



1989/2008 Piper Jetprop DLX T7-ASH

4050h AFTT | 1450h PT6A-35 and 250h SHSI | 1450h 4 blade MT propeller and 5h SOH | Conversion 226 converted 05/2008







JetPROP DLX

← 28 E 10





Airframe | Engine | Propeller Status

Total time of 4050h SNEW in 01/1989, converted to Piper Jetprop DLX in 05/2008, conversion number 226.

One P&WC PT6A-35 with 560shp and 1450h SNEW in 05/2008 and 250h SHSI in 03/2015.

Four blade MTV-16-1-E-C-F-R(P)CFR206-58a propeller installed with 1450h SNEW in 05/2008 and 5h SOH in 12/2020.

Ownership Status

The present owner is the 4th owner in total. The aircraft was sold NEW to its first owner in 01/1989, sold to its second owner, a German company in 07/1992 and physically exported to Germany whilst remaining “N” registered. In 08/1994, the aircraft was cancelled from the FAA registry and became “D” registered. In 08/1996, it was then sold to its 3rd owner, a German company who converted it to a Piper Jetprop DLX in 05/2008, JetProp conversion 226, with a total time of 2600h. The 3rd owner then sold the aircraft to its present owner in 03/2015 who deregistered the aircraft in Germany, exported it to San Marino and registered it “T7”. All logbooks are available SNEW. Since in Germany, always maintained on behalf of experienced PA46 maintenance facilities, especially since the JetProp conversion. No known damage history. The aircraft is owner flown and always hangered.

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!



T7-ASH



Maintenance Status

08/2011 performed 144M oxygen generators overhaul
04/2014 performed 600h suction pump replacement
04/2014 performed 1000h P3 filter replacement
06/2015 performed 400h fuel nozzle spray test
03/2015 performed Hot Section Inspection as part of PPI on behalf of Standard Aero
03/2015 performed 72M/2000h cabin interior corrosion inspection
08/2016 performed 1000h flap track and flap rollers & aileron hinges bolt inspection
08/2016 performed 72M corrosion control wing & tail
08/2016 performed 500h cabin pressurization test
08/2016 performed 60M oxygen cylinder replacement
07/2018 performed 1000h starter generator overhaul
07/2018 performed dual battery RG-46 replacement
06/2019 performed 24M/500h fuel tank inspection
10/2019 performed 240M hydraulic power pack | fuselage | wing hoses replacement
10/2019 performed RH wing de-ice boot replacement
12/2020 performed 500h alternator inspection
12/2020 performed 120M airborne check valves replacement
12/2020 performed 72M propeller overhaul on behalf of MT propeller
12/2020 performed 72M suction pump drive replacement
12/2020 performed annual/100h inspection
All mandatory AD | SB complied with | Special Inspections complied with



Performance Parameters | W&B Status

Cruises FL270 | 260KTAS | using 33GAL/h | Initial climb rate 2500fpm | FL270 in 18 minutes

MRW 1958kg/4318bs | MTOW 1950kg/4300lbs | EW 1437kg/3170lbs | MUL 521kg/1148lbs | MUF 570l/151GAL | PFF 65kg/143lbs







Interior

Refurbished interior including seats, side walls and carpets in oyster white in excellent condition from 08/2019 on behalf of Turmina SL (Spain).
Spacious cabin | 4 PAX seats | Club seating configuration | Executive writing table | Reading lights | Seat recline | Intercom for every seat

