



1981 KING AIR B200

SERIAL NUMBER BB-0931 | N995MS



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Highland Park, Illinois 60035



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AIRFRAME

Total Time Since New	7822 Hours
Total Landings Since New	7228 Landings
Home Base	Cedar Rapids, Iowa
Maintenance Tracking	Excel
Aircraft Empty Weight	8539 lbs.

ENGINES

	LEFT	RIGHT	PROPS
Description	PWC PT6A-42	PWC PT6A-42	Hartzell HC-D4N-3A 4-Bladed Propellers
Serial Numbers	PCE-PJ0924	PCE-93175	Purchaser's Option: Fresh Overhaul with Sale
Time Until Overhaul	883 Hours	1739 Hours	
Time Until Hot Section Inspection	797 Hours	1739 Hours	

MAINTENANCE

- Purchasers Option / Fresh Phase I and II by Jefferson City Flying Service with Sale
- Purchasers Option / Fresh Six (6) Year Landing Gear Inspection with Sale
- Phase III and IV complied with January 1, 2021
- Prior FAR 135 Operating History
- Always USA Based
- Always Hangared
- No Known Damage History
- Complete Logs



Coleman Jet Solutions assumes no responsibility or liability for the accuracy of information contained herein. Specifications are intended to facilitate the preliminary review of the aircraft and may not be used for any other purpose. It is the responsibility of the purchaser to conduct their own inspection of the aircraft and to verify the accuracy of the information contained herein. Aircraft is subject to prior sale, commitment, or withdrawal from the market, at any time, without notice.

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AVIONICS

- Autopilot System: Collins APC-80
- Flight Director: Collins FGS-80
- GPS #1: Garmin GPS-400W with WAAS/LPV
- GPS #2: Honeywell KLN-900
- TAWS: L-3 TAWS-8100
- Transponder: Garmin GTX-345 with ADS-B Out and In
- In-Flight Weather: Garmin Flightstream 210 Bluetooth Adapter
- MFD: Avidyne EX600
- Radar: Honeywell RDR-2000
- Stormscope: BF Goodrich WX-11
- Air Data Computer: Shadin ADC-200
- Comm Radios: Dual Collins VHF-20
- Nav Radios: Dual Collins VIR 20
- Radar Altimeter: Collins ALT-50
- RMI: Dual Collins 332C-10

ADDITIONAL EQUIPMENT

- Full Raisbeck EPIC System, Including:
 - Raisebeck Dual Aft Body Strakes
 - Raisebeck Nacelle Wing Lockers
 - Raisebeck Ram Air Recovery System
 - Raisebeck Leading Edges
 - Raisebeck/Hartzell 4-Blade Quiet Turbofan System
 - Raisebeck Exhaust Stack Fairings
- Butterfield Flow-Through Inlet Anti-Ice Kit
- Dual Aft Jumpseats
- Frakes Exhaust Stacks
- Pulselight System
- Vertical "Tell-Tail" Logo Lights
- Dual Cabin Door Cable Upgrade
- Hot Brakes Upgrade
- Concorde Sealed Lead Acid Battery Upgrade
- Prop Synchrophaser and Auto Feather
- Cabin Radiant Heat
- Pilot Relief Tube





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INTERIOR

- Ten (10) passenger configuration plus two (2) crew
- One (1) forward two-place divan
- One (1) forward aft facing chair
- One (1) four-place club seat grouping
- Two (2) aft forward facing jump seats
- One (1) sideways facing belted lavatory seat
- All cabin chairs feature lateral tracking and recline
- Forward left-hand upright pyramid bar with cup dispenser, ice chest and Mapco heat.
- Forward two-place side facing couch features under seat storage
- Aft belted lavatory seat is fully flushing



EXTERIOR

- Marathon White with Deep Red, Tan and Royal Blue Trim

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ABOUT US

Our team of professionals have collectively, over 100 years in the aviation industry. As each year passes our expertise sharpens and the bonds forged with industry colleagues around the world strengthen. As a result, our clients benefit from superior access to accurate market intelligence, and our genuine desire to serve others as a fiduciary.

MISSION

To provide superior technical, regulatory, and financial guidance with uncompromising loyalty and unequalled results. Our expertise in aircraft research, aircraft evaluation and shrewd negotiation techniques are for the sole benefit of our clients.

OUR CLIENTS COME FIRST

Our firm exists for two purposes, to be recognized as the best in the business, and to put the needs of our clients first. Our recommendations are unbiased because our revenue comes solely from our core business. As your fiduciary, we have no stake in the management, operation or maintenance of your aircraft. When your aircraft transaction is at its most critical moment we are on task, not in the cockpit at 37,000 feet.

WE ARE ALWAYS AVAILABLE

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