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FOR SALE

PIPER PA46 JETPROP DLX
SN 4636070 N92765

1996 YEAR OF MAKE
3080 hrs TOTAL TIME

SPECIFICATIONS

As of March 2024

HIGHLIGHTS

PT6A-34 Conversion
Imported in EU
Garmin GTN 750 / GNS 530W
Interior/Exterior Refurbished in 2008
Fresh Annual Inspection
Based in Austria



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SPECIFICATIONS 1996 PIPER PA46 JETPROP DLX SN:4636070 N92765

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AIRFRAME

Serial Number	4636070
Year of Make	1996
Registration	N92765
Certification	FAA
Total Airframe Hours	3080
Location	Vienna, Austria (LOWW)

ENGINE

Manufacturer	Pratt & Whiney
Type	PT6A-34
Time Since New	2146
Conversion Performed	Year: 2001/935 Hours
Time Between Overhaul	4000
Time Since Overhaul	N/A
Hot Section Inspection	On Condition

PROPELLER

Manufacturer	Hartzell
Type	4 Blades
Time Since New	2146
Time Since Overhaul	308
Last Propeller Overhaul	March 2019

AVIONICS

VHF COM/NAV/GPS	Garmin GTN 750
VHF COM/NAV/GPS	Garmin GNS 530
MFD	Garmin GMX 200
Co-Pilot HSI	Garmin G5
Transponder	Garmin GTX 330
Autopilot/Flight Director	Bendix King KFC 150
Weather Radar	Bendix King Radar 2000
ADF	Bendix King KR 87
DME	Bendix King KN 63
Audio	Garmin GMA 350
Stormscope	WX1000
Engine Trend Monitoring	Shadin by Deta - Approved P&W Designated Analysis Center. Since conversion

MAINTENANCE

12 Month	Freshly Complied With February 2024
Parts on condition	<ul style="list-style-type: none">Overspeed GovernorPropeller GovernorAirborne Suction Valve
Known Issue	<ul style="list-style-type: none">Max Cabin pressure differential 5 psi

INTERIOR

Configuration	6 Seat
Year	2008
Seats Color	Cream

EXTERIOR

Paint Scheme	White with red lower fuselage
Year	2008



ADDITIONAL EQUIPMENT

Air-Conditioning
Electric Rear Heater & Additional Bleed Air Heating
Co-Pilot Panel
Oxygen - 4 Piper Passenger, 2 Jetprop Cockpit
GOLZE Inflight Weather System built in, display on iPad

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H6

JetRamp

N92765

H8

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THE ENGINE OPERATOR MUST BE THE NUMBER ONE OF A LIMITED NUMBER OF A/C TYPES. ONLY QUALIFIED AND LICENSED PERSONNEL SHOULD OPERATE THIS AIRCRAFT. ALWAYS WEAR YOUR SEATBELT. ALWAYS USE PROPER PROCEDURES. ALWAYS WEAR YOUR SAFETY BELT. ALWAYS USE PROPER PROCEDURES.

DO NOT MOVE POWER LEVER TO THE FULL POWER POSITION IN FLIGHT UNLESS TARGET APPROXIMATE FULL POWER APPROXIMATION ONLY.

PRESS TO TEST

AVIONIC SLIDING

OFF ON

OFF ON

FUEL LOW SLA FILL EXHAUST GAT

OFF ON

OFF A/P NAV 1 A/P NAV 2 RADIO MASTR

STALL TEST

ON OFF

0 200 400 600 800 1000

0 100 200 300 400 500 600 700 800 900 1000

0 1 2 3 4 5 6 7 8 9 10

0 10 20 30 40 50 60 70 80 90 100

ON OFF AUTO

0 10 20 30 40 50 60 70 80 90 100

GEN ON OFF STARTER ON

0 10 20 30 40 50 60 70 80 90 100

PUMP 1 ON OFF PUMP 2 ON

0 10 20 30 40 50 60 70 80 90 100

0 1 2 3 4 5 6 7 8 9 10

JETPROP N92765

0 10 20 30 40 50 60 70 80 90 100

0 10 20 30 40 50 60 70 80 90 100

0 10 20 30 40 50 60 70 80 90 100

0 10 20 30 40 50 60 70 80 90 100

0 10 20 30 40 50 60 70 80 90 100

0 10 20 30 40 50 60 70 80 90 100

AUTOPILOT AND ELECTRIC TESTS MUST BE CONDUCTED PRIOR TO EACH FLIGHT

OFF ON

0 10 20 30 40 50 60 70 80 90 100

AVIONICS

OFF ON

LEFT RIGHT

FUEL SELECTOR

EMERGENCY GEAR EXTENSION FULL TO 80 KIAS, 80 & 70 BEFORE ENGAGEMENT

GEN AMPS

SYST VOLTS

STBY ALL AMPS

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Notes

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