Bellanca 17-31ATC Super Viking

N747TV

 (Original factory N14770)

Engine Lycoming IO 540 K1E5

Ray Jay turbochargers

Total time approximately 2200

Time since partial top overhaul including new rings, seals and gaskets, 44 hrs. Cams and followers inspected ok.

Propeller approximately 620 SMOH.

Avionics

* VAL INS 422 Integrated Navigation System TSO JPI
* Garmin Apollo GX50 IFR approach certified GPS TSO
* Narco AT165 digital transponder TSO
* Dual ICOM IC-A210 transceivers
* Garmin MX20 moving map
* King KMA20 audio panel and 3 light marker TSO
* Monroy Traffic Watch multifunction traffic alert sensor
* Intercom
* JPI manifold pressure and RPM
* Century 3 autopilot coupled to VOR and GPS
* 6 cylinder EGT
* JPI turbine inlet temperature

Equipment

* Aux fuel tank
* Oxygen system removed and not intended to be reinstalled, weight is 100 lbs.
* Whelan strobes all new
* Dual brakes
* Shoulder harness
* Original factory equipment list is available

Restoration progress

* Fuselage wood stringers have been restored or replaced with materials from Alexander Aircraft.
* Fuselage inspected for rust and repaired.
* All control surfaces have been repaired and restored with new hardware and recovered using the Stewart system.
* Fuselage control cables and pullies have been removed, inspected, cleaned and replaced.
* Electric trim motor removed, cleaned and replaced.
* Accessories compartment has been cleaned and restored.
* Oxygen system has been removed (wt. 100 lbs.) with portable system replacement planned.
* Hydraulic pump has been overhauled and yellow tagged.
* Cabin door latch mechanism has been repaired.
* Fuselage fuel lines inspected for corrosion. None found.
* Fabric, insulation, and upholstery removal all documented and saved for patterns if needed.
* Windshield and windows removed, in excellent condition.
* Fuselage heat and ventilation ducts removed.
* Brake cylinders overhauled.

New parts and hardware on hand

* Fuselage fabric envelope.
* Stewart systems materials for fuselage recovering.
* Fuselage heat and ventilation ducts .
* New tires installed, approximately 15 hours.
* Hundreds of pieces of hardware.
* New vertical fin red strobe, Whelen wing tip strobes.

No damage history. The nose gear “dog house” was accidently bent during restoration and subsequently repaired. The aircraft has experienced separation of the paint from the fabric thus rendering it unairworthy. The fuselage fabric also sustained damage by a raccoon.