

1963 Comanche 250 N8154P sn 3420 (times approximate –flown regularly)

This is an exceptionally nice Comanche:

As of 6/7/26:TT 3846: TSMOH by G&N 913.; Oil analyses in logs with every oil change since 2008; Digital logs and borescope images available

TSNew Prop (3 blade McCauley) 954.7 hrs.

Annual done September 2025

IFR transponder/altimeter certification due 4/21/2027

AIRFRAME:

Paint done 2021 (9/10) - split base white and metallic gray with metallic black and emerald green accents

Excellent glass and rubber, wing root seals replaced during repaint

Speed mods – flap and aileron gap seals, wing root fairings, MLG speed spats, flap hinge fairings

Large dorsal fin with integrated NACA fresh air intake

1 piece windshield

Polished spinner

Stainless steel screws & fasteners

Small nose wheel

3 point strobes

LED landing lights (Whelan G3 Parmetheus) with pulse mode

120 gal (114 usable) with tip tanks and 3000 lb GW upgrade—approx 1200 nm no wind range

Webco entry door upper latch

New Plane Power 70 amp alternator installed 9/2023

Concord AGM battery, new 2023

Bogert battery box and copper cable

INTERIOR:

Custom 2-tone grey Cessna Citation leather done 2017 (9/10) in excellent condition – burn test certificates in logs

Color coordinated seat belts and shoulder harnesses all 4 seats

KingAir wemac fresh air vents

Rosen visors

Extra cabin insulation

Grey flat metal instrument panel with pilot & copilot 12V aux power jacks

Cheyenne control wheels with PTT on both, A/P disconnect & altitude hold on pilot's side

4 place headset jacks

Kennon heat screens

Cowl plugs

AVIONICS & INSTRUMENTS:

#1 nav com Garmin GTN 750 Xi WAAS with ADS-B traffic and weather, audio panel, installed 5/24

Aspen 1000 Pro with AOA, synthetic vision, ADS-B weather, and traffic

#2 nav com KX 155

Bendix-King VOR-Loc-GS indicator (dual glide slopes)

GTN 750 audio panel with 4 place intercom and remote transponder control

Bendix-King KN 62 DME with nav 1-2 switching
S-Tec 50 A/P with altitude hold and GPSS/LOC steering
Garmin GDL 69 XM weather receiver
Garmin GTX 345 ADS-B in/out
Vertical card mag compass
406 MHz Ameri-King AK451-2D ELT — battery due 2027
Backup vac AI on pilot's side
Pilot's side turn coordinator
Pilot's side backup altimeter
BNC panel jack for dedicated handheld outside antenna
Davtron m800 clock
JPI EDM 700 Engine analyzer and fuel flow with data download jack
Electronics International volt/amp meter with low voltage and alternator failure warning lights
Shadin fuel flow with total fuel, fuel remaining, gallons to destination, endurance (hours & minutes)
Copilot instrumentation
 Digital electronic AI
 Backup Electric DG
 ASI
 2nd turn coordinator
 Sweep second hand clock
Instruments internally lit, plus accessory panel flood lights

Backup vacuum system

Carb ice detector with warning light

Electric aileron trim

Electric flaps

Complete parts and service manuals

Max payload with 90 gal. = 794 lbs; With 120 gal = 514 lbs

Flight plan TAS 160 Kts @ 13.5 gph; 114 gal approximate range 1200 nm with 1 hr reserve; 84 gal = 850 nm with 1 hr reserve

No known damage history; all logs, except for first 5 years - '63-'68 - which have been reconstructed; all AD's c/w

AdLog system.

Kept in heated hangar on aviation BatteryMinder with airframe interface

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