



Silver Hawk Aviation

2003/2004 Cessna T206H Stationair
Registration: N2145R - Serial Number: T20608427
AFTT: 5,691 Hours - Asking Price: \$425,000.00



- One Owner
- Always Hangared
- Total Cycles: 2,062
- Tail ID Transfers to New Owner
- Complete Logs
- Factory Installed Keith Air Conditioning
- Garmin GTN-750 - Garmin G500 - Garmin GTX-345
- No Significant Damage History
- No Corrosion History
- Based with the Texas Department of Public Safety - Austin, Texas

Original Certificate of Airworthiness:	November 2003
Entry Into Service:	March 2004
Date of Last Annual Inspection:	July 2022 w/Oil Analysis 'Normal'
Fresh Annual Just Concluded:	Rio Grande Aviation - Del Rio, Texas

ENGINE:

Lycoming Factory Remanufactured Zero Time Engine - at Installation

- | | |
|---------------------------------|---|
| • Make/Model: | Lycoming TIO-540-AJ1A - 310 HP |
| • Serial Number: | RL-1135-61E |
| • Installed: | 31 March 2016 |
| • AF Tach Time at Installation: | 3,300 + 2,391 = 5,691 Hours as of 1 July 2022 |
| • Current Engine Total Time: | 1,485 Hours - 75 Months - TSREMAN |
| • Compressions July 2022: | 77/77/79/78/79/78 |

PROP:

- Make: McCauley
- Model: B3D36C432 - 3-Blade - w/Thermoelectric De-Ice
- Hub S/N: 022608
- Blade #1 S/N: XH26064
- Blade #2 S/N: XI 26134
- Blade #3 S/N: XI 26135
- TSN: 5,672 Hours
- TSO: 1,989 Hours - 100 Hour Inspection July 2022
- Date of OH: January 2014

PROP GOVERNOR:

- Make: McCauley
- Model: DC290D1-F/T 25
- S/N: 160399
- Replaced with OH Unit: September 2021 @ 5,457 Tach Time
- TSO: 185 Hours

AVIONICS:

VERY well equipped panel. With the impressive installation of the Garmin 750, 500, 345, & SL30:

- Garmin GTN-750 Touchscreen GPS/NAV/COMM/MFD /WAAS
- Garmin G500 GDU-620 Dual 6.5" Multi Function Display
- Garmin GTX-345 ADS-B In/Out Transponder
- Garmin SL-30 Nav/Comm
- Bendix/King KAP-140 AutoPilot
- Bendix/King KMH-820 Multi-Hazard Awareness Unit
- Garmin GDL-69A XM Weather
- Bendix/King KR-87 ADF
- Jupiter JA94 Audio Panel
- Shadin Digiflo-L Digital Fuel Management System
- Garmin GRS-77 AHRS
- Garmin GDC-74A Air Data Computer
- Garmin GDP-59 Temperature Probe
- Garmin GMU-44 Magnetometer
- Garmin GA-35 GPS / WAAS Antenna
- Garmin GA-55 XM Antenna
- Mid Continent MD41-1208 TAWS Annunciator
- Avionics Master Switches Bus 1 & Bus 2
- Artex 406 MHz ELT w/Panel Switch And Indicator - Battery Due Aug 2026
- Davtron Quartz LCD Clock w/OAT & Voltmeter

PAINT & INTERIOR & WINDOWS/WINDSHIELD:

- Paint is a 7.5/10
- Interior is a 4/10
- Windows/Windshield - 8.5/10

MAINTENANCE:

- Fresh Annual - June 2022 - Texas Department of Transportation
- All Maintenance, Service Bulletins, AD's completely up to date
- Hangar Rash - May 2015 - Replacement w/New R Horizontal Stab & Rudder - No 337
- New Gill G-242 Battery - December 2021
- New Exhaust Tail Pipe - June 2021
- New A/C Compressor & Receiver Dryer - June 2021
- New Top Position Vacuum Pump - June 2021
- New Magnetos - June 2021
- New MLG Brake Discs & Servicing of Brake Cylinders - June 2021
- KFC-140 A/P Roll Servo Replaced w/OH Unit - February 2022
- New Ignition Switch w/Matching Cabin & Cargo Door Locksets - July 2022

ADDITIONAL:

- PulseLite Collision Avoidance System
- Airwolf air/oil separator
- Rosen sun visors
- Alternate static air source
- Heated pitot and stall warning systems
- Horizontal stabilizer leading edge abrasion boots
- Rudder and elevator trim
- Recessed wing strut tie down eyelets
- Refueling steps and handles
- Wingtip strobe lights and tail top red strobe beacon
- Landing and taxi lights
- Left and right lower wing courtesy entry lights
- Parking brake
- Cleveland Wheels & Brakes
- Aft Bench Seat - Seats 5 & 6 - Included
- Pilot and copilot overhead map/instrument lights, and seat lights
- Overhead cabin speaker
- Mid-cabin overhead seat lights
- Cabin air, cabin auxiliary air, cabin heat and defrost controls
- Spacious aft cargo/baggage compartment
- Complete & Interrupted Logs

NOTE: Four (4) Law Enforcement Blade Antennas have been REMOVED and plated over

NOTE: Originally factory equipped with the Six Port Pilot & Pax Oxygen System - however the system has been disconnected, the oxygen bottle removed, and the system placarded "INOP." No Oxygen bottle, or Oxygen Masks/Drops will be provided with the Aircraft.

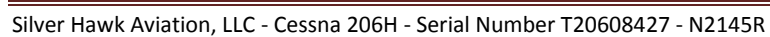
WINDSHIELD & GLASS: All windows, windshield, glass in excellent condition with excellent clarity, no crazing or discoloration, and no leaks - indicative of an Aircraft that has always been hangared & maintained.

INTERIOR: It is immediately acknowledged and it should be obvious that the plane is in need of - at a minimum - carpet & sidewall softgoods, and every effort is made in this presentation to accurately represent the true and actual condition of the Interior.

EXTERIOR PHOTOS OF PLANE:















PAINT DETAILS:





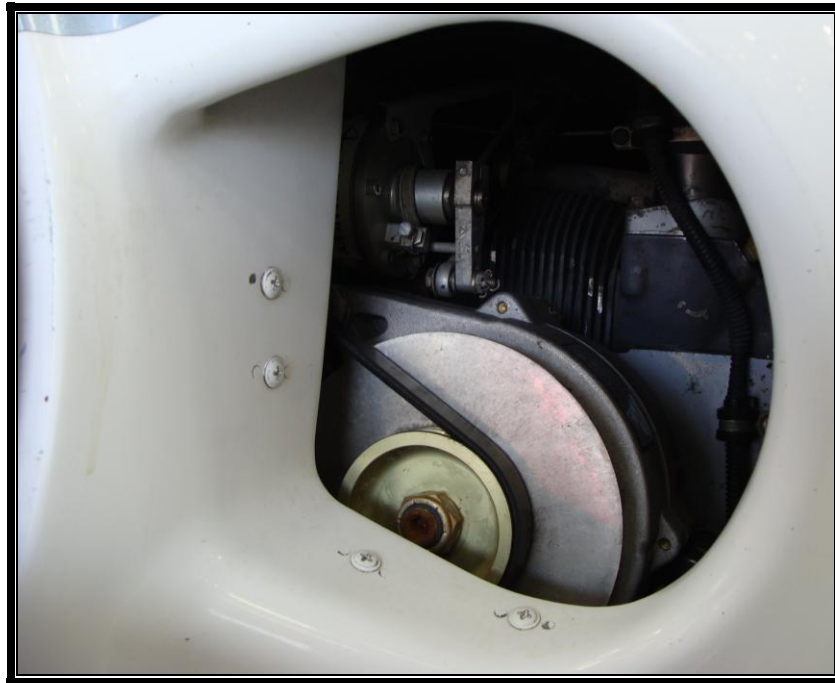


FOUR (4) LAW ENFORCEMENT BLADE ANTENNAS REMOVED

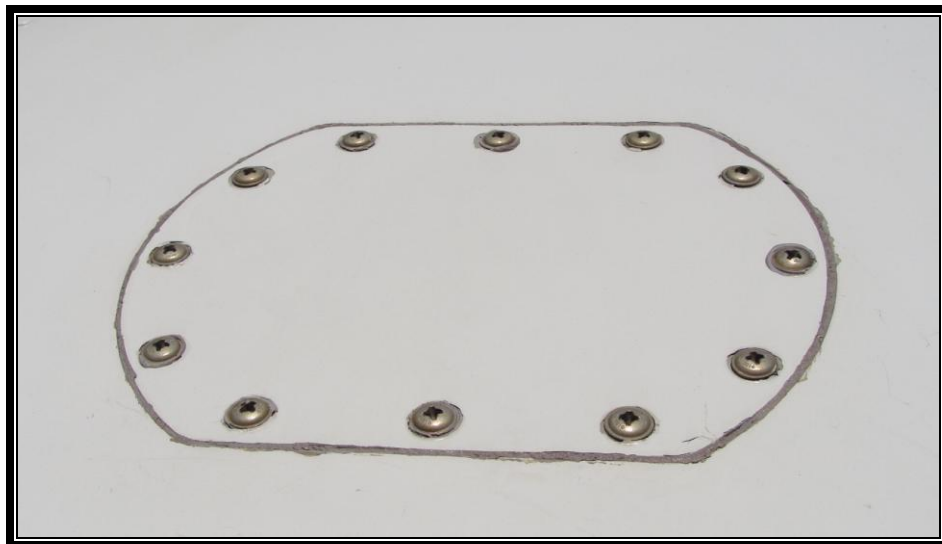
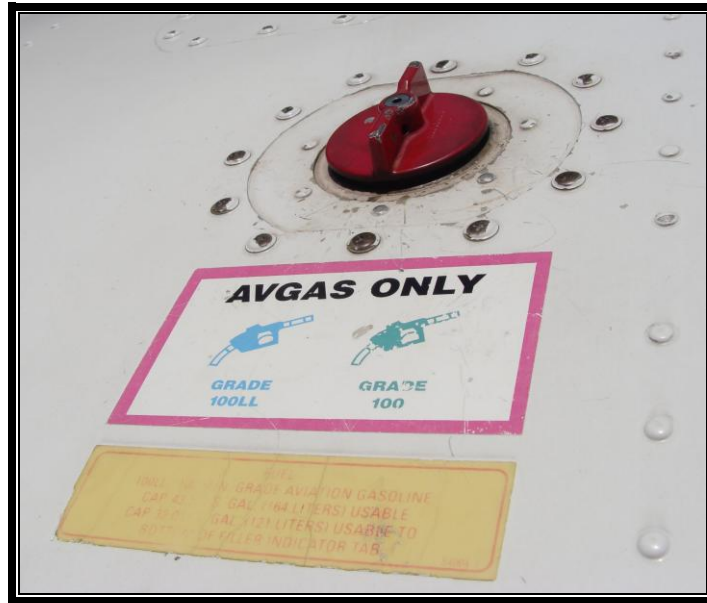