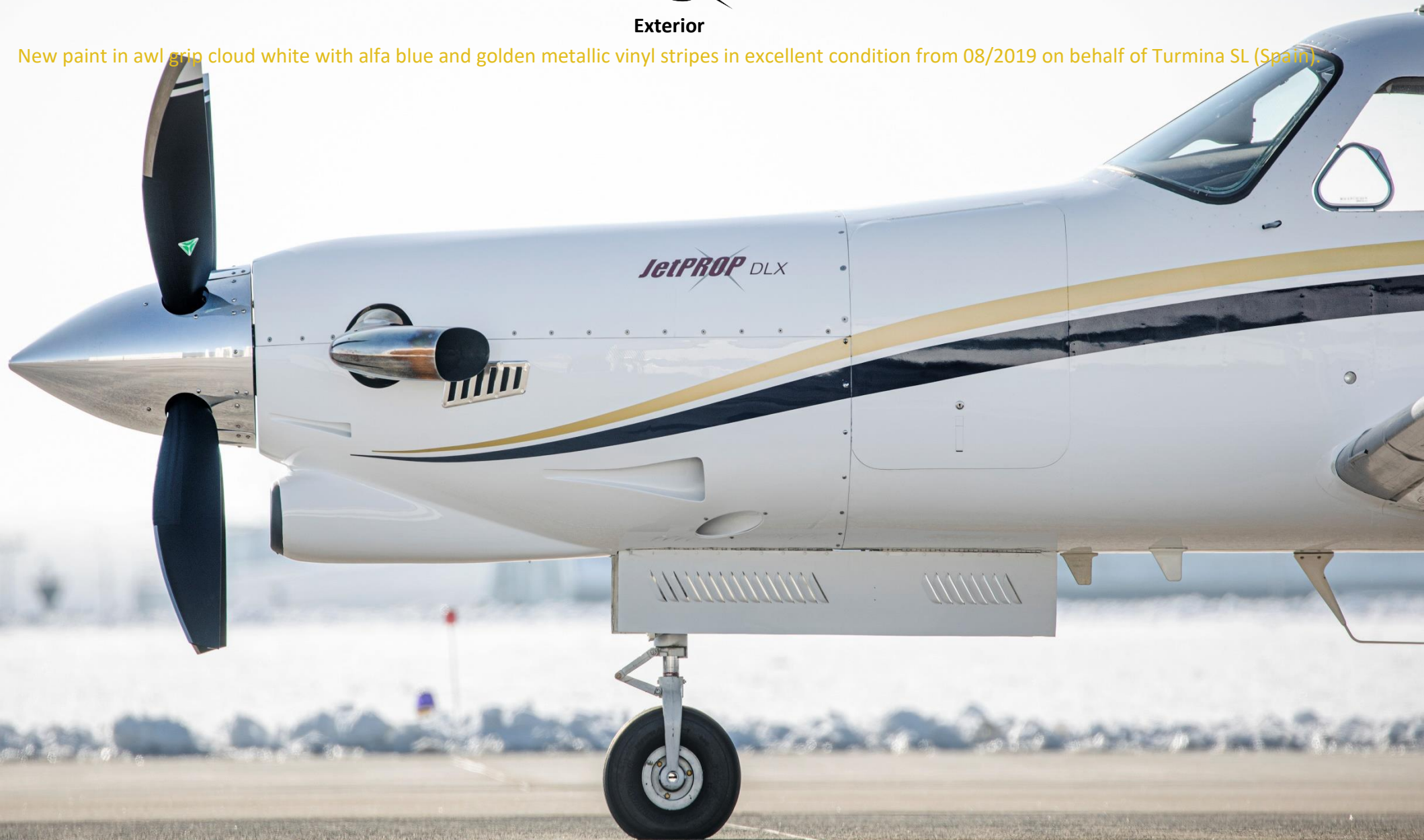






Exterior

New paint in awl grip cloud white with alfa blue and golden metallic vinyl stripes in excellent condition from 08/2019 on behalf of Turmina SL (Spain).









Avionics

Autopilot: King KFC 150 with King KAS 297B altitude pre-selector

COM/NAV/GPS: Garmin 530 WAAS

Second GPS: King KLN90B

Second COM/NAV: King KY 196B with 8,33khz spacing

MFD: Avidyne EX500 displaying terrain, traffic and Jeppesen charts

Traffic advisory: Avidyne TAS620 displayed on Avidyne EX500

Weather radar: Not equipped with weather radar!

Radar altimeter: King KRA10

Stormscope: BF Goodrich WX1000

DME: King KN 63

ADF: Slaved King KR 87 displayed on RMI

Cross Pointer: King KI 206A

Audio: Garmin GMA 340

ELT: Kannad AF 406mHz

2xTransponder: Garmin GTX 330D Mode S and King KT 73 Mode S

Additional Equipment

Air conditioning

Brushless DC Fogger Motor (03/2017)

Electric Rear Cabin Heater

Emergency Oxygen bottle for Crew

Co-Pilots panel including Cross Pointer

Engine Trend Monitoring equipped, ETM files available



