



“JP” Hanley, President

# TBM 700 Newsletter

September 2004

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

YR.	S/N	A/F	ENG	MDL	EFIS	MFD	GPS	S/S	R/D	Wx	P	I	DH	AIR	ASK \$
1992	049	2,391	0 SHS	“B”	Yes	IHAS-8000	KLN-90B	Yes	Yes	No	9	9	No	Yes	\$1.660
2000	161	432	432	“B”	Sandel	No	Garmin 430's	Yes	Yes	No	8	8	No	Yes	Leased
2000	175	680	680	“B”	Yes	FlightMax	Garmin 530's	Yes	Yes	No	8	8	No	Yes	\$1.850
2001	210	290	290	“B”	Yes	KMD-850	Garmin 430	Yes	Yes	No	9	9	No	Yes	\$1.995

### Legend:

S/N = Serial Number	R/D = Radar	↑ = Price Increased
A/F = Airframe Hours	P = Paint	↓ = Price Reduced
ENG = Engine Hours	I = Interior	+ = New to Market
MDL = Model	DH = Damage History	
S/S = Stormscope	Air = Freon Air	
MFD = Multifunction Display	Wx = Weather Uplink	

### The following TBM 700's are currently for sale:

MODEL YEAR	SERIAL NUMBER	TTSN	FEATURES	ASKING PRICE
<b>TBM</b>	<b>700A</b>		<b>Small door</b>	
1991	001	3,150	150 SMOH, GNS-530/430, 10-year c/w, No Freon, NDH	\$1,395,000
1991	004	1,203	475 SHS, Sandel EFIS Garmin 430, New interior 1999	\$1,450,000
1991	007	3,040	20 SMOH & SB-14261, GNS-530/430, Skywatch, NDH	\$1,650,000
1991	022	1,700	Garmin 530, KMD-850 MFD, SB-14261 c/w, P&I 1998	\$1,650,000
1991	025	2,351	911 SHS, 2-tube EFIS-40, KLN-90B, Freon, No Radar	\$1,595,000
1992	029	5,475	2,475 SMOH, EFIS, Garmin 530, Skywatch, FlightMax	\$1,499,000↓
1992	030	3,016	2286 SMOH, Garmin 530, New P&I 2002, No EFIS / Air	\$1,400,000
1993	069	1,550	No EFIS, 1-owner snw, KLN-90, GPS, Damage history	\$1,595,000↓
1993	074	2820	30 SMOH, EFIS, 1-owner, 10-year c/w, minor damage	\$1,595,000
1993	091	820	No EFIS or Air, Argus 5000, 10-year/annual – March 04	\$1,550,000
1995	098	1,765	EFIS, Garmin 530, SB-14261 c/w, new P&I, Gear Up 1999	\$1,595,000↓
1994	102	1,600	EFIS, Argus 5000CE, KMD-850, WX-1000E, KLN-90B	\$1,775,000
1995	107	2,020	SB-14261, EFIS, KMD-850, EGPWS, New Paint 2002	\$1,695,000*
1999	141	1,585	EFIS, KMD-850, Wx uplink, Freon Air, KLN-90B	\$1,850,000
<b>TBM</b>	<b>700B</b>		<b>Large door</b>	
2000	164	625	EFIS, Dual GNS-430's, Flightmax 750 MFD, Skywatch	\$2,125,000
2000	166	1,300	EFIS, KLN-90B, RDR-2000, Freon Air, No Damage	\$2,050,000↓
2000	169	500	EFIS, KLN-90B, KMD-850, Skywatch, Air, RDR-2000	\$2,150,000
2000	171	490	EFIS, Argus 7000, Skywatch, WX-1000, 02 generators	\$1,975,000