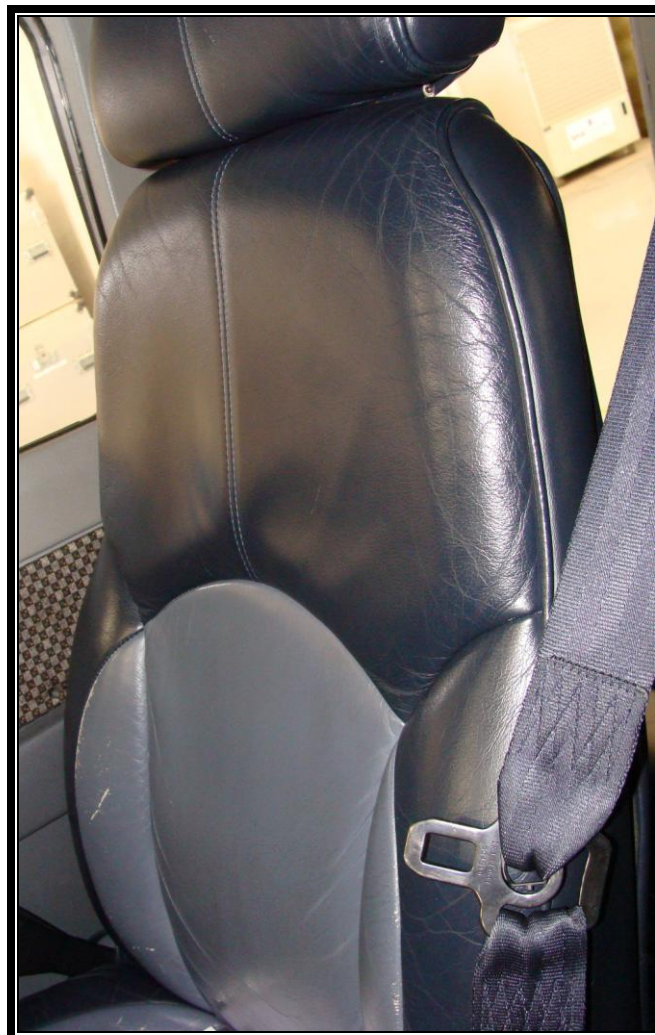




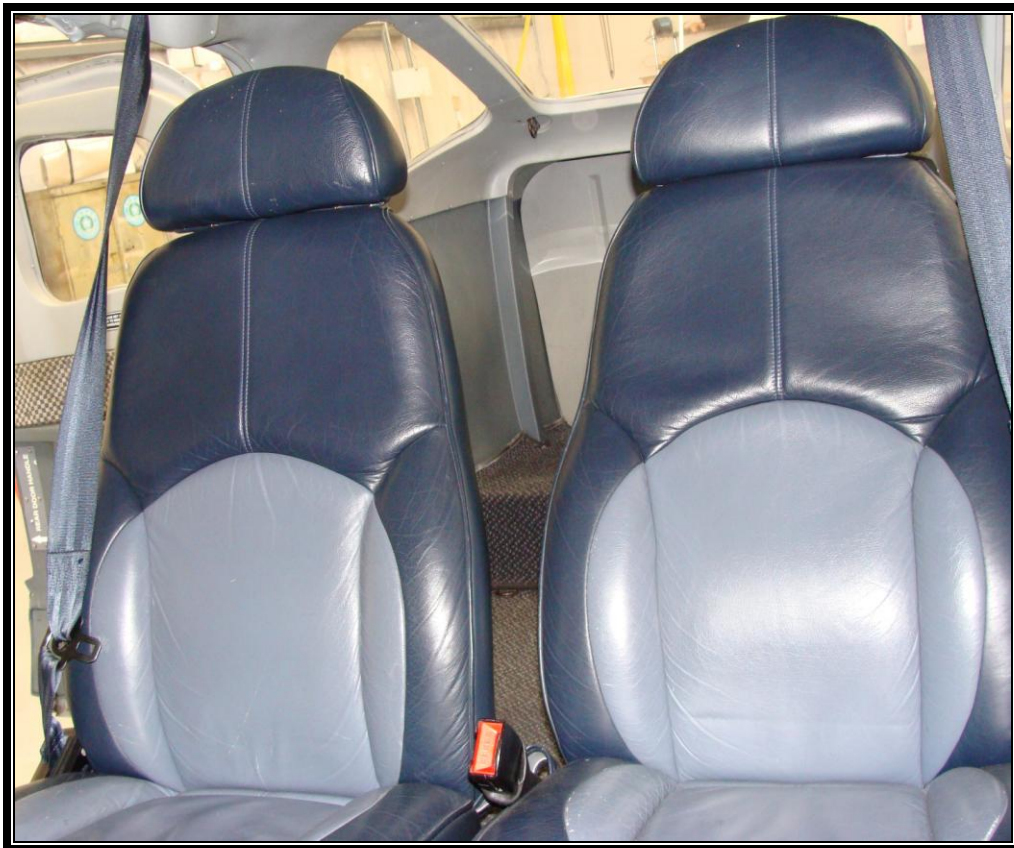




SEATS & INTERIOR PHOTOS:











OVERHEAD / HEADLINER:





DOORS & SIDEWALLS:







AFT / BAGGAGE AREA:

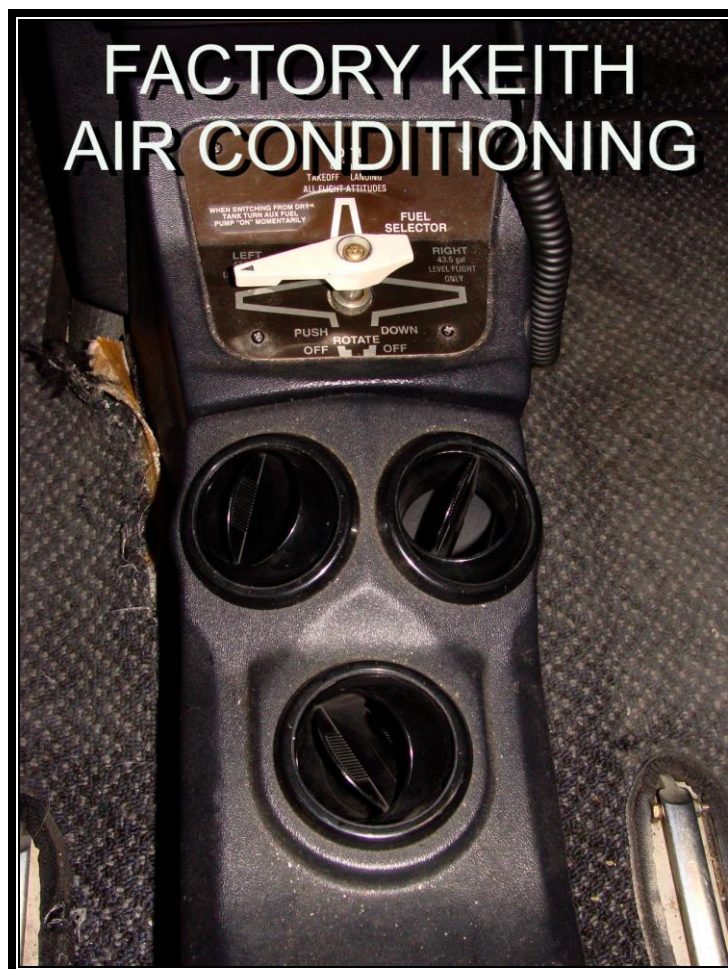






INTERIOR:



