



Silver Hawk Aviation

1980 King Air C90 Blackhawk XP135A

Tail ID: N41BA - S/N: LJ-912

Asking: \$1,250,000.00



- Original Certificate of Airworthiness: 23 May 1980
- **Federal Aviation Administration** Owned & Operated for the 1st 32 years
- Always US Registered & Based
- Part 91
- Professionally Piloted
- Blackhawk XP 135A Engines STC: SA10364SC
- Blackhawk Hawkeye Instrumentation STC: 01946LA
- Blackhawk Lifetime Customer Support Guarantee
- Gross Weight Increase to 10,485 Pounds - STC: SA10747SC
- Beautiful New Interior – March 2024
- Complete Logs & Records
- Exceptional Maintenance History & Excellent Condition
- 178 Hours Since **Pratt & Whitney** Hot Section Inspections
- Phases 3 & 4 Inspections Accomplished March 2024
- Last §91.411 & §91.413 & §91.217 IFR Certified Date: May 2023
- Based & Hangared at *Buckingham Field (FL59)* - Fort Myers, Florida
- All AD's and MSB's accomplished.
- No Enhanced Inspections
- No Deferred Maintenance

AIRFRAME:

TTAF:	13,660 Hours
Total Landings:	22,893
Hobbs:	4,234 Hours
Since Blackhawk XP135A Conversions:	1,995 Hours
Empty Weight:	6,651 Pounds
Useful Load:	3,833 Pounds

ENGINES:

Remarkable Factory New **Blackhawk Aerospace** Pratt & Whitney PT6A-135A Engines
Factory New Engines Installation Date: November 2015
De-Tuned to 550 Shaft Horsepower
3,600 Hour TBO

BLACKHAWK ENGINE & INSTRUMENTATION INSTALLATIONS BY:

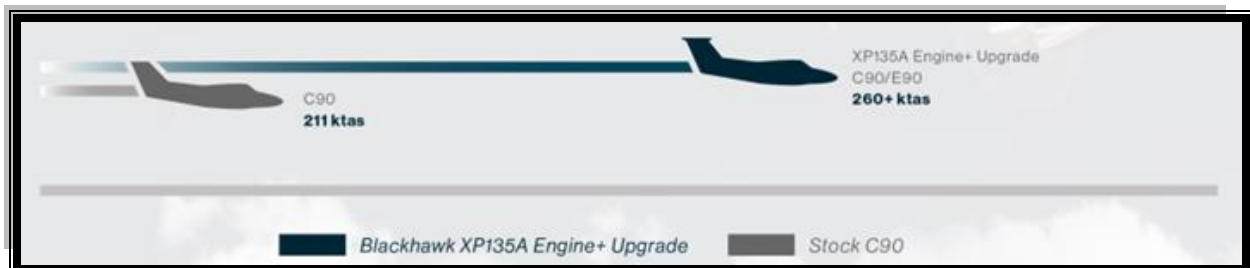
Madera Jet Center, Inc.
4181 Aviation Drive
Madera Municipal Airport - KMAE
Madera, CA 93637

LEFT ENGINE:

S/N:	PZ1647
TSFN:	1,995 Hours
Hot Section Insp.:	Oct 2021
TTE at Hot Insp.:	1,820 Hours
Hot Inspection By:	Pratt & Whitney
TTSHOT:	178 Hours

RIGHT ENGINE:

S/N:	PZ1646
TSFN:	1,995 Hours
Hot Section Insp.:	Oct 2021
TTE at Hot Insp.:	1,820 Hours
Hot Inspection By:	Pratt & Whitney
TTSHOT:	178 Hours



PROPELLERS & GOVERNORS:

LEFT PROP:

Manufacturer: McCauley
Model: 4HFR34C768/94LMA-4
Hub Serial #: 961916
Prop TBO: 5,000 Hours / 72 Months
Last Overhaul: March 2024 @ 13,657 TTAF
TSPOH: 3.5 Hours
Blades: **Factory New** March 2024 @ 13,657 TTAF
Blade Design: 94LMA-X

Left Blade Serial #'s:

#1: ARJ30027
#2: ARJ30024
#3: ARJ30023
#4: ARJ30022

Left Primary Governor:

Part #: 3074156-01
S/N: 19892390
Last OH: Nov 2015
TBO: 4,500 Hours
TSO: 1,995 Hours

Left Overspeed Governor:

Part #: 210631M
S/N: 1157865
Last OH: May 2019
TBO: 6,500 Hours
TSO: 800 Hours

RIGHT PROP:

Manufacturer: McCauley
Hub Model: 4HFR34C768/94LMA-4
Hub Serial #: 961909
TBO: 5,000 Hours / 72 Months
Last Overhaul: March 2024 @ 13,657 TTAF
PTSOH: 3.5 Hours
Blades: **Factory New** March 2024 @ 13,657 TTAF
Blade Design: 94LMA

Right Blade Serial #'s:

#1: ARJ30025
#2: ARJ30021
#3: ARJ30026
#4: ARJ30028

Right Primary Governor:

Part #: 3074156-01
S/N: 19882091
Last OH: Nov 2015
TBO: 4,500 Hours
TSO: 1,995 Hours

Right Overspeed Governor:

Part #: 210631M
S/N: 1699127
Last OH: March 2017
TBO: 6,500 Hours
TSO: 1,995 Hours

AVIONICS:

