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TBM Newsletter

November 2009

Welcome to our bimonthly update of the Socata TBM 700/850 market. During the previous two months the following TBM's have been sold:

YR.	S/N	MDL	A/F	ENG	EFIS	MFD	GPS	P/D	Wx	P	I	DH	RVSM	Price
1993	085	A	2,675	1,066	Yes	Yes	Garmin 530	No	No	8	8	Yes	No	\$1.075*
1995	102	A	2,431	983	Yes	Yes	Garmin 530/430	No	No	8	8	Yes	No	\$1.250
1999	148	B	1,405	1,405	Yes	GMX-200	Garmin 530s	No	No	7	7	No	No	\$1,500*
1999	153	B	1,036	1,036	Yes	No	Garmin 530s	No	No	7	7	No	No	\$1,500*
2001	198	B	1,780	1,780	Yes	GMX-200	Garmin 530s	No	No	7	7	No	No	\$1,499*
2001	203	B	1,400	1,400	Yes	Yes	Garmin 530s	No	Yes	8	8	No	No	\$1.500
2003	284	C2	850	850	Yes	Yes	Garmin 530s	Yes	Yes	8	8	No	No	\$1.700
2004	276	C2	950	950	Yes	Yes	Garmin 530s	No	Yes	8	8	No	Yes	\$1.750
2005	314	C2	460	460	Yes	Yes	Garmin 530s	No	Yes	9	9	No	Yes	\$1.800
2006	372	850	790	790	Yes	GMX-200	Garmin 530s	No	Yes	9	9	No	Yes	\$2.000
2008	446	850G	365	365	G1000	G1000	G1000	No	Yes	10	10	No	Yes	\$2.600
2008	469	850G	80	80	G1000	G1000	G1000	No	Yes	10	10	No	Yes	\$2.600

Legend:

S/N = Serial Number	P/D = Pilot Door	P/S = Prop Strike
A/F = Airframe Hours	P = Paint	T/T = Traffic & Terrain
ENG = Engine Hours	I = Interior	GMX = GMX-200
MDL = Model	DH = Damage History	↑ = Price Increased
S/S = Stormscope	Air = Freon Air	↓ = Price Reduced
MFD = Multifunction Display	Wx = Weather Uplink	+ = New to Market
* = Asking Price at time of Sale		P/D = Pilot Door

The following TBM 700's are currently for sale:

MODEL YEAR	SERIAL NUMBER	TTSN	FEATURES	ASKING PRICE
<u>TBM</u>	<u>700A</u>		<u>Small door</u>	
1991	003	3,150	70 SMOH, Sandel EHSD, Garmin 530/430, GTX-330 "S"	\$1,400,000
1991	005	2,889	Dual Garmin 530W, MX-20 MFD, King EHSD, RVSM	\$1,300,000↓
1991	019	3,197	115 SOH, EFIS, KLN-90B, New P&I 2003, Oxy system	\$1,650,000
1991	022	2,445	610 SHS, Dual Garmin GNS-480, GMX-200 MFD, TAS	\$1,500,000
1991	025	3,000	EFIS, Dual Garmin 530s, GMX-200 w/charts, Skywatch	\$1,475,000
1992	030	4,310	Overhaul due, Garmin 530, Sandel, Garmin 327, No EFIS	\$1,000,000
1992	038	1,776	Garmin GNS-530W, KT-71 Xpnder, RDS-81 Radar, NDH	\$1,300,000+
1992	053	2,525	EFIS, Dual Garmin 530's, GTX-300, WX-500, TAWS	\$1,495,000*
1992	063	3,092	2,831 Engine, KLN-90, GTX-330, No EFIS or Freon Air	\$1,150,000

