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Brian Dunsirn TBM 850, SN 516
Photo Couresty of Jim Koepnick Photography

Your Source for TBM Market Intelligence since 1996!



TBM E-News

January 2013

Dear JP,

Contact Us

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Garmin G1000 Flight Deck

Welcome to our TBM Electronic Newsletter.

Happy New Year! As predicted there was a flurry of TBM sales at the end of the year. There were eleven TBM's sold with the "A" and "850" models leading the pack with four sold each. The pricing in the A model market has been reset to the \$1,000,000 to \$1,100,000 range depending on airframe/engine hours, avionic upgrades and paint/interior condition. We are only aware of one high time B model that sold however our activity for the B model has substantially increased and with the asking prices now in the \$1.3's buyers are seeing the opportunity and are making offers. The C2 market has stabilized in the \$1,550,000 to \$1,700,000 area and with only eight C2's for sale it is no longer a buyers market. The legacy 850's are now trading in the \$1,800,000 to \$1,900,000 range however there is still a good selection to choose from so only those aircraft priced right are trading. The demand has been insane for the TBM 850 with the G1000. Three 850G's sold and the inventory is very limited with only two presently for sale one of which has a sale pending. With the pricing for the TBM 850 G1000 in the \$2,500,000 to \$3,000,000 range buyers are realizing that they are able to save a half million dollars or more by purchasing a pre-owned over a brand new TBM 850. However the challenge for a buyer to decide between a brand new and pre-owned TBM becomes more difficult when you take the fifty percent bonus depreciation that has been renewed again for 2013 and the Socata five year all inclusive maintenance program, flight training and warranties into account. This is where CAI can assist a buyer in the decision making process. Contact us to discuss whether a new or pre-owned aircraft is the best choice for you. We can also provide you with the wholesale and retail value on your trade aircraft.



Quick Links

- [My Socata](#)
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- [Turbine Solutions Inc.](#)
- [Wings Insurance](#)
- [National Aircraft Finance](#)
- [TBM Parts - Maintenance](#)
- [TBM Ground Support - Big Bike Parts](#)



TBM'S Sold: 11

YR.	S/N	MDL	A/F	ENG	EFIS	MFD	GPS	P/D	DH	RVSM	VREF	Price
1991	02	A	3,730	2,886	No	KMD-850	G-530's	No	Yes	No	\$1.014	\$1.100

1992	32	A	2,550	1,020 SHS	No	No	KLN-90B	No	No	No	\$1.091	\$1.100
1992	49	A	3,024	594 SMOH	EFS-40	GMX-200	G-530's	No	No	No	\$1.185	\$1.050
1995	107	A	2,983	1,039 SHS	EFS-40	KMD-850	G-530W	No	No	No	\$1.089	\$1.000
2001	208	B	4,050	333 SMOH	EFS-40	GMX-200	G-530/430	No	No	No	\$1.338	\$1.100
2003	254	C2	1,050	0 SHS	EFS-40	KMD-850	G-530's	No	No	No	\$1.742	\$1.550
2003	257	C2	1,197	1,197	EFS-40	EX-600	G-530W's	No	No	No	\$1.722	\$1.550
2007	432	850	1,550	1,550	EFS-40	GMX-200	GTN-750's	No	No	Yes	\$1.843	\$1.790
2009	497	850G	835	835	EFS-40	GMX-200	G-530W's	No	No	Yes	\$2.372	\$2.350
2009	509	850G	889	889	G-1000	G-1000	G-1000	Yes	No	Yes	\$2.351	\$2.490
2011	567	850G	585	585	G-1000	G-1000	G-1000	Yes	No	Yes	\$2.697	\$2.750

Legend:

YR: Year

S/N: Serial Number

MDL: Model

A/F: Airframe Time

ENG: Engine Time

EFIS: Electronic Display

MFD: Multifunction Display

GPS: Global Positioning

P/D: Pilot Door

DH: Damage History

RVSM: Reduced Vertical

Separation Minimum

VREF: Aircraft Value

Price: Sales Price

↑: Price Increased

↓: Price Reduced

+: New to Market

TBM'S For Sale: 43

YR. TBM	S/N 700A	TTSN	Features	Asking Price
			Small Clam Shell Style Door - 6,614 lbs MRAMP Weight	Serial No 1 to 142
1991	03	3,484	404 SMOH, Garmin 530/430, Sandel EHSI, GTX-300, RDS-81, NDH	\$1,195,000
1991	12	1,680	Requires light overhaul for engine, overdue maintenance, needs P&I	Offers Requested
1991	13	3,675	175 SMOH, New Paint, Dual Garmin 530s with WAAS, GMX-200 MFD	\$1,395,000
1991	17	1,525	181 SHS, King KX-165/KY-196A, WX-1000E, RDS-81, KR-87, No Damage	\$1,150,000
1992	57	1,223	Dual Garmin 530W's, GTX-300, XM Wx, Traffic/Terrain, Stormscope, NDH	\$1,250,000
			Large Cargo Style Door, Gaseous Oxygen System, 31,000 Ceiling	Serial No 126, 129, 137 143 to 243
1998	137	951	EFIS-40, Garmin 530/430, Garmin GMX-200 MFD, GTX-330 Mode S, RVSM	\$1,390,000
1999	145	1,770	EFIS-40, Dual King KX-165, KLN-90B GPS, WX-1000 Storm scope, Freon	\$1,475,000
2000	166	2,000	EFIS-40, KLN-90B GPS, Dual King KX-165 nav/comm, Wx-1000E, New Paint	\$1,400,000
2001	178	2,075	750 SHS, EFIS-40, GMX-200 MFD, Dual Garmin 530W's, Skywatch HP, EGPWS	\$1,399,500
2001	186	1,200	One Owner Since New, RVSM, EFIS, KMD-850 MFD, KLN-90B GPS	\$1,650,000
2001	190	2,030	EFIS, Dual Garmin 530W's, GMX-200 MFD, XM Wx, Skywatch, GDL-69A, NDH	\$1,339,000
2001	193	1,178	EFIS, Garmin 530/430, KMD-850 MFD, Skywatch TCAD, Wx-1000E	\$1,450,000
2001	195	733	EFIS, Garmin 530/430, Dual GTX-330 mode S, Skywatch, Wx-1000E, NDH	\$1,600,000
2001	200	1,850	EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch TCAD, No Damage, 10-YR c/w	\$1,350,000
2001	212	3,738	190 SMOH, EFIS, Dual Garmin 430's, GMX-200 MFD, Wx-500, Skywatch, EGPWS	\$1,250,000
2001	215	1350	EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch TCAD, NDH	\$1,400,000
2002	230	1,426	EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch TCAD	\$1,450,000
2002	232	1,160	EFIS, RVSM, IHAS-8000 with Traffic/Terrain, KLN-90B GPS, S/S, NDH	\$1,450,000
2002	237	1,800	EFIS, Dual Garmin 530s, KMD-850 MFD Traffic/Terrain, WX-500, NDH	\$1,275,000
2003	244	1,885	C1, EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch TCAD	\$1,395,000
			Increased Weight - 7,430 lbs MRAMP - 800+ lbs Payload w/full fuel	Serial No 205, 240, 244 to 345
2003	249	900	EFIS, Dual Garmin 530W's, Roll Steering, RVSM, KMD-850 MFD, S/S, EGPWS	\$1,650,000
2003	252	2,375	Pilot Door, EFIS-40, RVSM, Dual Garmin 530W's, GMX-200 MFD, Roll	\$1,550,000
2003	275	2,190	EFIS, Dual Garmin 530's, KMD-850 w/T/T, KDR-610 Wx, New Paint	\$1,475,000
2004	289	1,425	EFIS, Dual Garmin 530W's, GMX-200 MFD, Wx-500, RVSM, NDH	\$1,690,000
2005	306	1,325	Pilot Door, EFIS-40, Dual GTN-750's WAAS, Roll Steering GDC-31, GDL-69A	\$1,750,000
2005	319	1,875	EFIS, RVSM, Dual Garmin 530W's, KMD-850 MFD, Traffic & Terrain	\$1,695,000

