

1976 Bellanca Super Viking (17-31A) N9781E and private KENW t-hangar.
\$155,000 (below the 8/2025 VREF aircraft-only appraisal of \$175,000)
Possible below-market financing is available to those with an excellent credit score.

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Unless you're a Bellanca aficionado, you'll think naming an airplane is corny. That's ok because any viable, prospective buyer realizes a Bellanca Super Viking is a trusted aircraft pal and travel buddy.

Due to my recurrent prostate cancer, "Benny Bellanca" is searching for his new, good pilot owner. We hate to part given all we've been through over the past 44 years but Benny deserves to provide you and your family with the same reliable, safe and enjoyable flying experiences he's consistently provided me. Benny Bellanca is:

☆ CLASSIC	☆ SAFE & RELIABLE	☆ FAST
☆ COMFORTABLE	☆ COST EFFICIENT	☆ FUN

Benny safely carried my family and me on many long-range trips from Wisconsin to St. Croix USVI, ATL, DCA, DEN, BOS, DFW as well as numerous trips to Canada over Lake Michigan and the Bahamas over the ocean. In every type of year-round, flyable weather, he's NEVER let me down.

Benny's specs.

- ✧ Full logbooks (paper and digital)
- ✧ Absolutely no damage history and always flown with tender loving care (made it well past TBO).
- ✧ Completely re-covered and repainted by Weber Aero in 1986. Always hangared at KENW since.
- ✧ Lycoming IO-540-K1A5 (300 HP; 2,000 hours TBO) TT: 2,720 hours
- ✧ Overhauled at 2,132 hours by Blueprint Engines TSMO: 588 hours
- ✧ Hartzell 3-blade CS propeller ✧ Updated Walker AirSep engine air/oil separator
- ✧ Manual inflatable door seal ✧ Ski tube
- ✧ Annuals performed at Weber Aero at KAXN ✧ 75 gallon, long-range fuel tanks
- ✧ Annual due 9/30/2026 ✧ Insured hull value: \$125,000
- ✧ Fabric is in good condition but has some paint hangar rash (accounted for in the VREF appraisal)

A more than fair price given his recent honest and sad history.

The panel upgrade started April, 2022 with Patrick Peterson and Sunshine Aircraft. After more than two years, including hand-holding by one of Aspen Avionic's lead engineers, a full overhaul of the Century II by Autopilots Central and a promise to replace the Century II with a S-TEC 55X, Patrick just gave up. That led me to file a FAA Hotline Complaint (AAE-EHL-20240229-861).

Out of spite (and likely to prevent numerous, additional FAA violations), Patrick removed the Century II autopilot from the aircraft. Therefore, currently Benny is without a functional autopilot. The overhauled Century II and all its parts are available for a straightforward installation by any qualified avionics person. All requisite interface hardware and software for the Century IIB, Aspen and Avidyne are available.

The aircraft's current sale price of \$105,000 was determined via the market approach taking into consideration my health.

The hangar value of \$50,000 was determined using the Income Approach with current market hangar rental rates at KENW.

Bottom line (figuratively and literally): a wonderfully reliable, fast and efficient aircraft AND a private hangar for BELOW THE APPRAISED PRICE OF THE AIRCRAFT ALONE.

Avionics, Instrumentation & Engine Upgrades (installed new in 2022-2023 unless otherwise stated)

- ☆ Panel renovation with carbon fiber vinyl wrap
- ☆ Aspen 1000 Pro Max with EA100 Century IIB interface and an upgrade package for a S-TEC 55X
- ☆ Trans-Cal SSD120-35C-RS232 altitude encoder
- ☆ Replaced the original auxiliary fuel tank sender with a new JPI-compatible CIES unit
- ☆ RC Allen Mini6 (for Aspen redundancy) ☆ Lynx NGT-9000+
- ☆ Avidyne IFD-550 ☆ PS Engineering PAR200B with Trig radio
- ☆ JPI EDM-930 ☆ Original Shadin Miniflo fuel totalizer (JPI redundancy)
- ☆ Original Ryan WX-1000 Stormscope ☆ Original Century II autopilot (disconnected)
- ☆ AV-74 DME transponder antenna ☆ Zeftronics Voltage Regulator R15V0N
- ☆ Surefly electronic ignition ☆ Spark plugs and harnesses
- ☆ Used Bendix King KNS80 RNAV and Mid Continent MD200-606 CDI (for GPS redundancy)
- ☆ Kept some original gauges for redundancy

Cabin Upgrades & Accessories (installed new in 2022-2023 unless otherwise stated)

- ☆ Replaced the keyed ignition switch with an Electroair vertical push-button and hidden kill switches
- ☆ Revised the Airwolf oil-air separator to work without a vacuum pump
- ☆ Replaced the original master switch with separate LED rocker master and alternator switches
- ☆ Sensorcon AV8 Inspector Pro aviation carbon monoxide monitor
- ☆ Set of spoiler wing covers, cowl cover and Bruces Custom Covers interior window shades
- ☆ TCW backup battery (337 approval required) ☆ Two Garmin GSB-15 USB charging units
- ☆ Pilot & copilot push to talk switches ☆ Wiring and coax
- ☆ ADS-B In/Out antenna ☆ GPS Antennas
- ☆ NuLite LED panel lighting ☆ MaxDim DL Dimmer Control Unit
- ☆ Post lights replaced with LEDs ☆ ACK 406 MHz ELT
- ☆ Installed a pullable gear motor breaker ☆ Installed the Tanis cabin heater extension
- ☆ Coax run for future transponder diversity ☆ 3-point front seat harnesses (needs 337 approval)
- ☆ Backup Concorde RG-35AXC battery (2022) ☆ ACR ResQLink personal locator beacon
- ☆ Used electric aircraft tug ☆ Many spare parts and several gallons of AvBlend
- ☆ Two iPads with mounts ☆ WAT Prometheus Gen3 taxi & landing lights
- ☆ Used Pilot USA PA-1771T and Lightspeed 20XL ANR aviation headsets
- ☆ SwitchOn 2-channel 15amp electrical outlet remote control installed in the hangar
- ☆ The hangar door was completely serviced 8/2019 by Joe Schaffer Hangar Service
- ☆ Two DeckVest VITO with harness open-ocean life vests
- ☆ One Crewsaver ErgoFit 290N OC automatic open-ocean life jacket
- ☆ 2022 BatteryMINDER 128CEC2-AA-S5 with second battery connector







Day view of the panel prior to autopilot removal.



Night view of the panel prior to autopilot removal.



Current panel in-flight (autopilot removed)



Current panel: pilot's view (autopilot removed)



Current panel: copilot's view (autopilot removed)