

RISK ACKNOWLEDGEMENT (ENGLISH VERSION)

The following information must be read prior to flying with the Dakota.
Prior to flying with the Dakota, you must sign an informed consent – showing that you accepted and understood what it implies flying in this vintage aircraft.
(The essential information of this document can also be found in a video on the web page).

Dakota Norway's C-53D-DO was manufactured in 1942 and originally certified according to the demands for passenger aircraft of that time. The aircraft came as several models, but the main issue was that this became the world's first, real airliner, the very first effectively passenger aircraft. The aircraft came with several revolutionary constructions- and design details, such as a very firm, strong round airframe, and wings. During 1944 one brand new Dakota rolled off the assembly lines of the Douglas Aircraft Company every 45th minute.

The Norwegian Civil Aviation Authority (CAA Norway) is surveying the maintenance and operation of the aircraft according to current rules for private airplanes.

Flying with the Dakota is not comparable to flying on a commercial airline. Though all passengers and the aircraft itself has full accident coverage, including passenger accident and third-party responsibility according to the current demands of the authorities.

If the trip is canceled at the plane's home base (Sandefjord Airport, Torp or another airport where we are available to do adventure flights) - i.e. before the start of the trip, the cost of the trip will be refunded.

Should any technical problems occur at another airfield during a A to B -trip, the Foundation will not cover the members return-journey. This must be organized and payed for by the individual member. The Foundation will of course do their best to assist members whom not will be able to get home. Please read our members criteria, published at dakotanorway.no.

Conditions covered in the informed consent you must sign prior to flying with us.

The aircraft carries a certificate of airworthiness and gets its maintenance according to current rules. It is of great importance that persons flying along with this aircraft acknowledge this is an aircraft designed in the middle of the thirties. And from this reason it will not comply with all the demands of todays modern aircrafts, used by commercial airlines.

When this info was written during the summer of 2019, it is 84 years since the Dakota type of aircraft had its maiden flight and was given a type certificate. In other words – it was built in a time when for instance demands for emergency exits were of quite another standard than for our modern times. This is one of the reasons that the aircraft today is certified for 19 passengers, not 28 as it originally was.

You will receive a safety demonstration of emergency exits and safety equipment by the cabin attendants ahead of a trip, like the ones you are familiar with on ordinary commercial airliners.

In other words: It is important that you have understood and accepted that you fly along in an aircraft from another area of time, and that it is equipped otherwise that today's aviation. So – what differs the Dakota from a Boeing 737 taking you to a sunny holiday in Spain?

Mainly the seat capacity, and to this, the Dakota is a slow-moving airplane, piston engined with two propellers – not a jet powered aircraft. The differences in aircraft design and philosophy is a gap of 84 years, presenting the Working Horse of aviation anno 1942 compared with its opponent of today, the Boeing 737.

What are the risks you take on by flying the Dakota, and what have been done to minimize these risks to a level of acceptance?

It is of importance for us to inform you on what differs our operation of an old airliner from today's aviation.

Firstly – in 1942 you could be shot at flying in such a plane. That won't happen today.

Secondly: One engine might quit. The pilots are all active commercial airline pilots or retired as such, and/or ex military pilots. They have a vast experience, and doing their flying with a true enthusiasm, doing this as a hobby, not a job. Nobody gets payed to do his work on the Dakota, we all are enthusiasts going for one goal: To keep the Foundations main item alive: To keep this Dakota airworthy.

Despite long experience on the Dakota (which now have been flying more than 30 years in Norwegian airspace with the Foundation organizing the activity), they all conduct annual proficiency checks with this type of aircraft. They also undergo a thorough training program in the worlds only DC 3 simulator in Holland, approved by the European Civil Aviation Authorities. Unlike the aircraft, this simulator is a state of art, and gives very realistic situations to which the pilots can do their training within the safety of staying on ground, and without exposing the aircraft or passengers to danger.

This Dakota can be flown on one engine, and the simulator training is aiming to keep the pilots capable to handle such a demanding situation.

During a flight you might run into deteriorating weather conditions or fog. The weather forecast will of course be checked out ahead of the flight. Within the pilots experiences is also the habit to continuously considering and planning for the further flight, and as a part of this, following the weather development. In this way the pilots gains not to get into bad weather demanding the trip to be diverted or cancelled. The Dakota can not be flown into clouds, but have to stick to Visual Flying Rules (VFR). The pilots are flying and navigating the trip based on visual references.

Maintenance

The Dakota is parked in our hangar from October to May. Dakota Norway has its own Maintenance Organisation. The aircrafts receives a thorough check, maintenance and upgrading. Engines, propellers, airframe, electrical and hydraulic systems have their specific maintenance cycles. A certain amount of flying hours between changes, inspections and resettings directs this work.

Technical crew:

Dakota Norways technicians are certified for this very type of aircraft. They do failure seeking, repairs and changes, whereafter they sign out the aircraft as airworthy. If there should be a doubt whether a component should be changed, we just do it.

Cabin- and groundcrew

The Dakota is certified to fly without a cabin-crew. The Foundation has, however, decided that two cabin attendants should stay onboard on every flight. They are certified by the Chief Pilot of the Foundation to handle the safety equipment, emergency exits, first aid and fire fighting.

The same group of volunteers alternates as ground crew during refuelling, start up, departure and arrival of the aircraft. They all carry yellow jackets, and are guiding the members prior to and after a flight to the areas at which they are allowed to stay at the airfield.

Propellers in motion

The Dakota carries two radial engines, each with a rather large propeller. They are of the most hazard item regarding this aircraft.

The ground crew are trained and focuses continuously for not letting any danger happen regarding the propellers. Anyway – the propellers will never be in motion during the members boarding or disembarking the aircraft, and the engines starts only when the door is closed.

Your own state of health

In the case of an emergency making an evacuation necessary, this demands that everybody on board can take care of themselves. Should a doubt be raised on the subject of a possible disability, this item may be addressed to you. Please don't be upset to this, it is for yours and other passengers' safety.

If you have any questions – don't hesitate to ask us.

Dakota Norway wishes you a pleasant trip on the only flying Norwegian example of the Dakota.

I have read, understood, and accept the terms for flying on LN-WND