2001	185	870	EFIS, Dual Garmin 530's, WX-1000, Pilot Door, Gas 02	\$2,300,000
2001	207	446	EFIS, IHAS-8000, KLN-90B, WX-1000E, BF Skywatch	\$2,125,000
2001	217	225	EFIS, Dual Garmin GNS-530's, KMD-850, Skywatch	\$2,150,000
2002	228	565	EFIS, Garmin GNS-530's, Skywatch, KMD-850 MFD	\$2,175,000↓
2002	234	268	EFIS, Garmin 530's, KMD-850, Skywatch, Pilot Door	\$2,295,000*
2002	237	430	EFIS, KMD-850, EGPWS, TCAS, KLN-90B, Freon Air	\$2,250,000
2002	238	322	EFIS, Garmin 530's KMD-850 w/EGPWS, S/S, Freon Air	\$2,295,000
<b><u>TBM</u></b>	<b><u>700C1</u></b>		<b><u>European Certified</u></b>	
2003	244	473	EFIS, Garmin 530's, KMD-850 MFD, S/S, Freon Air	\$2,395,000+
2003	279	45	EFIS, Garmin 530's, KMD-850, Warranty, Like New	\$2,345,000
<b><u>TBM</u></b>	<b><u>700C2</u></b>		<b><u>Increased Gross Weight – 7,430 lbs MRAMP</u></b>	
2003	245	500	EFIS, Dual Garmin 530's, IHAS-8000, Wx uplink, Aircell	\$2,400,000
2003	277	80	EFIS, Garmin 530's, IHAS 8000, EGPWS, Warranty	\$2,689,970

**\*Owned or exclusively represented by Corporate AirSearch Int'l., Inc.**

CAI sold 2001 TBM 700B, S/N 210, which was located in England to a U.S. buyer so I had the awesome experience of being on the ferry flight from England back to the U.S. We hired Marc Mosier, an experienced ferry pilot, to fly the aircraft back to the U.S. Our itinerary follows:

	<b>Hobbs Time</b>	<b>Date</b>
London, England to Wick, Scotland	- 1.8	9/08/2004
Wick, Scotland to Reykjavik, Iceland	- 2.7	9/08/2004
Reykjavik, Iceland to Nuuk Greenland	- 3.2	9/09/2004
Nuuk, Greenland to Goose Bay, Canada	- 2.8	9/09/2004
Goose Bay, Canada to Sept Iles, Canada	- 1.3	9/09/2004
Sept Iles, Canada to Cleveland, Ohio	- 3.8	9/10/2004

Flying long legs over the North Atlantic Ocean in a single engine aircraft can be somewhat disconcerting but with the capability of the TBM 700 enabling you to get above most of the weather, offering turbine reliability, good range and speed, the trip was non eventful for the most part. I would highly recommend Marc Mosier if you plan on doing this flight as planning and experience are very important in order to insure a smooth, safe, ferry flight. We had originally planned to fly from Reykjavik, Iceland to Narsarsuaq, Greenland that has a runway that is located at the end of a fjord.



**Nuuk - Greenland Airport**



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In checking the weather it was too close a call since the approach requires a minimum of a 1500 foot ceiling and before our departure Narsarsuaq had a ceiling of 800 foot broken so Marc made the call to fly into Nuuk, Greenland instead where the conditions were better and also leaving us with enough fuel to get to our alternate Sondrestrom if necessary. I can say during our approach into Nuuk, Greenland that the "Pucker Factor" for a first timer like myself crossing the ocean was very high. The turbulence on the approach was moderate into the 3000-foot runway that sits on a plateau and has a rock formation at the end. You definitely do not want to land long as the TBM would be no match for the rock formation. Marc was kind enough to forewarn us that a sinkhole exists near the approach end of the runway, which if you were not familiar with could cause you to fly into the runway. Our approach and landing into Nuuk, Greenland was definitely an exciting part of our trip. Overall we spent two and half days flying and 15.6 hours in the air to get from London to Ohio.

Activity is picking up again in the TBM 700 market so we are expecting a strong fourth quarter. Several TBM's have been withdrawn for sale and several have been sold. As the inventory of TBM's starts to diminish the prices will firm up. If you have been waiting to buy a TBM 700 now is the time to jump in before selection becomes limited and prices start to rise.

We would like to welcome the following new TBM 700 owners:

- |                |                |         |
|----------------|----------------|---------|
| ➤ Lucas Franco | 1992 TBM 700A, | S/N 049 |
| ➤ Riverton Air | 2000 TBM 700B, | S/N 175 |
| ➤ N700KH LLC   | 2001 TBM 700B, | S/N 210 |

You can view pictures and detailed spec sheets on TBM 700 serial numbers 107 and 234 that CAI has exclusively for sale by visiting our website at [www.caijets.com](http://www.caijets.com). If you know of someone who is interested in receiving our newsletter please have him or her sign up by visiting our website or sending an email to [jp@caijets.com](mailto:jp@caijets.com).

If you are ready to take the next step to purchase a TBM 700 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](mailto:jp@caijets.com) with "remove" in the subject line