

KENMORE AIR™

Flying the Pacific Northwest Since 1946

1958 deHavilland DHC-2 MK1
\$1.225M



REGISTRATION NUMBER:	N671KH
SERIAL NUMBER:	1209
TOTAL TIME:	11,110.2 TTAF
ENGINE:	139.6 TSMOH August 2012
PROPELLER:	88.7 TSPOH January 2022
GROSS WEIGHT	5600 LB
EMPTY WEIGHT	4351 LB
USEFUL LOAD	1249 LB

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SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION

deHavilland DHC-2 MKI N671KH

AIRFRAME

Kenmore Air acquired N87807 SN 1209 from the Washington State Dept. of Fish & Wildlife (WDFW) in 2007. WDFW had operated the plane from 1977 to 2007. Kenmore sold the plane to an individual in Spokane and Kenmore obtained it again in 2011 and rebuilt it as a Kenmore Beaver for a Canadian client in 2012. The plane has no damage history and has flown only 158 hours since the rebuild. It has been kept in a heated hangar since 2012.

N87807 2012 REBUILD SMUGMUG PHOTO GALLERY [CTRL CLICK]

<https://kahshop.smugmug.com/Airplanes/Aircraft-Refurbishment/Customer-Aircraft-Refurbishment/N87807/n-G3SGHr>

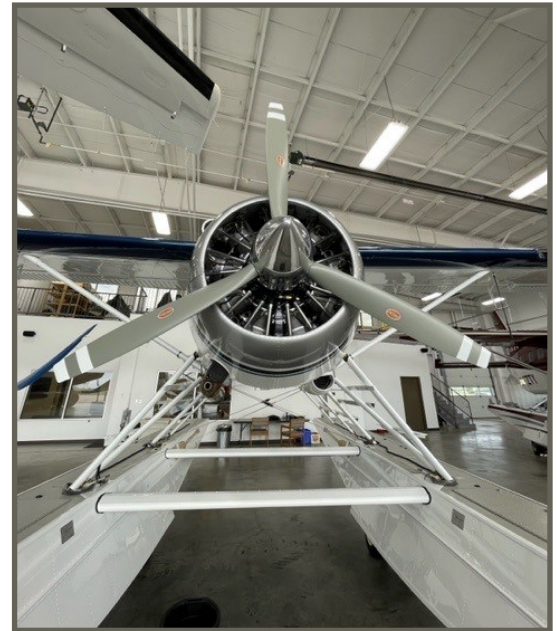


The airframe was stripped of paint during the rebuild and the majority of skins were replaced. A Wipline 5600 lb. gross weight STC and Sealand extended baggage with Alaska Door were included. The birdcage was removed and inspected per SB 2/49. The birdcage was again inspected in April 2026. All fuel and oil hoses were replaced. The wiring was replaced with all new switches and circuit breakers. New Kenmore fuselage (windshield) struts were installed. New life-time wing struts installed.

Kenmore overhauled the original engine with new old stock steel cylinders that were Nuchrome treated and a new Hartzell three-blade propeller installed. Prop was overhauled in January 2022 to comply with the Canadian ten-year overhaul period requirement.

Kenmore installed a new set of Wipline 6100 amphibious floats during the rebuild and a set of standard wheel gear with Cleveland wheels and brakes is included in the sale.

N87807 was exported to Canada as C-GZTY in August 2012. It was imported back into the U.S. as N671KH in October 2023.



INTERIOR

A new leather interior was installed during the rebuild with Cessna articulating seats and inertial shoulder belts for the pilot and copilot. Kenmore split three-place center bench seat and Sealand rear three-place rear sling seat. Alaska Door with cargo net attach points.

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AVIONICS

Garmin GTN 750XI IFR GPS/NAV/COM
Garmin GTN 650 XI IFR GPS/NAV/COM
Garmin GTX 345 ADS-B In/Out Transponder
Garmin GMA35 Audio Panel with six-place
intercom
Garmin GSB USB Charging Port
LEMO plugs at intercom stations
Bendix/King CI 209 NAV CDI
L3 WX-500 Stormscope
LX TRC497 Skywatch
Bendix/King KRA10A Radar Altimeter
Bendix/King KI-525A H.S.I.
ARTEX 406-N ELT
Shadin Mini-Flo Fuel Flow & Totalizer
S-TEC 50 Autopilot with Electric Trim, Yaw Trim,
and GPS Steering
Electronics International Volt/Ammeter
Lake & Air Gear Advisory
Mid-Continent 24-12 volt converter

STC LIST

SA397NW Kenmore Forward Battery
SA348NW Kenmore 50A Alternator
SA456NW Kenmore Sea Fins
SAO02090SE Kenmore Interior Door Handles
SA00248NW Kenmore 3-place Seat
ST00799SE Kenmore Air/Oil Separator
SA398NW Kenmore Hartzell Prop
SA1789NM Kenmore Bubble Windows
SA00094NY Sealand Cabin Extension
(Alaska Door)
SA4005NM Precise Flight Pulse Light
SA610GL Wipaire 6100 Floats
SA01324CH Wipaire 5600 Gross Weight
SA711GL Wipaire Cessna Front Seats
SA952GL Wipaire Fuel Boost Pump
SA01387SE Kenmore Fuel Valves (Main & Tip)
SA01131SE Kenmore Front Fuselage Struts
SA1402GL Cleveland Wheels
SA615EA Whelen LED Beacon
SE05141NM SOL Exhaust gaskets



deHavilland DHC-2 MKI N671KH Gallery

