

PA30C Twin Comanche N8708Y



This aircraft has 2200 hours total time. Possibly the lowest time for any PA 30 in existence.

Both engines and props 220 SOH

I purchased this aircraft 13 years ago in pristine condition from another PA30 fan who kept it hangered in his private airstrip home/hangar in Florida.

At that time, the previous owner had done the following:

- New ¼" glass all around

- New light gray interior including all 6 seats.

- New fuel cells.

- Overhauled both engines (Zephyr) and props.

- EI dual engine monitors.

- Made some changes in the paint scheme.

- KX155 NavCom with indicator.

KT76 Transponder
Bendix/King VOR indicator with Loc and GS
Wheel covers.
Six seats
External power Port

Since that time, it has been in my dry hangar in San Diego, I have made even more improvements:

New instrument panels (both sides)
All new or reconditioned instruments throughout.
All instruments are back-lit
New Garmin GNS 530 WAAS
New PMA7000B Audio Selector Unit with Marker Beacon
New S-Tec 55X autopilot with electric trim and GPSS
New HIS with glide slope (not slaved)
New Davtron Timer/Clock
ADSB Tail Beacon.
Strobes all around.
Vertical compass.
Bose jacks up front / std in rear.
Shoulder safety belts.
Polished spinners.
Custom glareshield with Learjet material.
Soundproofed cabin with 3M materials.
New legend plates for circuit breakers and other markings.

Making aircraft pristine is my hobby. At this point in my life , I enjoy tinkering more than flying.

This aircraft has only 29 hours of flight time in 13 years. It has been run-up frequently and has had periodic inspections and oil changes along the way and Cam Guard has been added to the oil sumps.

I noted in the logbooks that a left gear collapsed during taxi many years ago, but see no evidence of any visible damage.

The ELT is original 121.5 only.

All logs since factory signoff.

Extras:

Snap on canopy cover (new)

Wheel lock

Controls lock

Parts Manual