

# Piper PA34 Seneca III SP-CSL

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215 000€



### Main information

Location	<b>Poland</b>
Year	<b>1981</b>
TTAF	<b>6457h</b>
Serial number	<b>34-8133237</b>
Registration	<b>SP-CSL (EASA - POLAND)</b>
Reason of sale	<b>Other aviation project in progress</b>
Owner	<b>Owned by company - selling based on invoice</b>
Availability	<b>Immediately</b>
Date of photo session	<b>03/2024</b>

### Engine & propeller

Engine #1 model	<b>Continental TSIO-360-KB</b>
Engine #1 serial number	<b>315193</b>
Engine #1 TBO	<b>1800h</b>
Remaining hours on engine #1	<b>431h</b>

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Remaining time on engine #1	<b>12 years TBO until 01/2027</b>
Last engine #1 overhaul	<b>01/2015</b>
Engine #2 model	<b>Continental LTSIO-360-KB</b>
Engine #2 serial number	<b>319403</b>
Engine #2 TBO	<b>1800h</b>
Remaining hours on engine #2	<b>186h</b>
Remaining time on engine #2	<b>12 years TBO until 03/2025</b>
Last engine #2 overhaul	<b>05/2013</b>
Propeller #1 model	<b>Hartzell BHC-C2YF-2CKUF</b>
Propeller #1 serial number	<b>JS206B</b>
Propeller TBO	<b>2400h</b>
Propeller #1 TSO	<b>0h</b>
Last propeller #1 overhaul	<b>11/2024</b>
Remaining hours on propeller #1	<b>2400h</b>
Remaining time on propeller #1	<b>6 years TBO until 11/2030</b>
Propeller #2 model	<b>Hartzell BHC-C2YF-2CLKUF</b>
Propeller #2 serial number	<b>JS247B</b>
Propeller TBO	<b>2400h</b>
Propeller #2 TSO	<b>260h</b>
Last propeller #2 overhaul	<b>07/2021</b>
Remaining hours on propeller #2	<b>2140h</b>
Remaining time on propeller #2	<b>6 years TBO until 05/2027</b>

## Avionics & equipment

Glass Cockpit	<b>Glass Cockpit Garmin G500 TXi</b>
NAV/COM1	<b>Garmin GTN 650</b>
NAV/COM2	<b>Garmin GNS 430 W</b>
Transponder	<b>Garmin GTX 330</b>
ADF	<b>Bendix King KR87</b>
Autopilot	<b>Piper Autocontrol</b>
AudioPanel	<b>Garmin GMA 340</b>
ELT	<b>Kannad 406 Mhz</b>
DME	<b>Bendix King KN62A</b>
Engine monitoring	<b>Complete GEA 110 engines monitoring system</b>
Additional equipment	<b>EGT, CHT, TIT</b>
Additional equipment	<b>2 x Garmin G5</b>
Additional equipment	<b>Garmin GI 275</b>
Additional equipment	<b>Flight Stream 210</b>
Additional equipment	<b>Synthetic Vision, SVT</b>
Additional equipment	<b>ChartView</b>
De-icing	<b>FIKI - de-ice boots very good condition</b>

## Maintenance

ARC	<b>Valid ARC</b>
AD/SB	<b>All AD's SB up to date</b>
CAMO	<b>Under CAMO</b>
Maintenance	<b>PART 145</b>

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## Interior

Visual condition	<b>9/10</b>
Seats type	<b>Leather</b>
Interior color	<b>Sand/Grey</b>

## Exterior

Visual condition	<b>8/10</b>
Paint color (paint scheme)	<b>Custom paint</b>

## Additional information

Taxes	<b>Price + VAT (VAT rate depends on the Buyer's status)</b>
Delivery	<b>Worldwide delivery possible</b>
Documents since new	<b>All documents since new</b>

We offer this aircraft as exclusive broker - contact us for any questions

Aircraft Subject to Prior Sale or Removal from Market without Notice.

Specification Subject to Verification by Purchaser

The plane is used on an ongoing basis, component times will vary depending on the number of flights performed.



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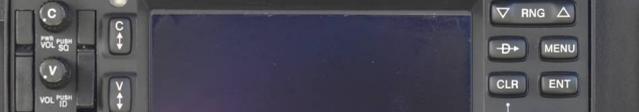
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<h2>SP - CSL</h2>		
<p>MAXIMUM TAKEOFF WEIGHT 4407 POUNDS MAXIMUM LANDING WEIGHT 4407 POUNDS</p>		
<p>MINIMUM SINGLE ENGINE CONTROL SPEED 66 KIAS</p>		
<p>VA 136 AT 4407 LBS. (SEE A.F.M.) VLO 130 DN, 108 UP VLE 130 MAX. DEMO X-WIND 17 KTS</p>		
<p>Flaps 10° 140 KIAS maximum Flaps 25° 122 KIAS maximum Flaps 40° 115 KIAS maximum</p>		
<p>AVOID CONTINUOUS GROUND OPERATION 700 - 2100 RPM IN CROSS / TAIL WIND OVER 10 KT.</p>		
<p>AVOID CONTINUOUS OPERATIONS 2000 - 2200 RPM ABOVE 32" MANIFOLD PRESSURE.</p>		
		
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<p>Flaps 10° 140 KIAS maximum Flaps 25° 122 KIAS maximum Flaps 40° 115 KIAS maximum</p>		
<p>AVOID CONTINUOUS GROUND OPERATION 1700 - 2100 RPM IN CROSS / TAIL WIND OVER 10 KT.</p>		
<p>AVOID CONTINUOUS OPERATIONS 2000 - 2200 RPM ABOVE 32" MANIFOLD PRESSURE.</p>		

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