- Garmin G600 GDU-620 Dual Screen PFD/MFD W/Synthetic Vision Technology*
(Integrated with Garmin GRS-77 AHRS Flight Display System)
- Garmin GNS-530AW w/TAWS & LPV, L/VNAV, and LNAV+V approaches*
- Garmin GNS-430AW*
- Garmin Dual GTX-330ES Transponders – ADS/B Out – TIS-A*
- Garmin GRS-77 AHRS*
- Garmin GDC-74A Air Data Computer*
- Sperry SPZ 200 Autopilot
- Garmin GDL-88 UAT – **ADS/B IN** – TAS - FIS-B Weather - NEXRAD Radar*
- Collins WXR-300 Color Radar
- Garmin GMA-340 Audio Panel w/3 Light Marker Beacon*
- Garmin GMU-44 Magnetometer*
- Garmin GTP-59 Temperature Probe*
- Garmin GDL-69A XM Weather (inactive)
- Garmin GAD-43E Autopilot Interface Adapter*
- Garmin Flight Stream 210 Bluetooth Wireless Link*
- Altitude Preselect
- NAT 247 Audio Mixing Amplifier*
- Artex 406 MHz ELT w/Panel Activation Switch
- Collins 339F DME
- Radio Altimeter
- Midcontinent Pilot Standby Attitude Indicator
- Collins Copilot PN-101 Pictorial Navigation System w/331A-3G Course Indicator
- Copilot Navigation Instrument Cluster
- Spidertracks Iridium Transceiver - New Installation
- Send Solutions Airtex+ Iridium Communications Transceiver – New Installation
- Propeller Synchrophaser
(*) = By Duncan Aviation – November 2015)

COCKPIT – ADDITIONAL:

- Aerox Quick Comfort Type IV Class B Crew Quick Don Oxygen Masks
- Dual Heated Windshields
- Panel Mounted Switch for 110V Inverter
- Panel Mounted Music Input Jack
- Pilot Yoke Quartz Chronometer
- Pilot & Copilot Lighted Dual USB Charging Ports
- Rosen Sun Visors

INTERIOR:

The interior of the Aircraft has just received a beautiful *major* refurbishment. All seat frames were removed and refinished, and all seats have very comfortable new foam and have been completely reupholstered in beautiful new leather, to include sheepskin inserts on the crew seats. Even the stairdoor cables leather covers have been replaced. The Upper and Mid Sidewall panels have been replaced in beautiful new fabric and elegant new matching leather. Lower Sidewalls and carpets have been replaced with new, high-end 100% wool carpeting. The floor runner is of

course new. Window reveals have been refinished, and the Upper sidewalls and headliner are immaculate. Four new accent pillows complement the completely new look.

CABIN INTERIOR & ADDITIONAL:

- Executive Configuration
- 4-Place Club Seating w/Aft Side-Facing Seat
- Configurable for Full Aft Lav
- Dodson International Modular Potty – Loose/Currently Uninstalled
- All passenger seats in brand-new leather
- Crew seats in brand-new leather with sheepskin inserts
- L & R Forward and R Aft Hardwood Veneer Bulkheads
- New Forward & Aft Cabin Privacy Divider Curtains
- Cabin Freon Air Conditioning
- Dual Stowable Executive Wood Veneered Cabin Tables
- Oxygen System
- Six (6) Passenger Oxygen Masks (Loose)
- Headset Connectivity at all 4 Club Seats – Dual Pin
- 110V & TrueBlue Dual USB Charging Ports at both Club Tables
- Polarizing Window Shades
- Forward Wood Laminated ‘Hot Cup’ Liquids/Coffee Refreshment Dispenser
- Convenient & Functional Aft Refreshment Center w/Storage, Storage Drawer, & Ice Drawer
- Cabin Fire Extinguishers – Two (2)

ENGINE INSTRUMENTATION:

- Featuring the renowned **Blackhawk Hawkeye** Digital Smart Gauges Engine Instruments

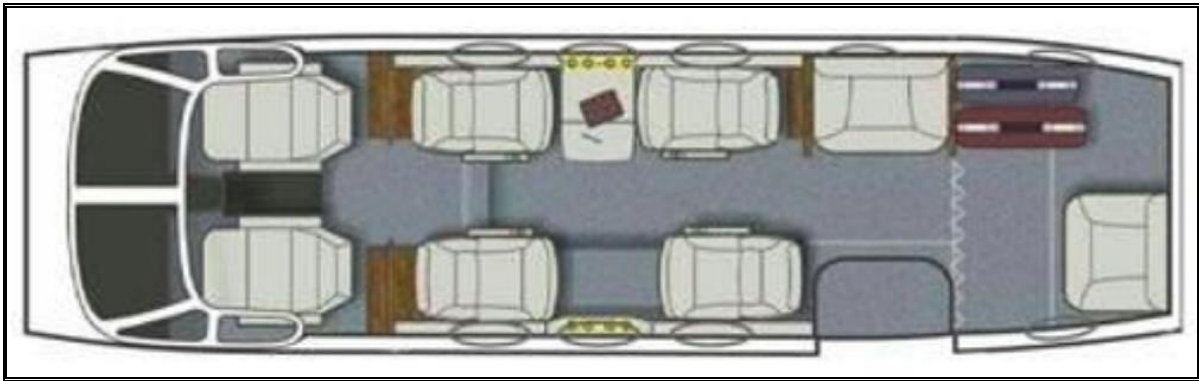
ENGINE & AIRFRAME ITEMS & MODIFICATIONSS:

- Blackhawk PT6A-135A Engines: STC: SA10364SC
- Blackhawk Hawkeye Instruments: STC: 01946LA
- McCauley 4-Blade Propellers: STC: SA10364SC
- Frakes Exhausts: STC: SA8710SW
- Gross Weight Increase Mod: STC: SA10747SC
- Whelen Anti-Collision Strobe Lights: STC: SA615EA
- PreciseFlight Pulselite® System: STC: SA4005NM
- Cleveland Wheels & Brakes: STC: SA619GL
- LED Landing & Taxi Lighting
- Complete Set of Plugs & Covers

PAINT:

- New: May 2019
- By: **Art Craft Paint** – Santa Maria, California
- Type: Akzo Nobel Alumigrip
- Colors: Overall Matterhorn White, with accents in Enchanted Blue, Silver, and Ruby Red
- Rated: 8.5/10