1993	067	3,349	350 SOH, Dual Garmin 430, Honeywell EGPWS, NDH	\$1,275,000*
1993	069	1,695	255 SHS, non-EFIS, KLN-90, WX-1000, New P&I 2005	\$1,475,000
1993	084	1,900	EFIS, RVSM, Garmin 530/430, GMX-200 MFD, Gas O2	\$1,195,000*+
1995	097	1,785	Non-EFIS, Garmin 530/430, Skywatch, WX-500, Freon	\$1,695,000
1995	098	2,370	EFIS, Garmin 530/430, GMX-200, No A/C, damage	\$1,595,000
1995	107	2,675	EFIS, Garmin 530, KMD-850 T/T, XM Wx, Skywatch	\$1,350,000*
1998	124	1,525	EFIS, Dual Garmin 530, GTX-300, RDR-2000, Freon Air	\$1,500,000+
TBM	700B		Large door	
1998	137	800	EFIS, WX-1000E, MX-20 MFD, GTX-330 Mode S, NDH	\$1,325,000
1999	150	1,900	EFIS, Garmin 430, GMX-200 MFD, KLN-90B, Skywatch	\$1,750,000
1999	151	1,350	EFIS, Garmin 530s, GMX-200 MFD, Skywatch, Wx-500	\$1,675,000
1999	152	725	EFIS, Garmin 530/430, GAD 42 roll steer, Skywatch HP	\$1,675,000
1999	154	1,404	EFIS, Garmin 530/430, GMX-200, GDL-69A, GTX-330	\$1,675,000
2000	164	1,490	EFIS, Dual Garmin 430's, GMX-200 MFD, EGPWS, S/S	\$1,695,000
2000	166	1,745	EFIS, KLN-90B, RDR-2000, Freon Air, No Damage	\$1,765,000
2001	182	1,090	1-owner, EFIS, Dual Garmin 530s, KMD-850, RVSM	\$1,800,000
2001	186	1,200	1-owner, RVSM, EFIS, KMD-850 MFD, KLN-90B GPS	\$1,650,000
2001	193	1,000	EFIS, Garmin 530/430, IHAS8000 T/T, Skywatch TCAD	\$1,750,000↓
2002	215	1,237	EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch	\$1,750,000
2002	219	1,450	EFIS, Garmin 530/430, KMD-850 MFD, Skywatch, S/S	\$1,500,000
2002	223	1,048	EFIS, Dual Garmin 530s, KMD-850 MFD, EGPWS, Wx	\$1,775,000*
2002	226	1,225	EFIS, Dual Garmin 530w, GMX-200 MFD, EGPWS,	\$1,725,000*+
2002	232	1,011	EFIS, RVSM, IHAS-8000 w/T/T, KLN-90B, S/S, NDH	\$1,675,000↓
2002	235	1,637	EFIS, Garmin 530/430, KMD-850, Skywatch, Wx-500	\$1,695,000
TBM	700C2		Increased Gross Weight – 7,430 lbs MRAMP	
2003	249	690	EFIS, Dual Garmin 530s, KMD-850, RVSM, 850 Stacks	\$2,050,000
2003	253	260	EFIS, Dual Garmin 530s, IHAS-8000, DVD, BF WX-500	\$2,300,000
2003	255	1,297	EFIS, Dual Garmin 530s, GMX-200 TAWS/TAS, RVSM	\$1,850,000
2003	259	1,500	EFIS, Dual Garmin 530's, GMX-200 MFD, GTX-327	\$2,200,000
2003	261	410	EFIS, Dual Garmin 530, IHAS-8000, Air, Dual GTX-327	\$2,350,000
2004	274	985	EFIS, Dual Garmin 530s, KMD-850 MFD, T/T, WX-500	\$1,795,000↓
2004	278	1,050	EFIS, Dual Garmin 530s, IHAS-8000, KDR-510, NDH	\$1,890,000
2004	285	990	EFIS, Dual Garmin 530, Pilot Door, EX-500 w/chartview	\$2,250,000
2004	287	1,200	Pilot Door, EFIS, Dual Garmin 530s, IHAS-8000 w T/T	\$2,225,000
2004	288	1,300	C1 lower gross weight, EFIS, Dual Garmin 530, KMD-850	\$2,000,000+
2004	292	720	EFIS, RVSM, Dual Garmin 530s, IHAS-8000, T/T, NDH	\$1,850,000*+
2004	298	868	EFIS, Dual Garmin 530s, GMX-200, WX-500, RVSM	\$2,100,000
2004	300	535	EFIS, RVSM, Pilot Door, Dual Garmin 530s, IHAS-8000	\$2,295,000
2004	301	770	EFIS, RVSM, Dual Garmin 530s, IHAS-8000, WX-500	\$1,995,000
2005	315	900	EFIS, Dual Garmin 530, GMX-200, TAS/TAWS, RVSM	\$2,195,000
2005	316	520	EFIS, Dual Garmin 530s, KMD-850 MFD, T/T, WX-500	\$2,200,000+
2005	321	800	EFIS, Garmin 530s, GMX-200 MFD, TAS/TAWS, S/S	\$2,245,000+
2005	326	610	EFIS, Dual Garmin 530s, IHAS-8000, RVSM, S/S, NDH	\$2,250,000
2005	329	775	EFIS, Dual Garmin 530s, GMX-200 with TAS/TAWS	\$2,215,000
2006	340	1200	EFIS, Garmin 530/430, GMX-200, TAS/TAWS, RVSM	\$1,975,000
TBM	850		Increased Performance - 315 to 320 KIAS	
2006	0351	600	EFIS, RVSM Dual Garmin 530s, GMX-200, Skywatch	\$2,150,000+
2006	0358	425	Pilot Door, Dual Garmin 530s, GMX-200, Traffic/Terrain	\$2,735,000

