



4129A

This aircraft spent much of its early life in the dry Arizona climate. Since 2007, it has been professionally maintained and flown by very particular and selective pilots with attention to maintenance and dispatch readiness. This aircraft has been flown on a regular basis and been kept in a private hangar for the last 12 years.

Condition: The exterior paint is in good to very good condition. It was reapplied in 1985 and the leading edges have just been repainted in original magenta. The interior original upholstered cloth is in good condition with some areas showing fading. The carpet has been replaced in the last 10 years. The headliner is original and in excellent condition.

Revise this entire section to be more like Carolina Aircraft?... Example: Matterhorn White Overall w/ Maroon & Las Vegas Gold Striping Very Good Condition (7 ½) Beechcraft Jaguar Edition Paint Scheme (New 2000) Very Slight Hail Dimples on Engine Cowl

Engine: The engine was upgraded in November of 1990 to the IO-470N which provides 260hp compared to the original which was a 225hp powerplant. This gives the performance of the G33 Bonanza.

SMOH: 1798.1

Compressions:

2019 Annual 1. 65 2. 61 3. 70 4. 68 5. 71 6. 69
2020 Annual 1. 65 2. 60 3. 66 4. 70 5. 72 6. 71

This is a Continental Factory Overhaul. She is running very strong and I have a high level of trust despite the hours.

Avionics:

- STEC 50 Autopilot with Altitude Hold
- Garmin GMA340 audio panel
- Garmin GNS430
- King KX155 Nav/Com
- L3 Lynx 9000 Transponder/Multifunction Display/ADSB In/Out
- GEM Insight G3 Engine Monitor

MX Status:

- Annual was completed on May 6, 2020
- IFR Cert was completed on May 7, 2020
- AFTT: 4696.6
- SMOH: 1798.1
- SPOH: 391.38

Remarks:

In 2017, over \$15,000 were invested into 4129A with:

- a very comprehensive annual
- new hose package
- overhaul Cleveland brakes
- new brake lines
- overhaul fuel distributor
- overhaul fuel pump
- elevators removed, stripped, corrosion cleaned, etched and repainted

In 2019, all magenta leading edges were repainted to eliminate unsightly chips and recently, in 2020, the Garmin GNS-430 was sent to Garmin for overhaul and repairs. All ADs have been complied with.

The last pre-buy inspection was by ABS Technical Advisor, Curtis Boulware of Baker Aviation. All of the services performed required prior to purchase. This aircraft is kept in a dispatch ready state at all times for our business needs.

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