INTERIOR CONFIGURATION & SEATING:



MAINTENANCE ITEMS OF SIGNIFICANCE:

Accomplished:	Item:
March-24	Phase Inspections 3 & 4
March-24	LH & RH Wing Flap Tracks/Roller Bearings Replaced
March-24	Installation of Midcontinent TI 1200 110V Inverter with Panel Switch
March-24	Installation of 110V Outlets at each Club Table
March-24	Installation of Spider X Iridium Transceiver & Iridium Antenna
March-24	Installation of Send Solutions Airtex+ Iridium Transceiver & Iridium Antenna
March-24	New Carpet on Floor and Lower Sidewalls - 100% Wool
March-24	New Floor Runner
March-24	Midwall Panels Stripped, cleaned, new foam backing
March-24	Modular Toilet Removed (but retained) & Replaced with Cargo Box
March-24	Both Propellers Overhauled with eight (8) Factory new Blades
March-24	New Cabin Door Seal
March-24	O2 Bottle Hydro
March-24	O2 Bottle Regulator Overhaul
March-24	LH & RH Brake Disks Replaced
March-24	Nose Gear Axle Replaced
March-24	Panel Edgelight Inspection
November-22	A/C Compressor Overhaul
November-22	New A/C Compressor Hoses
November-22	New A/C Receiver Dryer
November-22	New A/C Evaporator Filter
March-23	New Concorde RG-380 Battery
March-24	L/R/N Landing Gear Actuator End Play Inspections
May-23	FAR 91.411 & 91.413
March-24	Oxygen Bottle Hydro
March-24	Detailed Aileron Inspection
March-24	Engine Igniter Replacement
March-24	LH & RH 200 Hour Engine Inspections

March-23	Wing Bolt NDT Inspection
July-19	Landing Gear OH's
March-23	3 Year Eddy Current/NDT Wing Inspection
March-23	Replaced Nose Gear Actuator

Computerized Maintenance Tracking currently managed on/by '**Digital Airware**'

- **NOTE:** We have reached an agreement with **CAMP Systems** that if a Buyer should prefer to migrate the Aircraft Maintenance Tracking to **CAMP**, **CAMP Systems** will **WAIVE** the normal \$2,600.00 Enrollment Fee
- Exceptional Maintenance History & Excellent Condition
- Carry-through SPAR Inspection Accomplished w/No Defects
- All AD's and SB's Accomplished

OWNERSHIP HISTORY:

DATE:	ITEM:	DESCRIPTION:	FAA FORM:	TAIL ID:	SELLER:	BUYER:	LENGTH OF OWNERSHIP IN YEARS:
17-Jun-1980	1st Bill of Sale	Factory to Original Owner Operator	8050-2	N20	BEECH AIRCRAFT CORPORATION	FEDERAL AVIATION ADMINISTRATION	32.3
15-Aug-2012	2nd Bill of Sale	Paper Sale	8050-2	N20	U S FAA/U S GSA	Doug E. Zych	
15-Aug-2012	3rd Bill of Sale	Paper Sale	8050-2	N20	Doug E. Zych	Airmobile, Inc.	
16-Aug-2012	4th Bill of Sale	Paper Sale	8050-2	N20	Airmobile, Inc.	Jack Ranch	
26-Sep-2012	5th Bill of Sale	Genuine Sale to 2nd Owner Operator	8050-2	N20	Jack Ranch	R & D Leasing, Inc.	1.6
20-Mar-2014	6th Bill of Sale - VOIDED	Paper Sale	8050-2	N41BA	R & D Leasing, Inc	Wiley Elick	
15-May-2014	7th Bill of Sale	Genuine Sale to 3rd Owner Operator	8050-2	N41BA	R & D Leasing, Inc	St. Jon Aircraft, LLC	7.6
28-Oct-2021	8th Bill of Sale	Paper Sale	8050-2	N41BA	St. Jon Aircraft, LLC	Coastal Helicopters, Inc.	
27-Dec-2021	9th Bill of Sale	Genuine Sale to 4th Owner Operator	8050-2	N41BA	Coastal Helicopters, Inc.	Dale County Sheriff's Office	1.2
7-Mar-2023	10th Bill of Sale	Genuine Sale to 5th Owner Operator	8050-2	N41BA	Dale County Sheriff's Office	Lee County Sheriff's Office	1.0

ACCIDENTS & INCIDENTS:

The **FAA** owned and operated this Aircraft as 'N20' for the 1st 32+ years. During that time - and while under the ownership, command, & control of the **FAA** - there was in 2006, a gear-up landing at Bradley International Airport, CT – the NTSB Report is available for this incident. Also in 2006, there was a 'hangar rash' incident wherein the right inboard flap was damaged during the downjacking of Aircraft – the 337 is available for this incident. Additionally, in 2010, the nose gear collapsed while landing at Alliance Airport, TX – the NTSB Report and 337 is available for this incident. Seller would respectfully submit for consideration the significance of the fact that the most recent of the incidents was some 14 years ago, and since that time - and in 2015 - there was accomplished the complete exchange of engines, propellers, and governors when the **Blackhawk** brand new engine and propeller conversions were accomplished. This included the removal of the engine mounts, their complete stripping, and NDT/dye penetrant inspections, and, since 2010, the Aircraft has logged some 2,000 incident free Flight Hours, and the Aircraft flies *beautifully*, straight, and true.

NOTE TO PROSPECTIVE BUYERS:

The Aircraft is currently owned and operated by the **Lee County Sheriff's Office**, Fort Myers, Florida. They run a 24/7/365 very active law enforcement flight department, and consideration for that must be given. Every serious prospective Buyer will be provided every opportunity to conduct a preliminary cursory Inspection of the Aircraft. However, a serious prospective Buyer will be defined as someone that has a) submitted a written, executed, **Offer Letter**, with a **Purchase Price** that has been preliminarily **Accepted** by Seller, and b) Buyer has then subsequently placed a fully refundable **Deposit** with **Insured Aircraft Title Service, LLC**, in Oklahoma City in the Amount of **\$50,000.00** (Fifty Thousand US Dollars).

