

DHC-2 BEAVER C-GBUL  
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**FOR SALE...**

**Model:** de Havilland DHC-2 Mk I Beaver  
**Registration:** C-GBUL  
**Year:** 1953  
**S/N:** 588  
**In:** 8/10.  
**Year done:** 1986  
**Color:** Dark brown, orange and beige.



### **Features:**

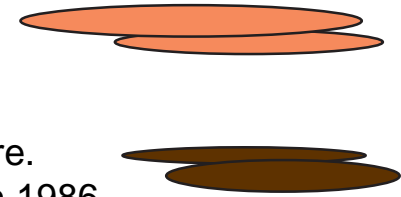
Pilot and co-pilot Recaro Automotive racing seats.  
Dual controls.  
Kenmore seat belts and shoulder harnesses.  
Wipaire Skylight windows.  
Kenmore domed windows in cabin doors.  
Kenmore enlarged (aft cabin) side windows.  
Enlarged baggage door.  
Extended baggage compartment: 56 inches deep.

**Engine:** PZL-3S, 600 HP (piston), 302 SMOH, 1000 TBO, 7 cylinders.

**Propeller:** Pezetel, US-132000A, 152 TTSN, 1000 TBO, 1998.

**Number of blades:** 4

**Flight instruments:** New and overhauled instruments were installed in 1986.  
All wiring was replaced with Teflon coated aircraft wire.  
New Cessna switches and breakers were installed in 1986.



**Engine instruments:** standard.

**Communication radios:** 1 VHF King KY 96A  
1 HF Codan 2000  
1 transponder King KT76A mode C  
Intercom Flightcom 403  
1 ELT Narco 10

**Navigational aids:** 1 GPS Garmin 150  
1 ADF King KT96

**Special equipments:** Wipaire electric driven flap pump system.  
Wipaire electric fuel and primer pumps with wobble pump remaining operative. Wing tip tanks.

**Floats:** Straight Wipline 6100 new in 1996 with a big compartment in each float.  
Kenmore seaplane finlets.  
Ventral fin (part of PZL engine installation).



**Skis:** none

**Wheels:** none

**Gross weight:** 5370 LBS.

**C. of A. due date:** July 2005.

**Damage history:** none to my knowledge.

**Total time:** 13 169





## History:

**Delivered November 12<sup>th</sup>, 1953. Originally built for the US military command A-4 (number 1340) in 1953, then became an L-20 (number 341) designated 53-2797.**

**21/12/71 to 26/02/76:** Owned by Davis Monthan.

**05/76 to 04/88:** Imported to Canada in May 1976 as C-GFDJ. It also flew for Silver Pine Air Service of Pine Falls, Manitoba. The aircraft was modified with the 600 HP in 1985 at Airtech, Peterborough, Ontario, Canada.

**04/86 to 04/88:** Imported back to USA. N588FR. Flew in Alaska where the panel and switches were redone.

**07/06/88:** Came back in Canada, Quebec and flew commercially for Air Saguenay as C-GBUL.

**02/06/93:** Club Cesar, Quebec. Commercial.

**06/15/94:** Demolition Outaouais, Quebec. Private.

**06/09/04 :** Andre Durocher, Quebec. Private.

**The ONLY MK1 with 600 HP in the world!!!**

**140 MPH cruise! “You should see the look on the C-185 pilot when you pass him in cruise with the BULL!!!”**



**Asking price: \$389,000 US**

**OPTIONS**

- 1- Increase the gross weight to 5600 lbs with \$40 000.
- 2- Increase the gross weight to 6000 lbs with \$55 000.
- 3- Convert back to the standard 450 HP.
- 4- Convert to turbine.

**DHC-2 BEAVER C-GBUL**



**At 6000 lbs, it fits perfectly between a Beaver and an Otter, but faster.**



**Owner:** Andre Durocher  
**Address:** 40, Principale street, Gatineau, Qc, Canada, J9H 3L1  
**Tel:** 819-684-1708  
**Fax:** 819-684-5945  
**Cell:** 819-329-2830  
**Email :** [adag@videotron.ca](mailto:adag@videotron.ca)  
**Aircraft Location:** Quebec, Canada.