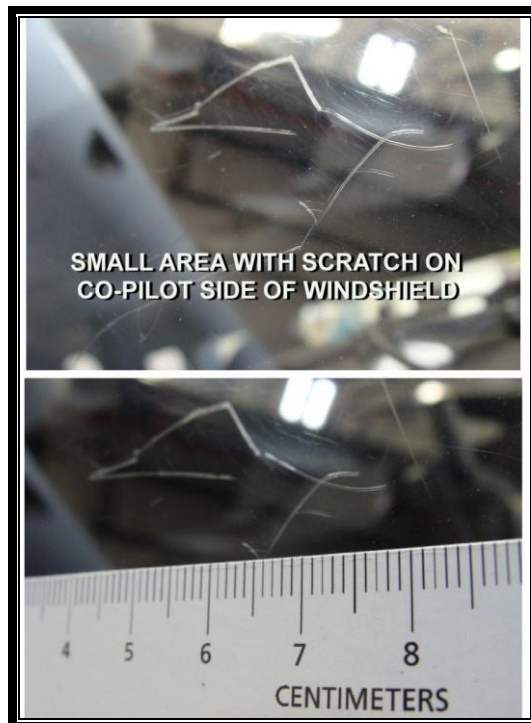


WINDSHIELD / GLASS - EXCELLENT CONDITION & CLARITY:

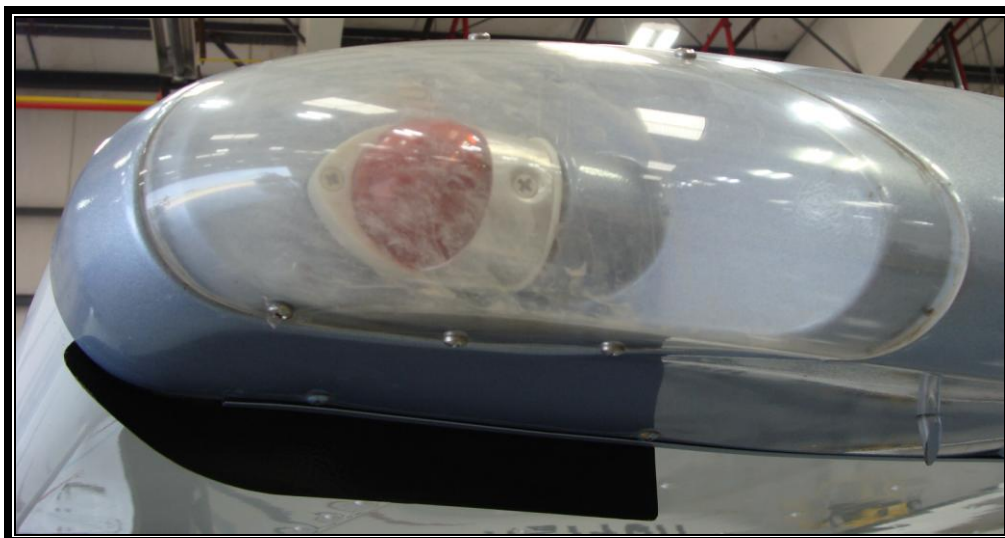


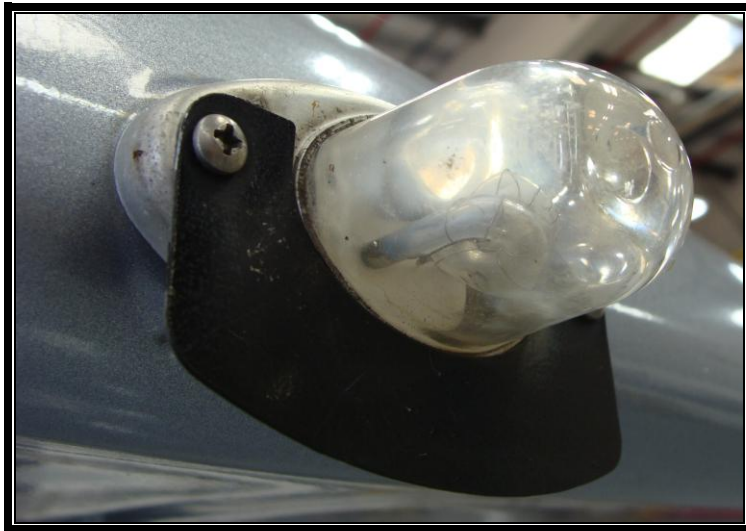






EXTERIOR LIGHTING:





TIRES / WHEELS / BRAKES:





FACTORY REMAN ENGINE INSTALLED MARCH 2016:

LYCOMING	Rebuilt Reciprocating Engine Certificate	
	This is to certify that the engine as described hereinafter has been REBUILT in accordance with the applicable Lycoming specifications. It has been determined airworthy to return to service and is in a condition for safe operation. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Publications have been complied with. All accessories as part of the type certificate are new or newly rebuilt. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.	
	Part Number:	RENPL-RT10249
	Serial Number	RL-1135-61E
	Engine Model	TIO-540-AJ1A
	Work Order	HP633987
Total Time	0.0	
Form 2481 Rev 05/13	<p>Authorized Representative <i>Charles Hess</i> 2/26/16 Date</p> <p>Production Certificate #3 652 Oliver Street Williamsport, PA 17701 U.S.A. Lycoming Engines is a division of Avco Corporation</p>	

DOCUMENTATION:

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 2145R	AIRCRAFT SERIAL NO. T20608427
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA T206H	
ICAO Aircraft Address Code: 50345565	
ISSUED TO TEXAS DEPARTMENT OF PUBLIC SAFETY 10335 GOLFCOURSE RD AUSTIN TX 78719-2366	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
Government	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.	
DATE OF ISSUE January 29, 2004 EXPIRATION DATE April 30, 2025	<i>Steve D...</i> ADMINISTRATOR
U.S. Department of Transportation Federal Aviation Administration	

AC Form 8050-3 (10/2019) Supersedes previous editions

STANDARD AIRWORTHINESS CERTIFICATE			
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION			
1. NATIONALITY AND REGISTRATION MARKS N2145R	2. MANUFACTURER AND MODEL Cessna T206H	3. AIRCRAFT SERIAL NUMBER T20608427	4. CATEGORY Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: None			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 39 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 11/26/2003	FAA REPRESENTATIVE <i>Mike Sharp</i>	DESIGNATION NUMBER DOA-100129-CE	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		U.S. GPO: 2001 - 668-455	



INSTALLED AVIONICS

GARMIN G500:



Dual 6.5-inch LCDs, mounted side-by-side in the bezel, put both Primary Flight Display (PFD) and Multifunction Display (MFD) capabilities directly in your field of view to help streamline instrument scanning. See real-time True Airspeed calculations and selectable Winds Aloft data — as well as aircraft ground speed, GPS active waypoint, distance-to-waypoint, desired/actual track, and more. The screens are even Class B night-vision goggle friendly for use with a wide array of optics.

On the left-hand side, the PFD consolidates all primary situational information regarding your aircraft's position, speed, attitude, vertical rate, altitude and flight progress. For added visual orientation, a scaled version of our SVT is also available as an upgrade option — creating a 3-D “virtual reality” perspective view of flight and enroute terrain features.

Situational Awareness

On the right-hand side, the MFD provides detailed moving-map graphics of your aircraft's current position in relation to ground features, chart data, nav aids, flight plan routings and more. Smart

Airspace conveniently highlights the airspace nearest your current altitude and de-emphasizes non-pertinent airspace so you can quickly identify their location relative to your flight path. Optional TAWS is available with a GTN 750 navigator. What's more, AOPA Airport Directory data comes pre-installed, putting FBO and fuel/service listings right at your fingertips.

Experience the AHRS Advantage

In place of sensitive gyro instruments, G500 uses our super-reliable GRS 77 Attitude and Heading Reference System (AHRS). Combining inputs from GPS, magnetometer and air data computer, the AHRS provides an accurate digital referencing of your aircraft's dynamic orientation in space. Also, unlike some competitive attitude/heading sensors, it's even able to restart and properly realign itself while the aircraft is moving.

