

N104WB
1952 DHC-2 DeHavilland Beaver
Serial #486 (52-6109)
Military Aircraft converted to Civilian in 1972
All civilian logbooks since conversion
Total Time: 5200
\$550,000 (as spec)

Dual controls and pilot brakes

All ADs in compliance

Airframe:

Restored in 1987

Extended baggage compartment and large baggage door (field approval)

Enlarged rear windows (Kenmore STC)

Cabin door bubble windows (Kenmore STC)

Pilot/Copilot Skylights (Hart/Kenmore STC)

Added light to RH wing for taxi light

Wing tip and tail strobe lights (Whelen STC)

Max pulse solid state wig-wag switch for landing/taxi lights (STC)

Firewall mounted battery box (STC)

New sealed Concorde battery

Alternator conversion (Kenmore STC)

Atlee Dodge middle row bench (STC)

Fold-down front seats

Shoulder harness inertial reels

ATS vortex generators and "delta" wings (STC)

Engine/Propeller:

Pratt & Whitney R985-AN14B SN 103694

Total Time Since New: 5160

Aero-Recip Overhaul 2005, 330 SMOH

Screw-on Airwolf Filter (STC)

EI Fuel flow indicator (STC)

Hartzell 3-Blade propeller (STC), 310 SNEW

Avionics:

Custom instrument panel

28V system

King KX 155 Nav/Comm

Garmin SL 30 Nav/Com

King KT 76 Transponder

UAvionix wingtip ADSB-out

EI fuel flow monitor

JPI engine monitor
Garmin 296 (VFR GPS)
6 place intercom

Interior/Exterior:

Cream with Green and Bronze striping 8/10
New leather seats with memory foam
New headliner
New interior panels covered
New waterproof flooring
LED column gooseneck map lights