



**1958 Beech Bonanza J35
N8333D | SN: D-5434**

**Offered by RidgeAire, Inc.
903-586-1521 | bar@ridgeaire.com**

OVERVIEW

First introduced in 1947, with successor models still in production today, the Bonanza is a perennial favorite among general aviation pilots. With its distinctive V-shaped tail, the Bonanza is easily recognized on ramps around the world.

The Bonanza J35 has seating for a pilot and three passengers, as well as a luggage door and aft hat/coat compartment. With a useful load of 957 lbs., there's plenty of room for everyone and their baggage.

N8333D has 5,207 hours and an engine with 652 hours since factory rebuild (1994). The 3-bladed McCauley prop was installed new at the same time as the engine overhaul.

The avionics panel features an Avionics Master Switch, as well as some nice upgrades, including a Garmin GNS-480 WAAS and a STEC 55X autopilot. The transponder is a Garmin GTX-345 and the aircraft is ADS-B certified. For added safety, the windshield was replaced with a "goose-proof" LP Aero Plastics 269 framed windshield, increasing pilot and passenger safety in the event of a bird strike.

If you're looking for a fast airplane for afternoon VFR fun, weekend getaways, or flying IFR at or near minimums, you've found it.

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AIRFRAME

Total Time: 5,207.32 hours @ Tach 651

Tach replaced 1994: + 4555.35

Damage History: Gear up landing (1983)

Empty Weight: 2,093 lbs.

Useful Load: 957 lbs.

ENGINE

Continental IO-550-B4F

300hp | 1,900 hours TBO

S/N: 293521-R

SMOH: 652 hours (11/18/1994) by Teledyne Continental Motors, Inc. (Factory Zero Time)

G.A.M.I's

1/2018: Fluid Lines Replaced

2/2020 500 hours Mag; next due @ 1004 Hobbs

PROP

3-Bladed McCauley D3A32C409-C

S/N: 932364

SNEW: 652 hours (11/18/1994)



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MAINTENANCE

Annual Inspection

Last completed: May 2022

IFR Certification

Last completed: May 2022

ELT Battery

Next due: March 2027

AD 94-20-04-R2 V-Tail Inspection

Next due: Tach 744.36 hours

AD 95-04-03 Spar Carry Through

Next due: Tach 750.0 hours

AD 2007-08-08 Unlock Rollers

Next due: Tach 744.36 hours

Fuel Cells

Left Main: New 03/2001

Right Main: Overhauled 06/1995

Left Aux: New 02/2019

Right Aux: Overhauled 06/1997

OWNERSHIP

Texas, USA: 1958 - 1965; 1989 - 1990

Louisiana, USA: 1965 - 1968

Mississippi, USA: 1968 - 1972

Kansas, USA: 1972 - 1974

Utah, USA: 1974 - 1975

New Mexico, USA: 1975 - 1989; 1990 - 2022



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AVIONICS

Panel, circuit breaker panel, and switching is upgraded by Aviation Research “floating style” panel and last generation center stack. Completed in all metal, very sporty & expensive! Arranged to keep PIC workload down and detailed to perfection!

Avionics Master Switch

Audio Panel: Garmin GMA 340 w/ intercom all 4 seats

NAV/COM/GPS 1: Garmin GNS-480 WAAS GPS with Garmin MX20/CNX-80 MFD with upgraded software

HSI: Bendix/King KCS 55A coupled to Nav 1, displays GNS-480 input

COM 2: Norco 810 COMM

VOR 2: Norco NAV12D and NAV12 in self-contained nav heads

Transponder: Garmin GTX-345 w/ Alt encoder, ADS-B In/Out and WiFi to iPad/ForeFlight.

XM Aviation: Garmin GDL 69A

Auto pilot: S-Tec Fifty Five X with yaw damper

Engine Monitor: JPI EDM-700

Fuel Monitor: Shadin Microflo-L



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ADDITIONAL EQUIPMENT

Osborn Tip Tanks (97 total gallons)
Cleveland Brakes
GAMI Injectors
LP Aero Plastics 269 "Goose-Proof" Windshield w/
D'Shannon STC
Thick Side Glass
Traffic Alerter
Brackett Air Filter STC
Rosen Sun visors
Davron M877 Digital Chronometer
ACK ELT
3 Point Gear Lights
Air-Oil Separation
Whelen Strobes
Stainless Steel Battery Box in Engine Compartment
Bose Powered Headphone Jacks

COMMENTS

Interior

Rated 6.5

- Tidy interior

Exterior

Rated 7.0

- Primary color: White
- Accent colors: Orange & Yellow

Comments

- Sharp ramp presence, fun aircraft.

Aircraft specifications are subject to change at any time. This specification sheet is intended as preliminary information and is subject to verification by the purchaser

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RidgeAire
WORLDWIDE
aviation specialists

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People are more important than planes