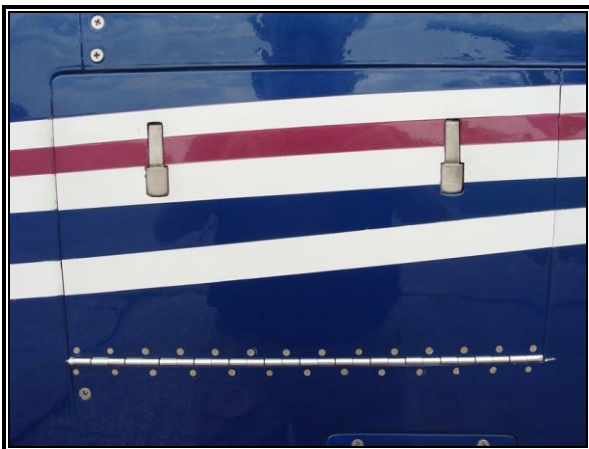






AIRCRAFT EXTERIOR DETAIL PHOTOS:





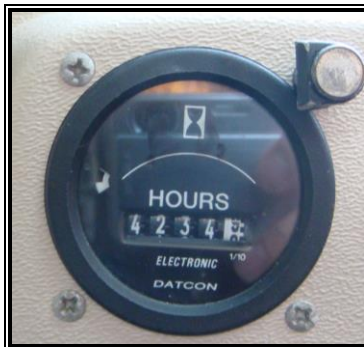




AIRCRAFT PANEL:







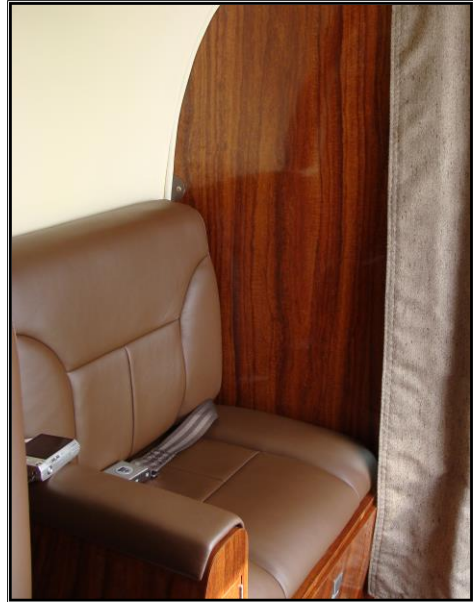
AIRCRAFT INTERIOR:

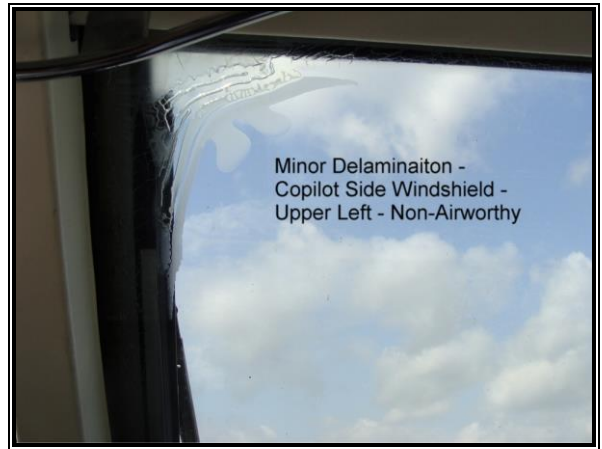














BLACKHAWK PT6A-135A ENGINE UPGRADE - \$970,000.00 + :

N41BA is equipped with the remarkable BLACKHAWK PT6A-135A Engine Upgrade.

For the most popular Blackhawk conversion, the King Air 90 series, the centerpiece of the program is the Pratt & Whitney PT6A-135A engine. This powerplant has a maximum thermodynamic horsepower rating of 944 equivalent shaft horsepower (eshp — a measurement that combines both the horsepower exerted at the propeller shaft [shaft horsepower, or shp] and the thrust added by the engine's exhaust). The PT6A-135A engine is limited by a torque restriction to 750 shp, giving it greater durability and longer life, which makes sense because it's not working to its full potential. Blackhawk buys these engines new, straight from Pratt & Whitney Canada, and then derates them even further, to 550 shp. This is the same horsepower rating used in stock 90-series King Airs — but stock C90's use PT6A-20 or -21 engines.

So if Blackhawk's -135A and the stock -20/-21s both put out the same maximum power at takeoff, what's the advantage of the conversion?

Answer: -20 or -21 engines can put out 550 shp all right, but they're working at their maximum torque and/or temperature limits to do so. After these engines reach about 14,000 feet, their power drops off. By this point, they reach their inter-turbine temperature (ITT) limits — redline on the ITT gauge — and the power levers must be managed with an eagle eye on the engine gauges. If the pilot pushes the power levers forward for more power, ITT redline is exceeded, and engine damage soon follows. That's why many pilots call the ITT gauge the "resume" gauge — bust the limit and you're looking for a new job.

Blackhawk's -135A engines can maintain their 550 shp all the way up to 18,000 feet. Derating these engines to 394 shp less than their full capacities means that they're essentially loafing — all the time. Their ITT limits — set for running at the full thermodynamic power rating — are 800 degrees Celsius. The stock -21 engines have 695-degree-Celsius ITT redlines. The -135A's higher ITT redline means that you won't "temp out" at altitude. Where the -21s begin reaching ITT redline, the pilot flying a -135A engine can keep on adding power, since extra torque and ITT margins still are available.

