

2005 Socata TB21GT Trinidad Turbo

THIS IS A QUITE
REMARKABLE AIRCRAFT
READY TO GO PLACES

Airframe Hours: 504.5 TT @ 29/Nov/2016

Engine Hours: 504.5 TT with 12Mth 250Hr Warranty since S/load Test May/2016

Propeller Hours: 50.5 SNEW New prop May/2016 (Prop is Deiced)

FAA Airworthiness Certificate with Annual valid to 31/May/2017



Avionics:

COM 1
COM 2
NAV 1
NAV 2
ILS
DME
TRANSPONDER w/MODE S
AUTOPILOT
Multi Function Data Source

TRAFFIC AVOIDANCE
ENGINE MANAGEMENT
WEATHER DETECTION
AUDIO/MARKERS

Make and Model If On Board:

| | |
|----------|--|
| GARMIN | 530 (WAAS upgraded July/2015) |
| GARMIN | GNS 430 |
| GARMIN | GNS 530 WAAS w/VOR/LOC/GS/VNAV |
| GARMIN | GNS 430 w/VOR/LOC/GS |
| KING HSI | Plus a No2 GS |
| KING | KN 64 Recent addition to the panel |
| GARMIN | GTX 330X Linked to GNS530 |
| KING | KFC 225 w/Integral Altitude Preselect |
| INSIGHT | TAS 1000 w/Wind Indicator ("Windicator") |
| | TAS 1000 Linked to GNS530 & GEM3 |
| | Displayed on the GNS 530 via the GTX330X's TIS-A |
| INSIGHT | GEM 3 Linked to GNS530 & TAS 1000 |
| | Wx-500 STORMSCOPE - Displayed on the GNS 530 |
| GARMIN | GMA 340 |

See third page of this spec for additional information

Other Information:

This is a turbocharged Socata TB21 Trinidad GT
250HP Lycoming TIO-540-AB1AD
Engine Serial Number L-11483-61A
TBO 2000 Hours/12 Years
Hartzell 3-blade deiced propeller
Factory oxygen - recently overhauled
Oxygen masks included in sale
All 500 hour items done May/2015
Full history, verified by owner
Always hangared
Import documents on file
Full factory corrosion protection
ELT 406Mhz (New 2015)
Relatively new aircraft cover included
Customs Import documents on file



See third and fourth pages of this spec for additional information

Known History:

Over £39K spent on this aircraft by the current owner.

Currently maintained by RGV in the UK.

Interior Details:

Beige leather seats. The interior presents almost as new; owner describes as 9/10. 5 seats available.

Exterior Details:

Original paint; owner describes as 9/10. White top over Dark Blue bottom with Red & Silver accents.

FIRM PRICE:

£ 179,000 VAT Paid



Aircraft are offered subject to Verification and Availability. E+OE.
We always recommend a Pre-Purchase Inspection before committing to a purchase.
For more information contact DERRICK INGS AIRCRAFT SALES
Tel: +44 (0) 1747 825378 Fax: +44 (0) 1747 826870 Mobile: +44 (0) 7836 708564
Email: sales@derrickings.com Web: www.derrickings.com

SOCATA TB21 TRINIDAD GT

N377C



ADDITIONAL INFORMATION

This is the last TB21 made and has the lowest hours of any TB21 on the market.

Gull wings doors offer not only a unique beauty but also a practical solution in hot conditions when they can be cracked open to allow a cooling airflow into the cabin.

Excellent payload and range - weights as follows:-

- MTOW 3086Lbs/1400Kgs
- Empty Weight 2129Lbs/966Kgs
- Useful Load 957Lbs/434Kgs
- The large baggage compartment can take 110Lbs/49.9Kgs but if the oxygen were to be removed this increases to 140Lbs/63.5Kgs

The Turbo provides good fuel to speed performance and the three bladed prop good take off climb and noise reduction.

Sample performance figures from the owner:-

At 8,000-10,000Ft:-

65% 152KTAS 12.5 USG/Hr

70% 157KTAS 13.5 USG/Hr

75% 163KTAS 16.3USG/Hr

Above 10,000Ft expect the usual improvements in TAS and reduction in fuel consumption.

At 15,000Ft+ 75% performance improves to 172KTAS 16.4USG/Hr

At 25,000Ft 75% 186KTAS 16.4USG/Hr

The tanks hold 86USG fuel.

Regarding Range, the owner says it is close to 1,000Nm but as an example he has flown to the south of France (from near London) trading fuel to allow four people with luggage on this 600Nm journey.

Many people are aware of the horrible crankshaft Bulletins that plagued a number of engines. The crank in this engine is not in the list of those affected; the owner, when he purchased the aircraft, had his FAA Inspector check the crankshaft, cylinders and piston numbers and all have been fully signed and annotated in the books. In addition the tail, where there was some rust fatigue on earlier models that caused problems, was borescoped and fully signed off, too. Absolutely a clean aircraft, probably because this aircraft has full factory corrosion proofing.

The owner spent a great deal of time checking out Title and can show a fully clean lien free VAT Paid aircraft with full documentation from the beginning of its life with no damage history and clean pedigree. The next owner has all the hard work done for them.

