



Brian Dunsirn TBM 850, SN 516
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Your Source for TBM Market Intelligence since 1996!



TBM E-News

July 2013

Dear JP,

Welcome to our TBM Electronic Newsletter.

Interesting how times have changed. Over the last

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Garmin G1000 Flight Deck

several years during the recession the TBM market like all turboprop aircraft declined in value. Buyers would make offers that would make sellers cringe. Those buyers that were able to come to terms on price with a seller got great deals and those buyers who continued to wait for a further decline in the TBM values missed out on opportunities. As they say you can't time the market. There are now a multitude of buyers searching for a TBM but a very limited inventory of TBM's for sale. Asking prices have increased and real buyers are now paying more for a well maintained low time TBM than in years past. As a broker it was difficult for us to educate our clients as the market declined since we had to be the bearer of bad news however our advice was to price your aircraft correctly or slightly below the market in order to get it sold. Some took our advice enabling them to sell their aircraft and others did not which is why their aircraft did not sell. Now that the market is firming up you still need to price your aircraft correctly however you can be less flexible in negotiations as the buyer's no longer have the upper hand. We expect as the economy continues to improve that so will the sale prices of TBM's however once interest rates start heading north it will be more challenging for buyers to obtain reasonable financing which could lead to a change in market conditions for the TBM. My point is if you are in the market for a TBM don't continue to put your purchase decision on hold if the right opportunity comes your way as usually the first opportunity just like the first offer for a seller is the best one. We have had some client's/buyer's wait 3 to 5 years to pull the trigger on the acquisition of a TBM and their biggest regret was that they waited so long to buy a TBM.

We are aware of some off market opportunities so contact me if you are looking to buy a TBM. If you are a TBM owner and would like to know the current value of your aircraft please call or email me.



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TBM'S Sold: 10

YR.	S/N	MDL	A/F	ENG	EFIS	MFD	GPS	P/D	DH	RVSM	VREF	Price
1991	17	A	1,525	181 SHS	N/A	N/A	KLN-90B	No	No	No	\$1.173	\$900K
2002	232	B	1,160	1,160	EFS-40	KMD-850	KX-165	No	No	No	\$1.475	\$1.300
2006	364	850	1,350	1,350	EFS-40	GMX-200	G-530W's	Yes	Yes	Yes	\$1.822	\$1.850
2006	365	850	697	697	EFS-40	GMX-200	G-530's	No	No	Yes	\$1.934	\$1.900
2006	381	850	660	660	EFS-40	GMX-200	G-530's	No	No	Yes	\$1.940	\$1.950
2007	409	850	356	356	EFS-40	GMX-200	G-530W's	Yes	No	Yes	\$2.078	\$2.025
2007	428	850	720	720	EFS-40	GMX-200	G-530W's	No	No	Yes	\$2.008	\$2.000
2007	433	850	875	875	EFS-40	GMX-200	G-530W's	Yes	No	Yes	\$1.978	\$2.000
2011	573	850G	309	309	G-1000	G-1000	G-1000	No	No	Yes	\$2.819	\$2.850
2012	609	850G	125	125	G-1000	G-1000	G-1000	Yes	Yes	Yes	\$3.037	\$3.050

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: 32

YR.	S/N	TTSN	Features	Asking Price
TBM	700A		Small Clam Shell Style Door - 6,614 lbs MRAMP Weight	Serial No 1 to 142
1991	13	4,080	450 SMOH, Dual Garmin 530W's, GMX-200, GDL-69A, Mode S Xpnder, Paint 2011	\$1,249,000
1992	27	2,403	EFIS-40, Dual Garmin 530's, MX-20 MFD, Chartview, Traffic, Wx, Freon Air, NDH	\$1,190,000
1992	29	6,750	675 SMOH, Garmin 530W, KLN-90B, KX-165 Nav/Comm, Avidyne Flightmax MFD	\$725,000
1992	57	1,223	Dual Garmin 530W's, GTX-300, XM Wx, Traffic/Terrain, Stormscope, NDH	Make Offer
1992	74	5,375	2,768 SMOH, 1,015 SHS, EFIS-40, Garmin GNS-430, WX-1000+, Damage in 1994	\$950,000
1993	91	2,825	SB-14261 c/w 3,500 TBO, EFIS-40, Garmin 530 WAAS & KLN-90B, Skywatch,	\$1,000,000
1995	102	2,650	EFIS, Garmin 530/430 WAAS, GMX-200 MFD, Skywatch, Stormscope, Roll Steering	\$995,900
TBM	700B		Large Cargo Style Door, Gaseous Oxygen System, 31,000 Ceiling	Serial No 126, 129, 137 143 to 243