This higher ITT redline translates into all those power advantages mentioned earlier. Blackhawk-equipped airplanes use less runway for takeoff, climb quicker, maintain higher climb rates to altitude, and cruise faster than their stock-engine counterparts.

For a ballpark number, the Blackhawk King Airs are about 45 knots faster than the stock airplanes. And on an 800 nautical mile trip, you'll get to the destination anywhere from 45 minutes to an hour before the standard airplane.

With the -135As, the C90A's single-engine climb rate is about 20 percent better than the standard airplane's 554 fpm (at maximum takeoff weight and under standard conditions), depending, of course, on weight and density altitude. Blackhawk says the King Air XP also has a single-engine service ceiling of up to 21,000 feet, depending again on weight and atmospheric conditions; the stock C90A pilot's operating handbook claims a 14,260-foot single-engine service ceiling at maximum gross takeoff weight.

BLACKHAWK 'HAWKEYE' DIGITAL ENGINE GAUGES - \$87,000.00 + :

Optional HAWKEYE DigiLog Smart Gauges for the XP135A ENGINE+ UPGRADE





CURRENT RATES FOR THE PRATT & WHITNEY ESP ENGINE PROGRAM FOR THE PT6A-135A ENGINES:

	2024 ESP™ PROGRAM RATES Beechcraft King Air F90-1/C90GT/C90GTi/C90GTx PT6A-135A	
	GOLD LITE	GOLD
Up to 1st Overhaul	\$161.15	\$178.80
After 1st Overhaul	\$182.50	\$200.00

\$182.50 = \$0.70 / Nautical Mile @ at 260 Kts/Hr
 79 Gallons/Hour Burn Rate at FL240

ORIGINAL & CURRENT C of A's and REGISTRATION:

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N20	2. MANUFACTURER AND MODEL BEECH AIRCRAFT CORP C90	3. AIRCRAFT SERIAL NUMBER LJ-912	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex E to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE May 23, 1980	FAA REPRESENTATIVE John Jensen	DESIGNATION NUMBER DOA, PC#8	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8109-2 (7-67) FORMERLY FAA FORM 1362			

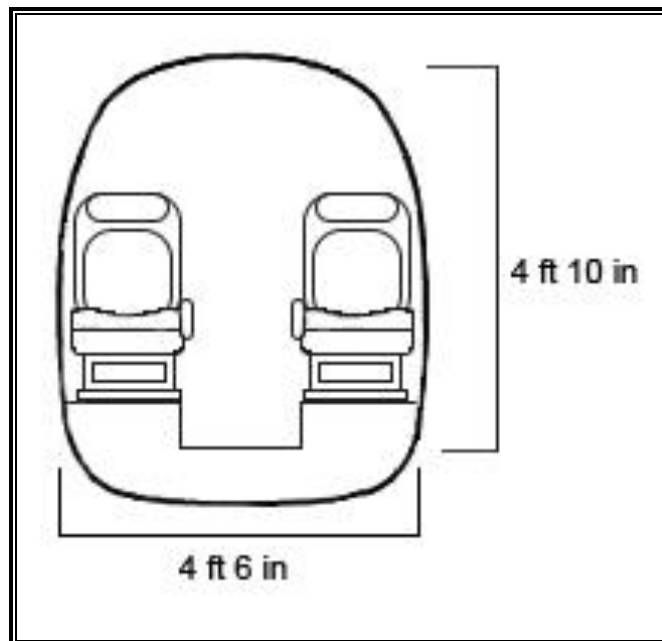
REGISTRATION NOT TRANSFERABLE		This certificate must be in the aircraft when operated.
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		
NATIONALITY AND REGISTRATION MARKS N 41BA	AIRCRAFT SERIAL NO. LJ-912	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BEECH C90		
ICAO Aircraft Address Code: 51150741		 U.S. Department of Transportation Federal Aviation Administration
ISSUED TO LEE COUNTY SHERIFFS OFFICE 14750 SIX MILE CYPRESS PKWY FT MYERS FL 33912		
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		
DATE OF ISSUE May 13, 2023	EXPIRATION DATE May 31, 2030	ADMINISTRATOR 
AC Form 8040-3 (10/2019) Supersedes previous editions.		