A NOTE ON THE AVIONICS:

The spec sheet shows the list of avionics but it is worth directing you to the Insight website to look at the relationship between the TAS1000, GEM3 and GNS530.

The TAS100 is here:-

<http://www.insightavionics.com/tas1000.htm>

The GEM3 is here:-

<http://insightavionics.com/bestg3.htm>

As you will see, they have an astonishing relationship with a multitude of useful data.

These new additions are state of the art and provide a memory card that can be removed to review every flight monitoring fuel flow, individual cylinder EGT's and CHT's as well as TIT and performances. It even provides print off of graphs thus any would be buyer would be able to see how the engine is performing in real time.

The 'Traffic Collision Awareness' can be tied into the GNS530 WAAS and communicated via the Garmin GTX330X, with ADS-B relying on Transponder Mode S encoding.

The recently installed DME that is still covered under warranty.

In addition the owner can supply,

- 1) Full comprehensive Technical Documents (Full History)
- 2) Original and full Airframe, Engine and Prop log books
- 3) Record of every flight made
- 4) POM
- 5) Check Lists, Weight and Balance revisions
- 6) Noise Abatement
- 7) Certificate of Airworthiness
- 8) Comprehensive and detailed documentation covering last two annuals
- 9) Certificate of Reg and Bill of sale
- 10) Trustee Agreement (N Reg) with Avcorp that could be transferred to save some money for the new prospective owner
- 11) Radio License
- 12) Proof of VAT paid
- 13) Clean Title verification.

The owner purchased the aircraft using ESCROW and thus was insistent that every 'i' was dotted and every 't' was crossed. This aircraft is unique as in all senses it is the youngest and cleanest 11 year old aircraft in the TB market with a modern instrument panel. The aircraft's climb rate is impressive and it has the KFC225 auto pilot with integral altitude preselect.

The new GNS530 WAAS upgrade is ADS-B compliant which must be for all N reg by 2020 and will be forced upon Europe in any event.

The GTX330X Transponder is linked with the GNS530WAAS and provides traffic, providing targets are Mode S Transponder equipped and TIS-A ground stations available. The WAAS system of course provides full ground clearance mapping as well, so a really top end install. For someone graduating up this would be an excellent plane, and for an existing Four Seater operator a good buy, and for someone who is fed up with the cost of parachutes and their ongoing costs this more than matches an equivalent type.

A note on TIS-A Limitations:

TIS-A relies on surveillance of the Mode-S radar system, which is a “secondary surveillance” radar system similar to that used by ATCRBS. Many limitations are inherent in secondary radar surveillance. Information provided by TIS-A is neither better nor more accurate than the information used by ATC. TIS-A is intended only to assist in visual acquisition of other aircraft in visual meteorological conditions (VMC). While TIS-A is a useful aid for visual traffic avoidance, system limitations must be considered to ensure proper use. No recommended avoidance manoeuvres are given, nor authorized, as a direct result of a TIS-A intruder display or TIS-A advisory.

- TIS-A is dependent on two-way, line-of-sight communications between the aircraft and the Mode-S radar antenna. Whenever the structure of the aircraft comes between the transponder antenna and the ground-based radar antenna, the signal may be temporarily interrupted.

NOTE: Refer to the TIS-A Limitations section of the Aeronautical Information Manual (AIM) for a more comprehensive explanation of limitations and anomalies associated with TIS-A.

NOTE: TIS-A is unavailable at low altitudes in many area of the United States. This is often the case in mountainous regions.

NOTE: Garmin is not responsible for Mode S geographical coverage. Operation of the ground stations is the responsibility of the FAA. Refer to the AIM for a Terminal Mode S radar site map.

TIS-A information is collected during a single radar sweep. Collected information is then sent through the Mode S uplink on the next radar sweep. Because of this, the surveillance information is approximately five seconds old. TIS-A ground station tracking software uses prediction algorithms to compensate for this delay. These algorithms use track history data to calculate expected intruder positions consistent with the time of display. Occasionally, aircraft maneuvering may cause variations in this calculation and create slight errors on the Map Page which affect relative bearing information and Garmin GPSMAP 695/696 Owner's Manual 190-00919-00 Rev. G Appendix E 223 Overview GPS Navigation Flight Planning Hazard Avoidance Additional Features Appendices Index the target track vector and may delay display of the intruder information. However, intruder distance and altitude typically remain relatively accurate and may be used to assist in spotting traffic. The following errors are common examples:

- When the client or intruder aircraft maneuvers excessively or abruptly, the tracking algorithm may report incorrect horizontal position until the maneuvering aircraft stabilizes.
- When a rapidly closing intruder is on a course that intercepts the client aircraft course at a shallow angle (either overtaking or head-on) and either aircraft abruptly changes course within 0.25 NM, TIS-A may display the intruder aircraft on the incorrect side of the client aircraft.

A note about the engine:

In October 2015, whilst taxiing back to his hangar, a Cessna's wing tip passed (from behind the prop) through this aircraft's rotating prop. 20 years without an incident until now, and not the fault of the TB21 owner.

As a result the engine had to be sent away for Shockload Testing. The work on the engine was carried out by famed Nicholson McLaren. A new propeller will complete the work.

A Shockload Inspection is VERY good news for the buyer.