GARMIN GTN-750 GPS/NAV/COMM/MFD:



Tap into a World of Navigation Capability

- Visualizes your entire flight plan, including departures, arrivals, visual/instrument approaches, holding procedures and more
- Overlays approach charts and potential hazards such as terrain, weather and traffic on a rich, dynamic global moving map for enhanced situational awareness
- Combines a large, intuitive 6.9" touchscreen with dedicated Direct-to button and dual concentric knob to access information efficiently
- Interfaces with a wide range of existing avionics and autopilots, including our Garmin TXi™ series touchscreen flight displays for an exceptionally integrated and harmonious experience
- Optional Connex® cockpit connectivity adds wireless database updates and shares GPS position, weather, traffic and more with your mobile devices and Garmin portables²
- Advanced capabilities optionally available include voice commands, global text/voice calling and much more

GARMIN GTX-345:



With the introduction of the GTX 345 series of Mode S Extended Squitter (ES) transponders, Garmin provides a one-box, one-swap solution that enables owners and operators to meet ADS-B requirements with minimal expense, downtime and disruption to their panels — while providing all the weather and traffic benefits of ADS-B “In.”

Your Transition to NextGen Made Simple

The IFR-certified GTX 345 operates like a standard Mode S transponder. The addition of 1090 MHz ADS-B “Out” transmission capability (using precise GPS-referenced positioning information) enables the transponder to automatically output the more accurate, more dynamic traffic surveillance data that the NextGen airspace system requires. ADS-B “In” reception unlocks even more capabilities for pilots, enabling them to display ADS-B traffic, weather and more on a variety of installed or portable displays.

Your WAAS, Your Way

The extra-precise GPS position reference needed to meet the traffic monitoring requirements of ADS-B can be provided either by the WAAS/SBAS-compliant navigation system that you may already have in your panel. However your aircraft is currently equipped, the Garmin GTX 345 series offers a simple, minimally intrusive ADS-B solution to meet your needs. This remote mounted GTX version 'handshakes' with the GTN™ 750 GPS/Comm/Nav which provides built-in remote transponder code selection and control.

See the Benefits of ADS-B “In”

In addition to 1090 MHz ADS-B “Out”, the GTX 345 also makes available the subscription-free weather and traffic display capabilities enabled by ADS-B “In” — which can be interfaced with compatible cockpit displays or streamed wirelessly via Connex to tablets/mobile devices by way of the Garmin Pilot™, ForeFlight Mobile or FltPlan Go apps. The ADS-B weather link is continuously broadcast on the 978 MHz Universal Access Transceiver (UAT) frequency, and is similar to the basic services offered by leading commercial satellite weather providers. For example, you can access NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPs, NOTAMs, and more. Along with this, you can also receive ADS-B traffic position reports (and threat-level symbology) to help you see-and-avoid converging targets in busy airspace. Spoken audio alerts call out potential flight path conflicts (“Traffic, 10 O’Clock, same altitude, two miles”) to get you looking in the right direction. Meanwhile, on your display, Garmin’s patented TargetTrend™ relative motion display¹ offers a faster, more intuitive way of judging target trajectories and closure rates in relation to your flight path. As an added safety feature, available on most new Garmin products, our TerminalTraffic™ technology provides a comprehensive picture of ADS-B equipped aircraft and ground vehicles in the airport environment. ADS-B equipped aircraft in flight are easily distinguished from ground vehicles and taxiing aircraft, which are displayed using distinct colors and symbols. All of this information is presented on a simple, easy-to-understand SafeTaxi® diagram which references the location of runways, taxiways, hangar locations and more.

KAP-140 AUTOPILOT:



The KAP 140 Autopilot System is a rate based digital autopilot system offering smooth performance and enhanced features found only in more expensive autopilots. The first of its type developed by Honeywell, this system brings digital technology and reliability into the light aircraft cockpit. It is also significant that the KAP 140series autopilots have been designed from their inception to interface with the Silver Crown package of products. Consider the advantage of having your avionics working together as an integrated system rather than as a group of components built by several manufacturers. Your new KAP 140 roll axis features include wing leveler, heading select, and VOR/LOC intercept and tracking. The KAP 140 can also be coupled to GPS and RNAV receivers as well. Roll rate information is derived from the turn coordinator. Pitch axis features include vertical speed, glideslope and altitude hold along with the optional altitude preselect. Pitch information is derived from a pressure sensor and accelerometer. The KAP 140 Autopilot System operates independent of the aircraft's artificial horizon. Therefore, the autopilot retains roll stabilization and all vertical modes in the event of vacuum system failure.

GARMIN SL30 NAV/COMM:



SL30 packs a 760-channel VHF comm transceiver and 200-channel VOR/LOC/GS nav receiver with DME display into one small space. Besides traditional nav/comm features, SL30 also incorporates workload-reducing functions such as automatic decoding of the Morse code station identifier for VOR/LOC/ILS, most-used frequency storage in unit memory, built-in course deviation indicator and more.