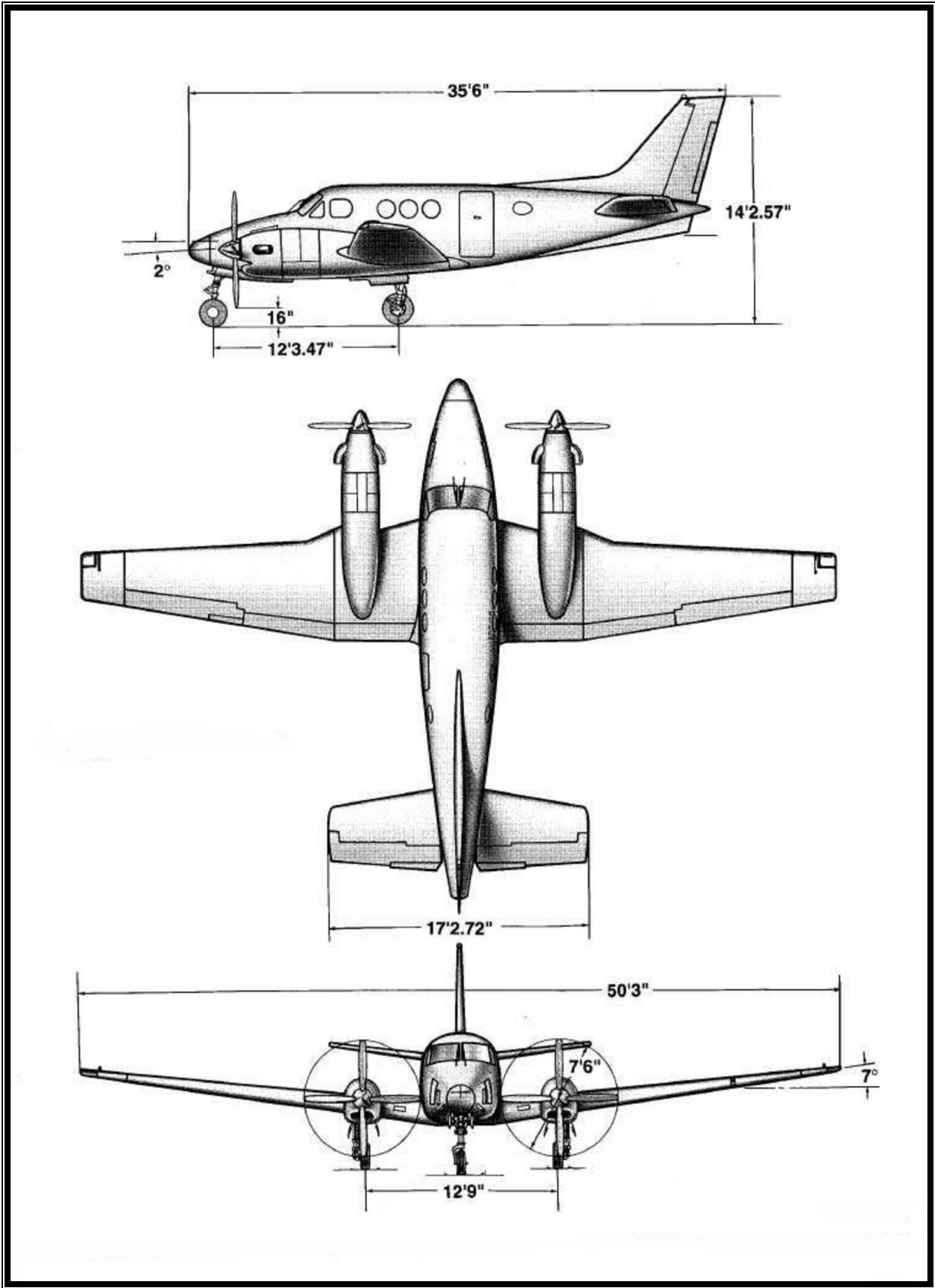
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N41BA	2. MANUFACTURER AND MODEL BEECH AIRCRAFT CORP C-90	3. AIRCRAFT SERIAL NUMBER LJ-912	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE R 23 MAY 1980	FAA REPRESENTATIVE JOHN O. JENSEN	DESIGNATION NUMBER WP-17	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (04-11) Supersedes Previous Edition			



GENERAL & GENERIC KING AIR C90 SPECIFICATIONS

Specifications			
Powerplant (2) Pratt & Whitney Canada PT6A-135A (550 shp each)	Propellers Hartzell 4 blade, aluminum, constant speed, auto feathering	Length 35 ft 6 in	Height 14 ft 3 in
Wingspan 53 ft 8 in	Wing Area 295 sq ft	Wing loading 35.75 lb/sq ft	Power loading 9.58 lb/shp
Cabin Width 54 in	Empty Weight 7,265 lb	Maximum gross weight 10,485 lb	Useful load 3,280 lb
Payload with full fuel 707 lb	Fuel capacity 2,573 lb / 384 gal	Baggage capacity 350 lb, 48.3 cu ft	
Performance			
Takeoff distance ground roll 1,510 ft	Takeoff distance over 50-ft obstacle 1,984 ft	Rate of climb sea level 1,900 fpm	Service ceiling 30,000 ft
Landing distance over 50- ft obstacle 2,100 ft	Landing distance ground roll 1,052 ft	Cruise speed/endurance w/45-min rsv, std fuel (fuel consumption, ea engine) @ 75% power, best economy 272 KTAS	





INSTALLED AVIONICS & INSTRUMENTATION & COMMUNICATIONS:

GARMIN G600 w/SYNTHETIC VISION



Bringing true “glass cockpit” capabilities to your aircraft, G600 is a retrofit breakthrough. Upgrade your avionics panel with a G600 suite and start reaping the benefits of enhanced situational awareness, safety and pilot workload reduction. The dual-screen G600 works with your avionics stack, pairing both a primary flight display (PFD) and a multi-function (MFD) display in a single 10-inch wide bezel to provide a fully certified upgrade option for your cockpit. And with software assurance levels required for FAR Part 23 Class 3 aircraft, G600 is the ideal solution.

SVT - Synthetic Vision Technology - Comes Standard

A scaled version of our SVT comes pre-installed on G600. Using sophisticated graphics modeling to create a 3-D topographic landscape from G600’s terrain alerting database, SVT provides a “virtual reality” perspective view of ground and water features, obstacles and optional traffic — all shown in relative proximity to your aircraft. So, rather than looking at the PFD, you’ll have a sense of looking through it, to “see” what lies beyond the nose of your aircraft. SVT clearly enhances your view of primary flight data by giving it a realistic visual frame of reference — especially in solid IFR or nighttime/marginal VFR conditions.

Enhance Situational Awareness

Augment G600 with optional Class-B TAWS (Terrain Awareness and Warning System) and radar altimeter for an extra margin of safety in the air.

Optional Jeppesen-style ChartView™ instrument approach plates and airport surface charts (available through the JeppView™ service) enable you to overlay your aircraft’s position on the MFD approach display. FBO, ground transportation, lodging and other facility information for most U.S. airports are also available through preloaded AOPA Airport Directory Data. When flying internationally, opt for global AC-U-KWIK airport directory data instead. Plus, built-in U.S., Canada or Europe SafeTaxi® diagrams allow you to confidently navigate taxiways. Smart Airspace conveniently highlights the airspace nearest your current altitude and de-emphasizes non-pertinent airspace so you can quickly

identify their location relative to your flight path, while WireAware incorporates wire-strike avoidance technology to graphically overlay power line locations and altitude information on the moving map.

