



## 1986/2008 Piper Jetprop DL N350BR

5350h AFTT | 2600h PT6A-21 and 820h SHSI | 2600h 4 blade MT propeller and 245h SOH | Conversion 219 converted 04/2008















1.1

N350BR



### **Airframe | Engine | Propeller Status**

Total time of 5350h SNEW in 07/1986, converted to Piper Jetprop DL in 04/2008, conversion number 219.

One P&WC PT6A-21 with 550shp and 2600h SNEW in 04/2008 and 820h SHSI in 08/2015. HSI performed due to over torque in flight report available.

Four blade MTV-16-1-E-C—F-R(P)CFR206-58a propeller installed with 2600h SNEW in 04/2008 and 245h SOH in 03/2018.

### **Ownership Status**

The present owner is the 7<sup>th</sup> owner in total, a German individual, EU VAT paid. The aircraft was sold NEW to its 1<sup>st</sup> owner in 07/1986 in Denmark and physically exported from the United States and “OY” registered. In 02/1994, the aircraft was sold from Denmark to its 2<sup>nd</sup> owner in the United States and “N” registered. In 10/1994 the aircraft was then again sold to Europe to its 3<sup>rd</sup> owner and physically exported to Germany and remained “N” registered and then became “D” registered in 12/1996. The 3<sup>rd</sup> owner sold the aircraft in 09/2000 to its 4<sup>th</sup> owner in Austria. The 4<sup>th</sup> owner sold the aircraft to its 5<sup>th</sup> owner in 01/2008 at the same airport, flew the aircraft “D” registered to Jetprop for its conversion. During the conversion, the 5<sup>th</sup> owner registered the aircraft “N” with its today’s registration. The 4<sup>th</sup> owner continued flying for the 5<sup>th</sup> owner as one of his pilots. The 5<sup>th</sup> owner sold the aircraft in 05/2017 to Lithuania to its 6<sup>th</sup> owner and in 11/2019, this Jetprop has been sold to Germany to its current 7<sup>th</sup> owner. Aircraft experienced a hard landing in 06/2005, affected components had been inspected/repaired/replaced. In 10/2000 whilst the aircraft was parked in the hangar, a truck whilst reversing damaged the LH wing, affected components had been inspected/repaired/replaced. In 04/1998 due to heavy engine vibrations, the pilot decided to do an off-field landing and landed the aircraft safely on a field. Nonetheless the perfect landing, due to continuous rainfalls the previous 14 days, the NLG suffered minor damage, however did not collapse! The aircraft had been properly disassembled and transported to an experienced PA46 maintenance facility and repaired accordingly, affected components had been inspected/repaired/replaced. Work Reports of all incidents are available upon request. The aircraft is owner flown and always hangared. All logbooks available SNEW and maintained on behalf of experienced PA46 maintenance facility.

### **Information about Piper Jetprop DL(X)**

Higher, faster, further and more efficient, the Jetprop DL(X) is definitely the right investment to travel in a pressurized cabin in high altitudes achieving satisfying cruising speeds and being able to achieve great take-off and landing performance. Operating and maintenance costs are significantly lower compared to bigger multi engine piston planes or other similar turbo props and operating in a much safer environment in icing conditions with an existing FIKI certification. Easy and cost effective to maintain, great to fly for business and leisure!





N350BR





## Maintenance Status

04/2011 performed 240M airframe hoses replacement

08/2015 performed HSI on behalf of Standard Aero

08/2015 performed 1500h oil filter element inspection

08/2015 performed 1000h P3 Filter inspection

04/2016 performed 1000h starter generator overhaul

04/2017 performed 1000h flap tracks, flap rollers and aileron hinges bolt inspection

04/2017 performed 500h alternator and brushes inspection

04/2017 performed 500h cabin pressurization test

12/2017 performed 500h suction pump and suction pump drive inspection

12/2017 performed 1000h fuel filter element inspection

03/2018 performed 72M/3600h propeller overhaul on behalf of MT Propeller GmbH

08/2018 performed 400h fuel nozzle spray test

06/2019 performed 60M portable oxygen replacement

01/2020 performed 60M tail cone corrosion inspection

01/2020 performed 500h starter generator spline check and brushes replacement

01/2020 performed AC compressor, RG-46 battery, spinner replacement and Glareshield Fan installation

01/2020 performed 24M/500h fuel tank inspection

01/2020 performed MLG LH and RH brake discs and linings replacement and NLG fork replaced

02/2021 performed aircraft weighing and replaced MLG tires

02/2021 performed FAA annual/100h inspection

All mandatory AD complied with





## Performance Parameters | W&B Status

Cruises FL250 | 248KTAS | **using 32GAL/h** | Initial climb rate 1500fpm | FL250 in 20 minutes

MRW 1958kg/4318bs | MTOW 1950kg/4300lbs | **FW 1374kg/3029lbs** | MUL 584kg/1288lbs | MUF 570l/151GAL | PFF 129kg/285lbs











## Interior

Interior from 2019 in crème white leather in outstanding condition. Sidewalls in navy blue and light beige Alcantara and light beige Alcantara ceiling  
Spacious cabin | 4 PAX seats | Club seating configuration | Reading lights | Seat recline | Intercom for every seat











## Exterior

Paint from 01/2012 re-painted on behalf of Konprecht in Matterhorn White and Sunfast Red with Oracal Gold and Grafith decal stripes in great good condition.















## Avionics

**Autopilot:** King KFC 150 with yaw damper and King KAS 297B altitude pre-selector

**PFD/MFD:** Aspen EFD 1000 Pro

**2 x COM/NAV/GPS:** Avidyne IFD 540 displaying Jeppesen Charts, Traffic and SVT and Avidyne IFD 440 displaying SVT

**Avidyne IFD 100 for Bluetooth FPL transfer from iPad to IFD 540 and IFD 440**

**Traffic advisory:** Avidyne TAS 610

**Weather radar:** Weatherscout DI-1007 (In wing weather radar)

**Stormscope:** BF Goodrich WX1000

**Radar Altimeter:** King KRA-10A

**DME:** King KN 63

**ADF:** King KR 87

**Audio:** Garmin GMA 340

**Crosspointer:** Garmin GI-106A

**ELT:** ACK Technologies Inc. ACK E-04 406mHz

**Transponder:** Garmin GTX 330 Mode S

## Additional Features

Co-Pilots Panel including HSI | self-powered artificial horizon | Golze ADL 140

Air conditioning | LEMO plugin for Crew

Over Torque Light equipped

Emergency Oxygen bottle for Crew

Glareshield Fan | Electric Rear Heater | SoundEx equipped

Engine Trend Monitoring equipped







