alone.

Model	R-1830-75
Serial	BP600181
Recorded time	5,938.8 TT / 1,599.1 TSO
Reported storage	Indoors, covered approximately 25-30 years
Current representation	Reportedly rotates; present airworthiness not represented



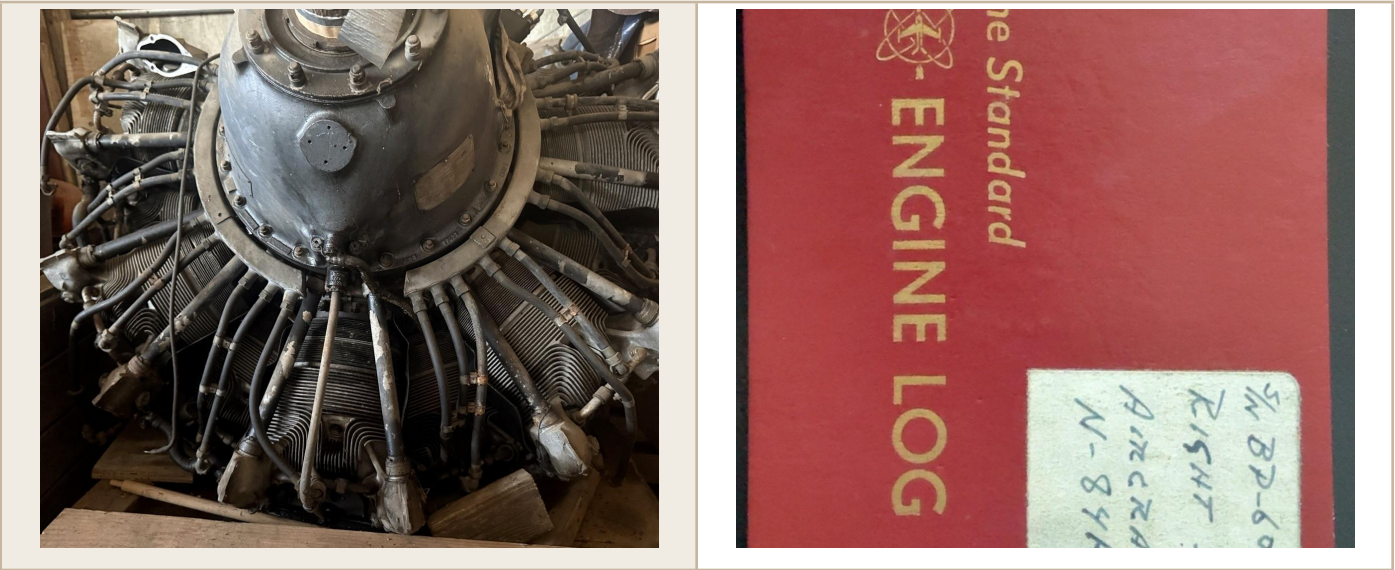
Current-condition photographs showing the installed accessories, cylinders, plumbing and rear/accessory section of one of the offered engines.

The full photographed logbook and working transcription can be provided to a serious buyer for review. Original records remain controlling wherever old handwriting, stamps or numerical entries require verification.

ENGINE 02 / BP600650

BP600650 carries the more extensive surviving documentary chain. The records include a Dallas Airmotive major-overhaul certificate dated December 14, 1970 (Work Order 28999), followed by operating entries, repair-station work and later inspection history.

Model	R-1830-75
Serial	BP600650
Recorded time	10,029.1 TT / 281.5 TSO
1970 record	Dallas Airmotive major overhaul - W/O 28999
Service history	DC-3 installation references include N-123D and later N-84KB
Current representation	Long-term stored; reportedly rotates; present airworthiness not represented



Current-condition cylinder/front and engine log.

A 1973 Dallas Airmotive entry records disassembly to inspect for metal contamination, replacement of necessary parts, reassembly, a satisfactory test run and return-to-service language with time continued. Later entries document recurring inspection cycles, compression checks, cylinder work, spark-plug service and ground runs. These are historical maintenance records.

DOCUMENTATION & PROVENANCE

For a warbird, restoration or specialist radial-engine buyer, the books matter. They connect the engines to identifiable serial numbers, aircraft installations and maintenance events and provide a substantially better starting point for due diligence than an undocumented loose core.



Left: surviving Sekman Aviation repairable component tag visible with the stored engine assembly. Right: current-condition engine detail. The tag is presented as component-level provenance, not as a statement of whole-engine airworthiness.

BP600650 documentary highlights

- Dec. 14, 1970 - Dallas Airmotive major overhaul; Work Order 28999; time since overhaul recorded as zero.
- Sept. 26, 1972 - removal entry noting metal contamination at 2:05 TSO.
- Jan. 4, 1973 - Dallas Airmotive inspection/repair following metal contamination; necessary parts replaced; satisfactory test run recorded.
- 1978-1980 - recurring 100-hour/detail inspections, compression checks, cylinder repairs/replacement, spark-plug service and ground runs.
- Oct. 29, 1980 - installed in the right-side (#2) position of DC-3 N-84KB with engine TSO recorded as zero.
- Aug. 21, 1984 - later record shows aircraft TAT 10,029.1 and engine TSO 281.5, with inspection and maintenance entries.

BUYER REVIEW & DUE DILIGENCE

These engines are best approached as documented, long-stored R-1830-75 assemblies suitable for evaluation by a knowledgeable warbird/restoration buyer, engine shop, museum or collector. The asking price reflects the pair, their apparent completeness, surviving accessories and the documentary history - while leaving the cost and risk of internal inspection, preservation assessment and any return-to-service work with the buyer.

Available to qualified / serious buyers

- Original engine logbook(s) associated with BP600181 and BP600650.
- Digital working transcriptions of the photographed records.
- Opportunity for buyer, mechanic or representative inspection by arrangement.
- Assistance coordinating loading / pickup details after sale, subject to agreement.

Important condition statement

No recent teardown, borescope, compression test, oil analysis, preservation inspection or engine-shop evaluation is represented unless separately documented. Historical logbook entries and repair-station releases establish past service history only. A buyer considering return to service should independently verify data plates and log continuity and perform all inspections appropriate to the intended use.

ASKING PRICE: \$25,500 FOR THE PAIR

Alternative offers considered | Offered as-is, where-is | Corvallis, OR

Contact: Richi / richidotreich@gmail.com / 801-608-1100