

2006 Flight Design CTSW

N297CT | IFR-equipped | 535 hours airframe | \$80,000

Montgomery-Gibbs Executive Airport (KMYF), San Diego, California



Aircraft and equipment

Two-seat aircraft with an Experimental Airworthiness Certificate, equipped for IFR operations. 535 hours total airframe time (Hobbs). Original Rotax 912 ULS engine, never replaced, reported to run very well. Separate engine time is not available. E-Props propeller.

Avionics: Garmin GPS 175 IFR navigator; Dynon D100 primary EFIS and Dynon engine monitor; uAvionix AV-30 secondary EFIS with vertical and lateral guidance for RNAV approaches; BendixKing xCruze 100 autopilot; Garmin aera 660 VFR GPS; Garmin SL40 COM; Garmin GTX 327 transponder; uAvionix tailBeacon ADS-B Out; Garmin GDL 52 ADS-B In; intercom and analog airspeed indicator.

Window suction mount for iPad included; iPad may be included by agreement.

Maintenance, condition and records

Latest annual inspection: April 2026. Parachute inspection due: August 2027. Routine carburetor overhaul completed summer 2026 by Roger Lee in Tucson.

Great condition. Tied down with full Bruce's covers for cockpit, engine, wings, empennage and propeller; no sun or rain damage reported.

History: 2022 ground rollover on grass, fully repaired by Tom Gutman at Airtime. All repair records available. Logbooks complete during current ownership, beginning in 2022; earlier records are incomplete. Rotax rubber components have not been replaced during current ownership; prior replacement date unknown.

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