

KENMORE AIR™

Flying the Pacific Northwest Since 1946

1953 deHavilland DHC-2 MK1 \$795,000



REGISTRATION NUMBER: N4110S
SERIAL NUMBER: 593
AIRFRAME: 8,325.5 TTAF
"0" time Kenmore Birdcage
"0" time Kenmore Fuselage Struts
ENGINE: 472.7 TSOH
R985 AN-14B
PROPELLER: 0.0 TSOH
Hartzell HC-B3R30-4B
ANNUAL INSPECTION NOVEMBER 2023
GROSS WEIGHT 5370.0 LBS
EMPTY WEIGHT 3414.0 LBS
USEFUL LOAD 1956.0 LBS

Contact

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SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION

deHavilland DHC-2 MKI N4110S

AVIONICS

Bendix/King KCS-55A H.S.I.
Garmin GNS 530 WAAS GPS/COM/NAV
Garmin GPS 155XL
Garmin GTX 345 with ADS-B IN/OUT
Garmin GDL 69A XM Satellite receiver
L3 WX-500 Stormscope
Avidyne TAS600 Traffic Advisory System
JPI EDM-700 Engine monitor
Shadin Fuel flow transducer
Electronics International VA-1AVolt/
Amp Gauge
S-TEC 50 Autopilot with GPS Steering
with Electric Trim
Kannad 406 ELT



ADDITIONAL FEATURES

Sealand Extended Baggage with Alaska Door
Cleveland wheels & brakes with 29.0 x 11.0 tires
Whelen LED Beacon and NAV lights
ATS Vortex Generators
Preciseflight Pulselight
Right wing landing light
ADC Remote oil filter
Wipaire Electric fuel Boost Pump
Kenmore fuel selectors
Kenmore center bench seat
Kenmore seafins
Kenmore bubble windows
Kenmore forward battery
Kenmore air/oil separator
SOL 3503 exhaust gaskets
Kenmore 70 Amp Jasco alternator
Rosen visors
Life-time wing struts

deHavilland DHC-2 MKI N4110S

KENMORE REBUILD IN 2007

This Beaver had been at Edwards Air Force base in their flying club and was registered as a military aircraft. The plane as purchased was still military and Kenmore converted it from military to civilian in 2007. There is no record or evidence it has been on floats.

History of the aircraft: https://www.dhc-2.com/cn_593.html

Kenmore Air did a full rebuild including replacing numerous skins, complete rewire with new paint and upholstery. All instruments and gauges new or overhauled with new avionics; Kenmore rebuilt engine and new Hartzell three-blade propeller.

N4110S is currently at Kenmore Air for new fuselage (windshield) struts, new birdcage, and horizontal stabilizer AD inspection.