Advanced AHRS

In place of gyro instruments, the G600 uses super-reliable GRS 77 Attitude and Heading Reference System (AHRS). Combining inputs from GPS, magnetometer and air data computer, the AHRS provides an accurate digital output and referencing of your aircraft position, rate, vector and acceleration data. It's even able to restart and properly realign itself while the aircraft is moving. With the correct compliance kit, G600 fully supports Reduced Vertical Separation Minimums (RVSM) on qualified airframes, providing access to previously restricted flight levels in RVSM airspace.

Keep Your Existing Equipment

G600 was designed to interface with and display data from a range of equipment, including avionics, radios, navigators and audio panels. You can even use the G600 for cockpit control/display of heading, course and navigation source inputs for autopilots. What's more, with the **N41BA equipped GAD 43 adapter**, you have the same ultra-reliable digital AHRS data driving the display to serve as your autopilot's primary attitude reference. This typically eliminates the need to retain a gyro-mechanical ADI. The **N41BA equipped GAD 43e** adds even more capabilities that can further reduce pilot workload and enhance safety, including altitude preselector and vertical speed control, as well as DME distance, synchro ADF, marker beacon lamps and analog altimeter indicators right on the display.

Weather, Traffic and Other Options

Combine G600 with a variety of optional sensors and data links. The **N41BA equipped GDL® 69** series XM receiver offers weather and NEXRAD coverage for the U.S., as well as SiriusXM Satellite Radio, while the **GSR 56** provides global weather data, radar imagery, voice/data connectivity and ground-based position tracking through the Iridium satellite network.

For even more advanced traffic surveillance in high-density airspace, select from an available TAS or TCAS system, including our **GTS™ family** of traffic surveillance products. The G600 also includes a video input option that allows your MFD to double as an EVS or live-cam video monitor.

GARMIN GAD-43e - Autopilot Interface/Gyro Adapter Kit



The GAD 43e adapter unit offers enhanced autopilot interface capabilities for the G600/G500 TXi flight display systems. Like the GAD 43, the GAD 43e can enable AHRS digital altitude/heading reference with selected autopilots in place of costly-to-maintain ADI gyro indicators. The GAD 43e can also interface to analog VOR/LOC/GS receivers, and functions as

an altitude preselector and vertical speed controller when interfaced with compatible autopilots. It will even enable the display of marker beacon lamps, DME distance, synchro ADF bearing and analog radar altitude on your G500/600 TXi. These new interface capabilities work to reduce the workload of the pilot.

Providing analog attitude information for use with a wider array of third-party autopilot systems, the GAD 43e adapter interfaces with the G500/600 flight display for configuration and alerting, including the GRS 77 remote AHRS unit for attitude, heading, and yaw input information. Thus, for attitude-based autopilots, the GAD 43e can emulate the system's gyro interfaces (such as the familiar KI-256) with far more reliable AHRS data. This typically allows the existing ADI or attitude gyro to be removed and replaced on the panel with a smaller and more affordable attitude indicator as one's backup instrumentation.

GARMIN GNS-530AW WAAS NAV/16 Watt COMM/GPS/Class B TAWS



The WAAS-certified GNS 530AW leads the industry with multitasking, integrated avionics and cutting-edge WAAS navigation and delivers 16 watts of power output. N41AB's GNS-530AW comes with optional Class B TAWS alerting to warn you of potential terrain and obstacle conflicts along your flight path.

Integrate Your Avionics

GNS 530AW is an all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. Traditionally it would take a host of components to provide the capabilities of this one smart box. High-speed 5 Hz processing makes navigation calculations and map redraw rates five times faster than earlier GNS series navigators.

Fly WAAS Approaches

GNS 530AW comes with built-in WAAS navigation capabilities. It is approved to fly LPV "glideslope" approaches without reference to ground-based nav aids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GNS 530AW meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

Get High-Resolution Mapping

GNS 530AW's 5-inch high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, nav aids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

Enhance Situational Awareness

GNS 530AW seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The 530AW's huge Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap shows airports, cities, highways, railroads, rivers, lakes, coastlines and more. Using information from the built-in terrain and U.S. obstacles databases, the 530AW displays color coding to graphically alert you when proximity conflicts loom ahead. **N41AB's GNS 530AW is equipped with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.**

Put It on Autopilot

Working in tandem with standard autopilots that accept roll-steering commands, GNS 530AW behaves like a high-end flight management system (FMS) and can automatically fly your aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures

GARMIN GNS-430AW WAAS NAV/16 Watt COMM/GPS



The WAAS-certified GNS 430AW and its larger sibling, GNS 530AW, lead the industry with multitasking, integrated avionics and cutting-edge WAAS navigation. The GNS 430AW delivers 16 watts of power output.

Integrate Your Avionics

GNS 430AW is an all-in-one GPS/Nav/Comm solution that features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. High-speed 5 Hz processing makes navigation calculations and map redraw rates 5 times faster than earlier GNS series navigators. When installed alongside GTN series avionics, the GNS 430AW can automatically receive flight plans from the touchscreen device. They can also share user waypoints with each other.

Fly WAAS Approaches

GNS 430AW comes with built-in WAAS navigation capabilities. It is approved to fly LPV “glideslope” approaches without reference to ground-based nav aids of any kind. Featuring an advanced 15-channel receiver capable of 5 position updates per second, GNS 430AW meets stringent TSO C146a FAA standards for WAAS “sole means” navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

High Resolution Mapping

Its 4" high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, nav aids, flight plan routings and approach procedures. Scan information from wide viewing angles, even in direct sunlight.