SL30 is the only panel-mount nav/comm with a standby frequency monitoring feature providing the capability of two nav/comms in one. With the primary VOR/LOC frequency providing guidance to your HSI or CDI, the standby frequency can be tuned to a second VOR to display the current radial on which your aircraft is flying. This allows you to cross check position fixes with just one receiver.

BENDIX/KING KMH-820 MULTI-HAZARD WARNING SYSTEM:



- Provides both TAS Traffic Awareness and EGPWS (Terrain) capability in a single unit (KMH-820)
- Dual antenna system provides estimated bearing to aircraft
- Configuration module provides mean to store aircraft specific information such as aircraft configuration, GPS source, audio levels, etc.
- EGPWS portion of system is Class B TSO C151a compliant
- TAS portion provides surveillance of transponder equipped aircraft within 10 nautical miles and/or +/-10000 feet of altitude
- System will interface to IVA-81D TCAS indicators and IN-182A radar indicators
- Other displays with ARINC 735A may be used to display traffic with system

DAVTRON M-803 LCD CLOCK W/OAT & VOLTMETER:



Specifications

- Universal Time: 24 hour format
- Local Time: 12 hour or 24 hour option
- Flight Time: Records in hours and minutes, up to 99:59
- Flight Time Alarm: Full set range of flight time
- Elapsed Time Count Up: Starts in minutes and seconds, then hours and minutes
- Elapsed Time Countdown: Settable from one second to 59 minutes and 59 seconds

- Elapsed Time Alarm: Activates at zero when counting down
- Voltage Range: 8 Volts to 32 Volts ± 0.2 Volts Typ. -55°C to $+100^{\circ}\text{C}$ $\pm 0.2^{\circ}\text{C}$ Typ.
- Internal Lighting: 240 mA at 5V, 240 mA at 14V, 100 mA at 28V (specify voltage when ordering)
- Keep Alive Current: 0.004 Amps. 12 to 30 Volts

BENDIX/KING KR-87 ADF:



- The KR 87 maintains its reputation for offering superb dependability. This compact TSO'd unit gives you accurate bearing-to-station in the 200 kHz to 1799 kHz frequency range, complete with ADF, ANT and BFO tuning modes, plus audio output for station identification and monitoring AM broadcasts.
- This compact TSO'd unit gives you accurate bearing-to-station in the 200kHz to 1799kHz frequency range, complete with ADF, ANT and BFO tuning modes, plus audio output for station identification and monitoring AM broadcasts. The KR 87's advanced coherent detection design rejects unwanted frequency noise and achieves much greater range while remaining less susceptible to engine noise, static and atmospheric interference. Its flip-flop frequency display allows you to switch between pre-selected standby and active frequencies with the touch of a button.
- Both frequencies are stored in a non-volatile memory circuit, meaning you don't have to worry about battery power.

JUPITER JA94 AUDIO PANEL:



- Six transceivers
- Up to 8 users
- Field configurable settings
- Field replaceable legends
- Adjustable output and input levels
- Balanced ICS, CVR, Rx Comp. & transmit mic. outputs
- Adjustable CVR output level
- Front panel music input
- Music muting
- Duplex mode transmission for telephone operation
- 5 Receivers
- 2 direct inputs
- Individual mic. gating
- Tx capability for pilot, co-pilot and 2 passengers
- Transmit select annunciators

- Simulcast TX capability
- Connector pin compatible with industry Standard
- External Pilot ICS isolation
- Remote transmit selection

SHADIN DIGIFLO-L:



The Digiflo-L is a Digital Fuel Management System designed to provide complete fuel management information under real flight conditions without any manual entry of data (after entry of the initial fuel on board information). Digiflo-L is connected to the engine fuel flow transducer for fuel flow information and to the GPS receiver serial port for navigation data (ground speed, distance, and estimated time en route). Connected to the This system transmits to the Garmin GPS navigation receivers for calculations and display of fuel management data. The Digiflo-L provides:

- Specific Range, Efficiency
- Fuel to Destination
- Fuel Reserve
- Endurance
- Fuel Flow
- Fuel Used
- Fuel Remaining



Silver Hawk Aviation, LLC

David Williams
Silver Hawk Aviation, LLC

Mobile: (1) 941.376.1586

Fax: (1) 941.349.5982

david@silverhawkaviation.biz

www.silverhawkaviation.biz

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specifications subject to verification by the purchaser and are not guaranteed for accuracy and purchaser should rely on their own inspection.