1998	132	2,429	ESP on Engine, RVSM, EFIS, Garmin 530/430 WAAS, GMX-200 MFD, GDL-69A Wx	\$1,350,000
1998	137	1,050	EFIS-40, Garmin 530/430, Garmin GMX-200 MFD, GTX-330 Mode S, RVSM	\$1,390,000
1999	145	1,960	EFIS-40, Dual King KX-165, KLN-90B GPS, WX-1000 Storm scope, Freon	\$1,475,000
1999	151	2,379	583 SHS, EFIS-40, Dual Garmin 530W's, GMX-200 MFD, GDL-69A, Wx-500	\$1,275,000
1999	153	1,500	EFIS-40, Garmin 530W's, GMX-200 MFD, Ryan 9900BX TAS, Freon Air	\$1,395,000
2002	224	1,451	EFIS, Dual Garmin 530W's, GMX-200 MFD, GAD-42 Roll Steering, TAS/TAWS	\$1,395,000
2002	237	1,800	EFIS, Dual Garmin 530s, KMD-850 MFD Traffic/Terrain, WX-500, NDH	\$1,350,000
TBM	700C2		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	256	2,275	EFIS, Dual Garmin 530W's, GMX-200 MFD w/chartview, GDL-69A Wx, GAD-42	\$1,495,000
2003	275	2,190	EFIS, Dual Garmin 530's, KMD-850 w/T/T, KDR-610 Wx, New Paint	\$1,475,000
2004	278	1,750	0 SHS, EFIS, Dual Garmin 530's, IHAS-8000, Wx-500 S/S, Garmin 327 Xpnders	\$1,695,000
2004	299	2,703	Garmin 600, Garmin 530W's, Roll Steering, Synthetic Vision, Wx, ESP Gold, NDH	\$1,795,000
2004	301	1,100	EFIS, Dual Garmin GTN-750's WAAS, GAD-42 Roll Steering, GDL-69A Wx, NDH	\$1,775,000
2005	321	1,115	EFIS, RVSM, Dual Garmin 530's, GMX-200 MFD, TAS/TAWS, WX-500 S/S, NDH	\$1,775,000
2005	325	1,500	EFIS, Dual Garmin 530's, GMX-200 MFD, GDL-69A XM, GDC-31 Roll Steering, NDH	\$1,750,000
2005	343	1,015	EFIS, Dual Garmin 530's, KMD-850 MFD, KMH-880 TAS, Wx-500 S/S, GTX 327/330	\$1,795,000
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	725	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, TAS/TAWS, RVSM, XM Wx	Sale Pending
2007	375	410	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, TAS/TAWS, RVSM, XM Wx	\$2,050,000
2007	394	1,150	EFIS-40, Dual Garmin 530's, GMX-200 MFD, TAS/TAWS, RVSM, No Damage	\$1,900,000
2007	418	1,200	EFIS-40, Dual Garmin 530W's, GMX-200 MFD, EGWPS, EGWPS, Wx-500	\$2,200,000
TBM	850G		Garmin G-1000 All-Glass Flightdeck	Serial No. 434 - 663
2008	443	1,025	G-1000 Flight Deck, Synthetic Vision, Chartview, GDL-69A, RVSM, NDH, Europe	\$2,475,000
2012	603	287	G-1000 Flight Deck, Synthetic Vision, Chartview, GDL-69A, RVSM, NDH	\$3,080,000

Frequently Asked Questions (FAQ)

Q. How is the windshield de-iced? Are both the pilot and co-pilot windshields de-iced?

A. The windshield is de-iced electrically. Both sides have been de-iced since 2001

Q. What type of fuel system does the TBM 850 utilize?

A. Fuel tanks are formed by sealed enclosures in each wing (wet wing). A single filter port is located at the end of each wing upper surface. Fuel flows to a tank selector, which allows without pilot's intervention, feeding the engine from one tank to the other in predetermined sequences.

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

- 2001 Socata TBM 700B, S/N 182 Sale Pending!
- 2005 Socata TBM 700C2, S/N 321 \$1,750,000
- 2006 Socata TBM 850, S/N 351 Sale Pending!

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 experience 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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