



1982 KING AIR B200

SERIAL NUMBER BB-995

5,008 Hours Total Time Airframe

5,225 Total Landings

No Known Damage History

REGISTRATION NUMBER N454DC

it's all about power

ENGINES

Model: Pratt & Whitney PT6A-42

LEFT

Serial Number: PCE-93331

5,008 Hours Total Time

5,225 Total Cycles Since New

2,045 Hours SOH by P&W (2/98)

1,265 SHSI by Raytheon (1/02)

3,000 Hour TBO

RIGHT

Serial Number: PCE-93231

5,008 Hours Total Time

5,225 Total Cycles Since New

2,045 Hours SOH by P&W (2/98)

1,265 SHSI by Raytheon (1/02)

3,000 Hour TBO

PROPS

Model: Hartzell 4-Bladed Props

Serial Numbers: FY-1539 / FY-1538

71 / 71 Hours Since Overhaul by Rocky Mountain Propeller (4/09)

an outside view

This exterior features an overall Matterhorn white base complimented with black velvet, carter gold and fawn metallic accent stripes. Stevens Aviation-Greenville, SC completed this exterior in September of 2006.

looking on the inside

This 2+8 (including belted potty) interior features a standard aft club configuration with a forward right-hand 2-place couch, an aft-facing left-hand chair and an aft belted side-facing potty seat. The interior motif consist of seats upholstered in parchment leather, a sable ultra-leather headliner, sable leather sidepanels, forest green carpet and walnut cabinetry. Additional amenities include a large forward refreshment center, a right-hand narrow storage cabinet, lateral tracking seats with under-seat storage drawers, dual door support cables, and tan leather crew seats with sheepskin inserts. Eagle Aviation completed this interior in 2002.

more for your money

Aft Air Conditioning

Radiant Heat

Auto Feather

Commuter Air Exhaust Stacks

Raisbeck Ram Air Recovery System

Raisbeck 4-Bladed Props

Accordion Window Shades

Lateral Tracking Club Seats

Custom Under-Seat Storage Drawers



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tune in

| | |
|------------------------------|--|
| FLIGHT DIRECTOR | Sperry SPI-500 (5") |
| AUTOPILOT | Sperry SPZ-200A |
| COMMS | Garmin 530 / Collins VHF-20A (Digital) |
| NAVS | Garmin 530 / Collins VIR-30 (Digital) |
| DME | Collins DME-40 |
| ADF | Dual Collins ADF-60A (Digital) |
| TRANSPONDERS | Collins TDR-90 (Digital) |
| ALTIMETER | Sperry Encoding Altimeter w/Alerter |
| RADAR ALTIMETER | Sperry Radar Altimeter |
| RADAR | Bendix / King RDR-2000 Color |
| RMI | Dual Collins RMI-30 |
| HSI | Sperry SPI-500 (5") |
| GPS | Garmin 530 |
| STORMSCOPE | WX-500 |
| COMPASS | Sperry C-14-43 / Collins PN-101 |
| MFD | King KMD-850 w/King KMH-880 Multi-Hazard System w/ Traffic |
| AUDIO SYSTEM | Dual DB-438 w/dual Auto Comm |
| ADDITIONAL | Weather – Garmin GDL69 |
| | Bose Headsets |

maintaining the value

Phase 1 & 2 Inspections @ 5,008 Hours Total Time by Grand Valley Aircraft Services (8/10)
 Landing Gear Overhauled by Grand Valley Aircraft Services (8/10)
 Wing Bolt Inspection by Grand Valley Aircraft Services (8/10)
 Phase 3 & 4 Inspection @ 4, 981 Hours Total Time by Grand Valley Aircraft Services (9/09)
 Pitot / Static Check @ 4,843 Hours Total Time by West Star Aviation (2/09)

weighing the facts

| | | | |
|--------------------|------------|------------------|------------|
| Ramp Weight | 12,590 lbs | Useful Load..... | 4,195 lbs |
| Empty Weight | 8,395 lbs | MGTOw | 12,500 lbs |

Weighed by West Star December 2008

Please contact Bell Aviation for any additional details on this exceptional King Air.

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NOTE: The above aircraft is offered for sale or trade subject to prior sale, withdrawal from the market and verification of specifications.