2006	0369	875	EFIS, Dual Garmin 530, GMX-200, Traffic/Terrain, RVSM	\$2,375,000+
2006	0386	500	EFIS, Dual Garmin 530, GMX-200, Traffic/Terrain, RVSM	\$2,295,000+
2007	0389	570	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,300,000
2007	0393	750	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,695,000
2007	0396	535	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,295,000↓
2007	0410	370	1-Owner, EFIS-40, IHAS-8000, Dual Garmin 530, RVSM	\$2,450,000
TBM	850		GARMIN G-1000 GLASS PANEL	
2008	0449	80	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,800,000+
2008	0452	130	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,500,000
2008	0464	85	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,800,000+
2008	0478	140	Garmin G-1000, GMC-710 Autopilot, RVSM, Minor DH	\$2,595,000+

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I had the opportunity and pleasure at the TBMOPA convention to visit with Jeff Rusk the President of DRJ industries whose company handles the landing gear overhaul for the TBM. The following is a brief synopsis of the program being offered by DRJ Industries for the landing gear on the TBM:

Landing Gear Actuator & Strut Repair / Overhaul Program

Who is DRJ technologies?

➤**DRJ** is an FAA/EASA Part 145 Repair Station (FAA QKXR998L, EASA.145.4611); Accessories Class 1 & 3, and Limited Instrument

➤**DRJ** supports many European companies for sales and service.

Major programs include hydraulics and electronics on the Agusta A109 helicopter, ATR 42/72 commuter aircraft, Gulfstream G150/200, Socata TBM fleet

➤**DRJ** is located in Corona, CA with offices in Atlanta Georgia, Paris France, and Milan Italy.



Socata Relationship

➤Through our contacts with EADS, **DRJ** was introduced to Socata Tarbes in 1999 to provide hydraulic support in the U.S.

➤December 2003: started overhauling the Landing Gear Actuator feeding the exchange pool in Florida.

- March 2007: completed first ship set overhaul of Landing Gear Struts and continued to expand our relationship with Daher-Socata.
- January 2008: Started Strut Reseal activity for Long Life Program

Investment

- Training in Tarbes for both the Actuator and the Struts. 2 training sessions totaling 200 man hours.
- Various special hand tools, holding fixtures fabricated in house based on Socata design.
- 3000 psi hydraulic test benches available at **DRJ** for full functional testing; including a 20,000 lb max capacity load cell for mandatory measurement of Strut Stroke versus Force.
- Inventory provisioning for detail parts and kits, to reduce lead times.

Strut Reseal Process

- Unit received, paperwork generated, log cards reviewed
- Complete disassembly and parts cleaned
- Precision dimensional inspection of key parts
- Reassembly using Industry Standard Parts and Proprietary parts traceable to Socata
- Full functional test
- Packing and shipped back to customer charged using Haz-Mat Protocols

Reseal Experience

- 32 Struts Resealed to date
- Over and Above related to bushing wear of linkage (experiencing \$400-\$2700 over and above)
- Turn-around-time (TAT) decreased to 5 - 7 days

Bushing Inspection

Past Year Improvements

Landing Gear Actuators

- 45 day TAT reduced to 21 days
- Revision N upgrade available (cost of kit plus labor for parallel work). Upgrade upon request.
- 10 Year Actuator upgrade available upon request.