Enhance Situational Awareness

GNS 430AW seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you’re heading. Its huge Jeppesen® database — updated with front-loading data cards — contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes and coastlines. With information from the built-in terrain and U.S. obstacles databases, it uses color coding to graphically alert you when proximity conflicts loom.

Put It on Autopilot

Working in tandem with standard autopilots that accept roll-steering commands, GNS 430AW behaves like a high-end flight management system (FMS) and can automatically fly your aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures.

Expand Your Panel Mount

GNS 430AW interfaces with an array of optional sensors and tracking systems, allowing you to see and avoid hazards such as threatening weather, lightning or air traffic. With a [GDL 88](#) Datalink, the GNS 430AW can display ADS-B traffic targets using TIS-A symbology, as well as subscription-free FIS-B weather information — including graphical NEXRAD radar, METARs and TAFs. With an optional subscription to XM WX Satellite Weather and the N41BA installed [GDL™ 69 series](#) datalink receiver, you’ll have access to high resolution weather for the U.S., right in the cockpit. NEXRAD, METARs, TAFs and lightning information can be overlaid on Jeppesen and topographic map databases. With an additional subscription, GDL 69A delivers SiriusXM Satellite Radio to your aircraft. With the N41BA installed GTX 330ES transponders, and GNS 430AW displays Traffic Information Services (TIS) alerts that identify surrounding air traffic.

Dual GARMIN GTX-330ES – w/Extended Squitter



A panel-mounted Mode S digital transponder series with traffic datalink capability and dedicated pushbutton keys for squawk code selection, the GTX 330 family brings ATC aircraft surveillance to new levels of precision, reliability and performance.

Leading the way with ADS-B

With IFR-certified ES, or Extended Squitter, versions of the GTX 330, Garmin has taken the lead in providing an affordable pathway to ADS-B compliance for the FAA's proposed Next Generation airspace system. Using precise GPS-referenced positioning information, the extended squitter technology enables transponders to automatically transmit more accurate, and more useful, traffic surveillance data – including aircraft flight ID, position, altitude, velocity, climb/descent, and heading information. (Compared to traditional Mode S and Mode C transponders, which can only broadcast altitude, and thus require ground-based radar to correlate and identify the aircraft's position.)

Traffic in simulcast

As the first general aviation transponder to receive TSO-C166a authorization for 1090 MHz extended squitter transmission, Garmin's GTX 330 ES improves upon the existing transponder query system – while working seamlessly with existing ATC protocols. The ADS-B reports provide ground controllers with considerably faster updates than traditional radar. And by simultaneously broadcasting this information to TAS or TCAS equipped pilots, it enables them to essentially see the same traffic picture for their location that ATC is watching on the ground. Thus, with everyone in the ADS-B loop watching and reacting to the same flight trajectories, safe separation is far easier to maintain.

The quality shows

All the features of Garmin's standard GTX 330 transponder are retained in the ES version: Solid-state design, 250-watt transmitter, remote ident and auto standby, altitude monitor with voice alerts, TIS traffic interface, and an easy-to-read LCD display that reverses its numbers out of black for optimal viewing in all lighting conditions. A dedicated VFR squawk code button makes entering the numbers quick and easy. And a variety of useful timing and display functions include flight time, count-up and count-down timers, plus current pressure altitude. The GTX 330 can also be used to satisfy the European mandate for Mode S level 2 surveillance. And an antenna diversity option is added with the GTX 330D – for improved air-to-air surveillance of TCAS-equipped aircraft flying above you.

SPIDERTRACKS SPIDER X GLOBAL AVIATION TRACKING SYSTEM



Features: Revolutionizing Flight Data Monitoring

Building on the advanced functionality and seamless design of its predecessors, Spider X has been thoughtfully crafted by Spidertracks - specifically for aviators - to be the industry gold-standard solution for aircraft monitoring, communications, and safety insights.

Capable of providing more aircraft insights than ever to enhance your safety and efficiency, Spider X revolutionizes flight data monitoring (FDM) - making it readily available to all operators with a simple to install, cost effective, light-weight solution.

Virtual FDR™ evolves: Digitizing the analogue. Spider X lifts [Virtual FDR™](#) and your FOQA capabilities to new heights. In addition to the enhanced tracking resolution introduced in the initial release of Virtual FDR, Spider X now provides AHRS data - enabling the clearest picture yet of your aircraft's flight path and movements.

Mission-critical data (such as location, speed, altitude, direction) are transmitted via Iridium every minute, with the additional AHRS data transferred to the Spidertracks platform over the air*. No need to mess around with SD cards, cables, or software to get information off your aircraft - it all happens automatically.

Spidertracks Is Just Getting Started: Spider X is packed with forward-thinking tech such as WiFi, cellular, Bluetooth, USB-C, and serial port interface capability, to provide the ideal development and integration platform as we continue to push the status quo and innovate for the industry. Plus, the firmware updates wirelessly - so no need to connect to a computer to enjoy the latest features.

AIRTEXT + IRIDIUM SATELLINE TRANSCEIVER COMMUNICATIONS



The hardware cost is \$18,500 and the installation cost will be determined by the avionics shop. Data plan is \$500 per year for Iridium and Airtex network connection including the first 2500 text messages. Additional messages are 5 cents each. Voice calls are \$1.53 – \$2.51 per minute (based on current Iridium service plans) using a noise-cancelling Bluetooth headset with a pre-paid Iridium sim card. Email headers are sent to the airplane, user selects those to see the body of the text. Price is per header and length of email message.

BLACKHAWK ‘HAWKEYE’ DIGITAL ENGINE GAUGES



Blackhawk's Hawkeye digital smart gauges bring modern advancements to legacy aircraft. For strong human factors support, the gauges emulate analog readouts with digital accuracy, clearly displaying accurate information without expensive panel modifications.

This Aircraft Proudly Represented By:



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The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specifications subject to verification by the purchaser and are not guaranteed for accuracy and purchaser should rely on their own inspection.