

# **2010 BEECHCRAFT BONANZA G36**

**N-reg. ex USA - EU import pending - qualifies for EASA certification  
Never put in Service - remaining factory warranty until 9-2014**

Seller is proud to bring to market this beautiful 2010 Bonanza G36. The Bonanza G36 is a single engine pilots prize the high-performance control and field-tested reliability of the Bonanza G36. Fast, roomy and comfortable, the Bonanza G36 is the aspiration of any pilot who desires unmatched craftsmanship. The piston-engine powerhouse can carry four passengers 750 miles and has a maximum cruise speed of over 200 miles per hour at a service ceiling of 18,500 feet. With a cabin almost a third larger than its nearest competitor and advanced Garmin G1000 avionics, the Bonanza G36 is a supervisor value for your money. And because it is designed and built strong enough to be certified in the rugged utility category, your Bonanza G36 is ready for an adventure with first-class technology and comfort and world class Beechcraft quality.

## **Here are some highlights to this practically new Bonanza G36:**

- Priced as a 2008 model for a like new aircraft
- Only 16 Total Time
- WAAS
- Extremely well maintained and NDH Aircraft

### **AIRFRAME:**

Total Time: 16 (plus ferry time)

### **ENGINES:**

Model: Teledyne Continental Special Edition 6-Cylinder IO-550-B39B (300HP)  
TSN: 16  
TBO: 1700 hrs

### **PROPELLERS:**

Model: Hartzell (3-Bladed 80" Hot deiced Prop)  
SPOH: 16

### **AVIONICS:**

**Garmin G1000** fully integrated avionics glass panel flight deck with large-format, high resolution display system consisting of:

- Dual high definition color LCD displays - GDU-1040 10.4" primary flight display (PFD) and 1045 multi function display (MFD) with XGA (1024x768 pixels) resolution, wide viewing angles, adjustable backlighting and clear sunlight readability.
- GPS/Comm 1 - Garmin GIA-63W IFR oceanic, WAAS enabled TSO C145a approved GPS receiver LPV/LNAV/VNAV with 16-watt communications transceiver (118.000 to 136.992

MHz with 8.33 KHz channel increments).

- GPS/Comm 2 – Garmin GIA-63W IFR oceanic, WAAS enabled TSO C145a approved GPS receiver LPV/LNAV/VNAV with 16-watt communications transceiver (118.000 to 136.992 MHz with 8.33 KHz channel increments).

- Nav 1 – Garmin GIA-63W VOR/ILS/LOC receiver tuning (108.00 to 117.95 MHz)
- Nav 2 – Garmin GIA-63W VOR/ILS/LOC receiver tuning (108.00 to 117.95 MHz)

- Transponder – GTX-33 integrated Mode S transponder with traffic information service (TIS\*) [\*TIS is for domestic US customers only]

- AHRS 1 – Garmin GRS-77 integrated solid state attitude heading and reference system, and GMU-44 magnetometer

- ADC 1 – GDC-74A MOD 1 integrated digital air data computer

- Audio/Marker System – GMA-1347; audio control panel and sixplace stereo intercom system with associated aural tones and digital clearance recording/playback

- TAWS B – integrated Class-B terrain awareness and warning system (TAWS) with worldwide terrain or domestic terrain and obstacle database displayed on the MFD

- EIS engine indication advisories – function of MFD or PFD in reversionary mode

- GEA-71 engine airframe data concentrator displayed on MFD

- AP/AFCS – GFC-700 three-axis, WAAS integrated automatic flight control system (AFCS) with LPV approach coupled VNAV, (VNAV on descent only) altitude alert, flight level change, pitch hold, and go around mode; Flight director (FD) provides pitch and roll guidance and the GSA-81 autopilot servos perform internal calculations for optimum performance

- WX Radio and Weather data link – GDL-69A (for use in USA only)

- XM Satellite – weather and radio reception [Applicable to North America Only]

- Garmin SafeTaxi (US Only) and Garmin FliteCharts provide electronic display of airport and flight navigation charts on the PFD (Subscription services are required)

**DME** is not installed yet, but will be done with aircraft sale in exchange for the XM System.

- Hand-held microphone (mounted on end of armrest between pilot's and copilot's chair)
- Cockpit speaker
- Static wicks
- Avionics master switch
- Avionics cooling fan
- Emergency Locator Transmitter (ELT) with cockpit switch

**ADDITIONAL EQUIPMENT:**

- Standby Altimeter in Millibars
- Electro-Thermal Propeller Deice System
- 100AMP28V Alternator + B&C Standby 20AMP Emergency Generator w/dual regulators
- External Power
- Standby Elec. Instrument Air Press. System + Elec. Stdby Horizon, Alternate Induction Air
- Air Condition not yet installed, can be delivered for extra cost – please inquire for a quote.

