

1974 Beechcraft Bonanza V35B, N81VT, s/n D9640

ACFT 4869 hrs. Nov 2022 annual inspection.

Empty weight of 2256, EWCG 80.43, useful load of 1143.

Engine TCM IO-520-BA14B. TTSOH 2075, TT since IRAN 828.

Engine was torn down and repaired in 2013 by Triad Aviation due to oil contamination. New cylinders were installed in 2011 and have approximately 200 more hours than the bottom end, and that's part of the reason why I believe they didn't "overhaul" the engine at that time. Bendix 1200 series mags were overhauled last annual. I religiously change oil ever 25hrs. and degrease the engine and belly at that time. I only need to add 1qt of oil at around 20hrs. I also run a cam guard agent as well. There is a Reiff engine heater installed.

Prop McCauley 2A36C23-D-F. Prop TT 2108, since IRAN 514

Prop was disassembled, inspected, resealed in 2017 by Aero Prop USA.

Avionics. New Garmin radios installed 08/20 by 1Vision GA. (formerly Jetsun aviation)

GTN345 ADSB in/out transponder with AHRS and Bluetooth. GAE12 encoder. GTN650NXI GPS/nav/com with WAAS. GMA345 audio panel with Bluetooth and 4 place intercom. GNC255A nav/com connected with #2 nav head and Aera 660 panel dock GPS. AV20 back up attitude indicator with multiple functions including AOA and G meter. Bendix FCS810 autopilot connected to the GTN650 for full coupled LPV and ILS approaches. The autopilot works well with no issues. The panel was pre wired for the installation of Garmin digital PFD's and autopilot for installation at a later date. Aerospace Tech digital fuel gauge, and Cies digital fuel senders installed 3/22. IFR cert done 10/22.

New LP Aero Plastics 3/8" windshield installed 11/20.

The landing gear was overhauled in 2018. New tires and brake disks installed in 2019. The aircraft was painted in 1999 by Morgan Aircraft Service, and I would rate at an 8. The leather seats were reupholstered in 2016 just prior to my purchase. The headliner, sidewalls, and carpet were replaced in 1999. I rate the interior at a 6 or 7.