2005	321	800	EFIS, Garmin 530s, GMX-200 MFD, TAS/TAWS, stormscope	\$1,850,000
2006	344	1,590	390 SHS, Crew Door, 1-owner, hangared, EFIS-40, Garmin 530s, KMD-850	\$1,750,000
TBM	850		P&W PT6A-66D Engine - 315 to 320 KIAS - Payload w/full fuel 800+	Serial No 346 - 433
2006	346	1,370	Pilot door, EFIS-40, Garmin 530's, KMD-850 MFD, TAS/TAWS, RVSM	\$2,050,000
2006	348	790	EFIS-40, Garmin GTN-750's, GMX-200, RVSM, GDL-69A Wx, hangared, NDH	\$1,900,000
2006	351	750	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, TAS/TAWS, RVSM, XM Wx	\$1,950,000
2006	360	1,475	EFIS-40, Dual Garmin 530W's, GMX-200 TAS/TAWS, RVSM, roll steering	\$1,995,000
2006	364	1,200	Pilot Door, EFIS-40 Dual Garmin 530W's, GMX-200 MFD, RVSM, P-Strike	\$1,990,000
2006	378	836	EFIS-40, Dual Garmin 530s, GMX-200 MFD, RVSM, WX-500, XM Wx, NDH	\$1,950,000
2006	381	660	EFIS-40, Dual Garmin 530's, GMX-200 MFD, RVSM, WX-500, XM Wx, NDH	\$2,400,000
2006	384	1,167	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, RVSM, WX-500, GDC-31, NDH	\$1,900,000
2006	409	356	Pilot Door, EFIS-40, Dual Garmin 530W's, GMX-200 MFD, EGPWS, Wx-500	\$2,095,000
2007	428	670	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, RVSM, Wx-500, 5 year items c/w	\$2,020,000
2007	431	505	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, RVSM, Wx-500, TAS, EGPWS	\$1,950,000
2007	433	850	Pilot Door, EFIS-40, Dual Garmin 530W's, GMX-200, XM Wx, RVSM, NDH	\$2,100,000
TBM	850G		Garmin G-1000 All-Glass Flightdeck	Serial No. 434 - 636
2009	506	1,097	G-1000 Flight Deck, Synthetic Vision, Chartview, GDL-69A Wx, RVSM, NDH	\$2,400,000
2011	556	425	G-1000 Flight Deck, Synthetic Vision, Chartview, GDL-69A, Wx, RVSM, Damage	\$2,900,000
2011	590	180	Pilot Door, G-1000 Flight Deck, Synthetic Vision, Chartview, RVSM, Wx, NDH	\$3,095,000

✈ Frequently Asked Questions (FAQ)

Q. What type of landing gear extension/retraction system is used?

A. The main system consists of electrically driven pumps and hydraulic fluid, which drive the actuating cylinders of each gear. Mechanical locking devices are integrated at both ends of the actuators for locking the gear up or down. This internal locking system is typical in many jet aircraft.

Q. What is the backup system for the landing gear extension?

A. The backup system consists of a mechanical hand pump, separate hydraulic reservoir, and separate hydraulic lines to down actuators. This system operates totally independent of the main landing gear system.



TBM Landing Gear.

Please take a look at our listings below and visit our website at www.cajets.com to view complete specifications and pictures.

- 1991 Socata TBM 700A, S/N 003 \$1,195,000
- 1995 Socata TBM 700A, S/N 107 SOLD
- 2001 Socata TBM 700B, S/N 190 \$1,339,000

- 2001 Socata TBM 700B S/N 200 \$1,350,000
- 2006 Socata TBM 850, S/N 351 \$1,990,000
- 1991 Beechjet 400A, S/N RK-0019 \$699,000
- 2008 Premier 1A \$2,595,000

Total TBM 700 fleet = 324 Aircraft - 805,700 Hours

Total TBM 850 fleet = 287 Aircraft - 178,424 Hours

(Data current as of November 2012)

If you are ready to sell or purchase a TBM 700/850 please let us know. We can act as a seller's or buyer's agent enabling you to put our 20+ years of expertise to work for you. We look forward to hearing how we can be of assistance.

Sincerely,



J.P. Hanley
President
Corporate AirSearch Int'l



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