

AIRCRAFT SPEC SHEET



Aircraft Identification

Make: BEECH AIRCRAFT COMPANY

Model: A 36TC - Bonanza

Serial No: EA-126

Reg. No.: N36925

Yr. Mfg.: 1980

Type of Aircraft: Single-Engine Piston Turbo

Airframe Total Time: 2867 Hrs.

Airframe Condition: Good

Log Books in Aircraft Appear: Original

Comments: The aircraft was inspected and found to be in excellent mechanical condition. The log books appeared to be complete, with no gaps in time, and well documented. One page in the aircraft book is torn free, however the watermarked page numbers and the entries are in order. The original Pilot's Operating Handbook, Weight and Balance, and other documentation appear to be in order and complete.

~~**\$113,400**~~ ***\$103,400!***



Maintenance Status

Maintenance Inspection Date: 12/01/2009

Comments: The mechanic responsible for maintaining the aircraft has been the sole pilot for the past few years. Discrepancies have been immediately addressed using quality parts.

Service Bulletin Status: All Service Bulletins appear to have been complied with.

AD's Complied With: Yes

Estimated Cost for AD's Compliance: \$0

Tires Condition: Good

Type Brakes: Cleveland Disc

Exterior Paint Condition: Average

Comments: The aircraft has original paint, Yellow Jacket Yellow, Bristol Blue on White. It has always been hangered and continues to do its primary job of protecting the aircraft surface. No corrosion was found on the aircraft except, a 1" section on the base of the ADF antenna. There is a 2 1/2" crack in the bottom of the Stinger Strobe Light housing. The landing light, taxi light, forward cowl vent, nose wheel scissors, and wing stall fences have been chromed or polished.

Interior Condition: Average

Window Condition: Average

Cockpit Condition: High Average

Panel Layout: Good



Cabin Configuration: Both passenger and cargo

Comments: The interior is original and Seats 1, 2, 3, and 4 have sheep skin covers. The fabric appears in good condition under the seat covers. The pilots "seat cover" is worn and has a 4" tear. The 5th and 6th seats are stored in the upright position. Seats 3 and 4 are in the forward facing position and the mechanic says that they may be turned around for club seating, without difficulty. The carpet, headliner, and plastic side panels appear in good condition without tears or cracks. There are a few cracks around the pilots storm window. G & D Window Thermal Panes are installed per an STC. Provides dual pane, tinted windows, with added sound protection.

Airframe Modifications

Modification: Rosen Sun Visors.

Modification: C & D Window Thermal Pane. STC SA 3759NM



Damage History

Current Damage:

Under right wing, between fuselage and right main gear, there is a deep scratch that runs the full length, forward to aft. The AI mechanic who maintains the aircraft, believes that the aircraft ran over a taxi light or snow measurement marker that was covered by snow. It does not effect the airworthiness of the aircraft and is only noticed if looking under the right wing. A high estimate cost of the repair is \$10,000. The Repair Station that performs the work may, or may not, consider this as Damage History.

Historical Damage: None

Engines & Props



Engine Manufacturer: Continental

Model: TSIO-520-UB

Engine Type: Piston Turbo

Recommended TBO: 1600 Hrs.

Engine Serial No.: 248873R

Engine Total Time: 1457 Hrs.

Time Since Major Overhaul: 1457 Hrs.

Engine Overhauled By: Teledyne Continental

Propeller

Propeller Type: Constant Speed

Serial No.: EE592E

Make: Hartzell

Model: PHC-C3YF-1RF

No. Blades: 3

TSO: 246

Date O/H: 11/22/1999

Comments: Prop has electric De-Ice Boots. Prop is polished which is no longer FAA approved and will have to be painted next time it is overhauled.

Engine Modifications

Date of Modification: 05/01/1993

Modification: Digital Tach STC SA 5491NM

Known Maintenance Problems with Engine(s): None noted. The mechanic/pilot states that he has addressed any and all discrepancies as they developed.

General Engine Comments: The engine was replaced with a Factory Reman in 9/87. Compressions on the last annual inspection were 72, 72, 70, 72, 70/80. The engine showed no signs of any leaks and overall looked in excellent condition.

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configuration: Good

Panel Condition: Average

IFR Equipped: Yes

Comments: The aircraft also has Electric Trim on the yoke, Sigtronics Intercom System, Beech Digital Chronometer, an Avionics Master Switch, and a copilot Push-To-Talk switch on panel.

Avionics



Type of Avionic: MARKER BEACON/AUDIO PANEL

Mfg: KING

Model: KMA 24

Quantity: 1

Type of Avionic: COMM

Mfg: KING

Model: KY 196

Quantity: 2

Type of Avionic: NAV

Mfg: KING

Model: KN 53

Quantity: 2

Type of Avionic: GPS

Mfg: KING

Model: KLN 89 B

Quantity: 1

Type of Avionic: TRANSPONDERS

Mfg: KING

Model: KT 76A

Quantity: 1

Type of Avionic: DME

Mfg: KING

Model: KN 64

Quantity: 1

Type of Avionic: ADF
Mfg: KING
Model: KR 87 **Quantity: 1**

Type of Avionic: AUTOPILOTS
Mfg: CENTURY
Model: CENTURY III **Quantity: 1**

Type of Avionic: COMPASS SYSTEMS/ HSI
Mfg: EDO AIRE
Model: 52D137-1332 **Quantity: 1**

Type of Avionic: VOR/LOC/GS
Mfg: KING
Model: KI 211 **Quantity: 1**

Type of Avionic: ENGINE ANALYZERS
Mfg: JPI
Model: EDM 700 6 CYL **Quantity: 1**

Type of Avionic: FUEL FLOW COMPUTERS
Mfg: HOSKINS
Model: CFS 2000A **Quantity: 1**

The Avionics On This Aircraft Are Considered To Be: Average

Additional Equipment

Dual Controls: No **Type: Yoke**

Stall Warning System: Yes **Stick Shaker: No**

Rotating Beacon: Yes **Strobe Light: Yes**

Taxi Lights: Yes **Navigation Lights: Yes**

Long Range Fuel: Yes **Total Fuel Capacity: 80 Gallons**

Other Equipment: Optional factory installed Oxygen system. Two pair Bose Headsets.

Comments: The avionics were ground tested and appeared to be operating normally. IFR Static and Transponder check completed 12/08. ELT Due 11/10.

De-Icing Systems

Prop De-Ice: Yes

De-Ice Type: Electric

Pitot Heat: Yes



Comments: New prop de-ice boots installed during prop overhaul, 11/22/99. Not tested.

Aircraft Comments

Overall the airplane appears in very good condition. There is no hail damage. Only a few minor dings that is expected from normal use and original paint. Discrepancies have been immediately address, and the aircraft is currently Squawk Free. Customizing the aircraft there are many chromed or polished aluminum parts.

Free of any Major Damage History, the low total time, the well documented log books, and the overall quality mechanical condition. Makes this aircraft an excellent candidate for someone who would like to invest in rebuilding the aircraft with their own choices of paint, interior, type of engine overhaul, or model of avionics.