

Detailed Specifications: Ai Market Value of 1977 Beech Sierra C24R N18930



Aircraft Total Time: 3658.23 (August 1, 2026)

Engine Tach: 3658.23 SMOH: 1350.92

Propeller Total Time: 3658.23 PTSO 763.3

Pilot side jacks for both **Panel Power single plug 6 LEMO noise cancelling headsets** and GA Dual plugs

Com 1: Garmin 430 GPS 430 **WAAS** with Stormscope display

Garmin GTX345 ADS-B Transponder

Stec 30 Autopilot with Altitude Hold

Com 2: Michel Mx-170b NAV-COM Radio

Marine Radio

Redundant Traffic and Weather Displays

Garmin 430 displays ADS-B Traffic and Weather

Garmin 696 displays ADS-B Traffic and NEXRAD Weather

Always Hangared

2 Doors -Pilot Side and Passenger Side

Extra Large Baggage Door

Complete Logbooks

Paint and interior 7

Ai-Cabin Width Comparison

The **Sierra C24R** offers a wider 44-inch cabin at shoulder level,

More than both the Bonanza and the Cessna 172.

Beechcraft Sierra C24R: 44 inches

Beech Bonanza (V35, A36, G36): 42 inches

Cessna 172S Skyhawk: 40 inches. The Sierra is 4 inches wider than the 172,
Significantly reducing the "shoulder-to-shoulder cramping in the 172.



Performance numbers for 1977 Beech Sierra C24R (HP, Max Airspeed, Gross Weight, Useful Load, etc.)

Google Ai: The 1977 Beechcraft Sierra C24R was Introduced in 1977 as the final and most aerodynamically refined variant of the Sierra line. It features a larger propeller and cleaned-up wheel wells to maximize performance relative to older models.

Engine & Power

- Engine Model: [Lycoming IO-360-A1B6](#)
- Horsepower: 200 HP @2,700 RPM
- Propeller: Constant speed (two-blade standard)
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Weight & Payload

- Maximum Gross Weight: 2,750 lbs
- **Maximum Useful Load: 932**
- Baggage Capacity: 270 lbs

Speeds & Performance

75% Power **Cruise Speed: 131 to 137kts (150-157mph)** (dependent on altitude and temperature).

Maximum Structural Cruising Speed (Vno): 143 KIAS

Never Exceed Speed (Vne): 168 KIAS

Stall Speed (Flaps/Gear Down, Vso): 59 KIAS

Rate of Climb: 862 to 927 FPM

Service Ceiling: 14,350 to 15,385 feet



True air speed 134kts /154 mph



Range & Fuel

- Usable Fuel Capacity: 57.2 gallons
- Estimated Fuel Burn (75% Power): 10.5 gallons per hour
- Maximum Range: 561 to 647 nautical miles





Google Ai Evaluation: Market Value of Sierra N18930

The addition of ADS-B integration and a JPI EDM-700 graphic engine monitor solidifies the aircraft's current market value at **\$105,000 to \$115,000**.

These two components transition the aircraft from a "budget" cross-country complex single into a highly transparent, fully integrated modern IFR machine. Buyers view this specific combination as a true "turn-key" package.

Financial and Market Impact of Updates

- **The JPI EDM-700 Monitor (+ \$3,000–\$4,000 Value):** A JPI EDM-700 engine monitor is a highly valued engine diagnostic tool. The presence of a dedicated engine monitor is a **major insurance policy** for a buyer. It proves the cylinders have been monitored for CHT/EGT spikes.
- **ADS-B Traffic, StormScope & Weather Synergy:** Having ADS-B "In" functionality displaying weather, traffic, and Stormscope current lightning data directly on the [Garmin GNS 430W](#) maximizes the utility of that screen. It saves the next owner a \$5,000+ trip to an avionics shop for modern compliance.

Why the WAAS Certification Changes the Math

- **Immediate IFR Utility (+ \$5,000–\$7,000 over non-WAAS):** A [Garmin GNS 430W](#) allows the next pilot to fly precision LPV approaches down to ILS-like minimums. This instantly transforms the aircraft from a simple "time-builder" into a highly capable, zero-upgrade-required IFR platform for a buyer.
- **Autopilot Synergy:** The [S-Tec 30](#) pairs seamlessly with the GNS 430W WAAS source driving an altitude-hold autopilot makes this a very comfortable, stable cross-country machine.

Garmin GTX 345 ADS-B Transponder
Value Add: +\$4,000 to +\$5,000

Rationale: This fulfills the legal requirement for modern IFR environments. The GTX 335 provides full ADS-B "In" and "Out". This allows weather and traffic data to stream directly to an iPad, or the GNS 430W screen, eliminating the need for an immediate transponder upgrade.

Complete Market Alignment: Your low airframe time (3,650 TT), 1-month-old annual, IFR Utility with WAAS, ADS-B Traffic, Stormscope & Weather capability, S-Tec 30 autopilot with altitude hold, and JPI EDM-700 Engine Monitor justify a significant premium.

Google Ai Evaluation: Optimized Listing Strategy

If you decide to list the aircraft on platforms like Trade-A-Plane or Barnstormers, you are in a strong position to hold firm on pricing:

- **Target List Price: \$119,500**
- **Expected Final Selling Price: \$108,000 – \$112,000**

Your listing description should heavily emphasize: "3,650 TT, Fresh Annual, 430W with ADS-B Traffic/Weather, Garmin StormScope display, S-Tec 30 w/ Altitude Hold, and a JPI 700 safeguarding the engine."



Contact Info for test ride:
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NO BROKER CALLS PLEASE!

Sierra N18930 is hangared at KNEW in New Orleans, LA

T-Hangar C-4 at KNEW is also available for sale