**INTERIOR:**

Six (6) passenger executive interior. Pilot's and copilot's seats with headrest, lumbar support, shared armrest, inertia reel shoulder harness with matching lap belt; four position cam lever seat back adjustment.

Pilot's sidewall storage pocket.

Club seating arrangement: Aft 3<sup>rd</sup> and 4<sup>th</sup> seats with headrests, lumbar support, shared armrests, inertia reel shoulder harnesses with matching lap belts, and four position cam lever seat back adjustment. Forward facing 5<sup>th</sup> and 6<sup>th</sup> seats with reading lights, air outlets, headrests, and inertia reel shoulder harnesses with matching lap belts. Executive writing desk on left side with acajou mahogany.

Seats and sidewalls in Pecan and Wheat Leather. Horizontal trim panel with acajou mahogany wood. Sidewall in a modern molded contour that provides maximum cabin width and more comfort.

**EXTERIOR:**

The aircraft is painted in overall Matterhorn white with burgundy and Tibetan gold stripes.

**MAINTENANCE / INSPECTION:**

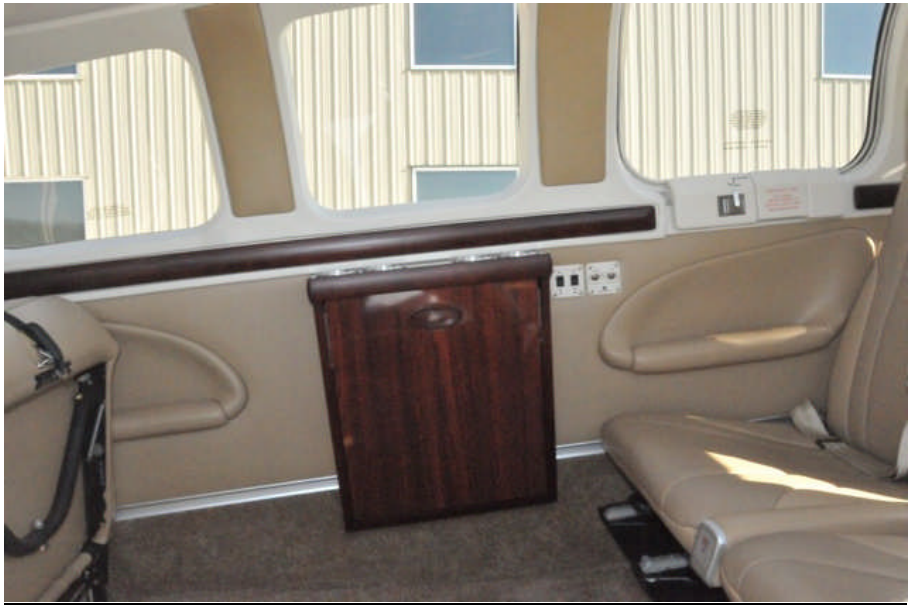
- Annual and Static Test c/w Oct of 2012
- Aircraft always hangared
- Maintained by Beech Service Shop
- No known damage history

**AIRCRAFT SIGNIFICANT HISTORY:**

1. One Owner since new.
2. Aircraft was bought for a client in China but client had a change of heart and his planned company operation in USA did not start, so he left aircraft at the factory for a while and only took later delivery and a few test flights then parked it at a repair shop's hangar since 2010.
3. Aircraft currently located in the US and is well maintained and engine ran every other week.
4. There is remaining factory warranty on airframe and engine.

PHOTOS see next 2 pages.







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## **AIRCRAFT SPECIFICATIONS**

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Stevenage, 21.11.2012

Dear Sirs,

### **PRICE:**

As long as available, subject to presale, we can offer this like new G36 for

**ca. USD 679.500 (= ca. € 519,900 as per today) + Import VAT/EUSt.**

including Export CofA in USA in condition as equipped less XM system and  
“as is” plus DME required for EASA IFR.

Please note this aircraft has no Air Condition and SVT (Synthetic Vision), but  
can be installed at extra cost – on request.

Find the standard equipment list attached.

Aircraft S/N qualifies for EASA certification at cost, we will assist in the  
process. We can also offer a legal US-N-reg. ownership/administration service  
via our US branch company and trust.

Best Regards,

**Alf Kuenzl**

Dir. of Sales

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