Landing Gear Struts

- TAT for Long Life Reseal reduced to 5-7 days
- Repaint of struts available upon request (this increases the TAT by 7 days)

Overhaul Process

- Unit received, paperwork generated, log cards reviewed
- Complete disassembly and parts cleaned
- Parts that are painted are mechanically stripped of paint
- Precision dimensional inspection of key parts
- Non-Destructive testing of selected parts
- Reassembly using Kits and replacement parts traceable to Socata
- Full functional test
- Packing and ship back to customer
- Struts are shipped charged using Haz-Mat Protocols

Landing Gear Actuator

- 58 different part numbers
- 113 individual parts

Main Strut

- 168 different part numbers

- 211 individual parts

Nose Strut

- 155 different part numbers
- 210 individual parts

Precision Measuring

- Precision Measuring Tools
- Accuracies within 0.0001 inches
- Traceable calibration to NIST standards

Dimensional Checks

- Actuator: 28 checks
- MLG: 29 checks
- NLG: 31 checks

Non-Destructive Testing (NDT)

- NDT performed to industry ASTM specifications
- Actuator: 8 Parts
- MLG: 10 Parts
- NLG: 12 Parts

Reassembly

- Kits jointly developed for mandatory replacement parts
- 41 parts in Actuator Kit
- Up to 91 parts in each Strut Kit
- All parts purchased direct from Socata with full traceability.

Actuator Assembly

- Rotational alignment of hydraulic ports crucial to position interchangeability on the aircraft

Actuator Testing

- Hydraulic pressures up to 2240 psi. Landing gear position indicator light checked during cycling.

Strut Testing

- Loads up to 8000 pounds

Strut Testing

- Stroke vs. Load Curve requirement

Commercial

Struts

- NLG Overhaul \$9402
- MLG Overhaul \$9924 (each)
- NLG Reseal \$3113 – for Long Life Program
- MLG Reseal \$4063 (each) - for Long Life Program
- Minor Repairs start at \$1000
- Prices do not include any over and above parts
- TAT 60 days for Overhaul
- TAT 5-7 days for Reseal
- Loaner Gear available

Landing Gear Actuators

- Overhaul \$5567
- Overhaul TAT 21 days
- Minor Repairs start at \$1000
- Prices do not include any over and above parts
- 10 Yr Actuator upgrade \$2600 plus standard overhaul.
- Loaner Actuators available

When we speak about the landing gear there are two separate components that have maintenance requirements. The first are the landing gear struts/legs which were previously required to be overhauled at 7 years or 5000 cycles at an estimates cost of \$30,000 to \$35,000 USD. A new program was developed as the majority owners were no where near the 5000 cycle requirement at 7-years but were still required to overhaul their landing gear if they were going to stay in compliance with the manufacturer's recommendation. The new program only requires checking and replacing all the seals in the landing gear struts at a cost of \$10,000 to \$12,000 and only taking 5 to 7 days compared to 30 to 45 days for overhauling the landing gear. The second component of the landing gear is the actuator which assists the landing gear when being lowered or raised. There is an actuator on the nose and one on each of the main landing gear. The current requirement is to overhaul all three actuators every 7-years however when you have them overhauled you can do them upgraded to 10-years. The cost is approximately \$10,000 per actuator so a total of \$30,000 to have all three actuators overhauled. Should you have additional questions or would be interested in having **DRJ** overhaul your landing gear or actuators please contact Jeff Rusk on (951) 372-2870 or Jeff.Rusk@drj.aero.

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

- 1992 Socata TBM 700A S/N 053 \$1,495,000
- 1992 Socata TBM 700A S/N 067 \$1,275,000
- 1993 Socata TBM 700^a S/N 084 \$1,195,000
- 1995 Socata TBM 700A S/N 107 \$1,350,000
- 2002 Socata TBM 700B S/N 223 \$1,775,000
- 2002 Socata TBM 700B S/N 226 \$1,725,000
- 2004 Socata TBM 700C2 S/N 292 \$1,850,000
- 2006 Socata TBM 850 S/N 372 **SOLD!**
- 2008 King Air B200GT S/N BY-48 \$5,499,000

If you know of someone who is interested in receiving our newsletter please have him or her signup by visiting our website at www.cajets.com or send an email to jp@cajets.com. If you are ready to take the next step to purchase a TBM 700/850 please let us know. We can offer attractive financing packages and have the ability to take trades. We look forward to hearing how we can be of assistance.

Thank you,



James P. Hanley
President

If you would like to be removed from our newsletter please email jp@caijets.com with "remove" in the subject line