

ROCKY MOUNTAIN AIRCRAFT SALES AND LEASING

1974 DHC-6-300 MSN 407
AVAILABLE BEGINNING OF Q2 2027

REGISTRATION: C-GHMV
YEAR/MAKE: 1974 DEHAVILLAND
MODEL: DHC-6-300
SERIAL NUMBER: 407
EXTERIOR: WHITE
INTERIOR: CREAM



General Overview / Key Features

Being rebuilt at Rocky Mountain Aircraft utilizing the Aevex/De Havilland “Re-Life” STC for the fuselage, and incorporating new Engines and Avionics

www.rockymountainaircraft.ca

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History

REG

N-BNB	Roll Out	Jan 1974
LN-BNB	Delivered to Widerøes Flyveselskap AS	Mar 1974
C-FVFK	Kenn Borek Air, Calgary, AB	May 1985
HP-1281APP	Aeroperlas, Panama City	May 1985
HP-1281APP	Sold to Rocky Mountain Aircraft	Apr 2010
C-GHMV	Being rebuilt at Rocky Mountain Aircraft	Current

After being withdrawn from service by Aeroperlas in 2010, and sold to Rocky Mountain Aircraft, MSN 407 had a decade long hiatus before being pulled back inside to be rebuilt.

Utilizing the Aevex/De Havilland "Re-life" STC, the fuselage is being rebuilt and will leave RMA with 0.00 hours and 0.00 cycles. Similarly, it will be equipped with a pair of Aevex/De Havilland "Re-life" wings with 0.00 hours and 0.00 cycles. The entire wiring harness will have been repaired with all new wire and connectors, the avionics upgraded to a Garmin G950 suite, and the engines and propellers replaced with NE.



Avionics Status

#1EFIS: GARMIN G950

#1 ADS-B: GARMIN GTX 345R

#1 AUDIO: GMA 1360 D

#1 AHRS: GARMIN GRS-7800

TAWS: GARMIN G950 A

DME:

RDR ALT:

WX RADAR: GWX

#2EFIS: GARMIN G950

#2 ADS-B: GARMIN GTX 345R

#2 AUDIO: GMA 1360 D

#2 AHRS: GARMIN GRS-7800

TAS: GARMIN GTS 825

ADF:

CVR: CVR-120R

ELT: ME406



Specifications may change without prior notice, components remaining time and technical data subject to verification prior to purchase or lease.



Optional Equipment



Aircraft is currently outfitted with the equipment listed below. However we can customize the aircraft to meet your specific requirements.

FLOAT PROVISIONS

AIRSTAIR DOOR

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Rocky Mountain Aircraft Leasing and Sales



Aircraft Leasing

As a full MRO, we can customize our aircraft to meet your specific requirements. So if the aircraft shown isn't exactly what you are looking for, we can reconfigure the aircraft so that it meets your needs.

We charge a monthly base lease amount plus hourly flying fee (both variable depending on conditions of operation), and our leases both start and end at our facility.

Our aircraft are offered for dry lease only. We believe that our clients know their operations better than we do, so while we can offer logistical, technical and spares support, our clients are free to outsource their requirements at their own discretion.

Aircraft and Parts Sales

As the owner of a large fleet of Twin Otters operating worldwide, and as a long established AMO (Canadian MRO), we carry a large inventory of parts, including flight controls and rotables.

We have a good working relationship with several engine, propeller and component repair stations, which we are happy to leverage to support our clients.

Contact for further details

Andrew



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Airframe

1974 DHC-6-300 MSN 407

AVAILABLE BEGINNING OF Q2 2027

AIRFRAME STATUS

TTSN 0 TCSN 0

AIRFRAME LIFE LIMITED COMPONENTS

	TTSN	TCSN
LH WING	0	0
RH WING	0	0
LH STRUT	0	0
RH STRUT	0	0
218 BEAM	0	0



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