

1973 King Air E-90 N129C S/N: LW-61

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Part Number: Serial Number: LW-61
Product Price: \$439,000* (\$495,000 upon completion)
Quantity in Stock: 1

Product Description:

A widely desirable aircraft with no damage history boasting good records. Compare this King Air to a comparably equipped C/90B and you'll find greater range at 1/4 the price. AND, a very special opportunity exists for the buyer willing to "trust" our 35 year history and proven track record (see pricing) WHY consider anything else?

1973 Beechcraft King E90!

PRICING: \$439,000* /\$495,000

*This aircraft is not "RidgeAire Ready" yet, but with your deposit 129C can be yours for \$56,000 LESS than it will sell it for at completion!

Airframe:

Time: 7,025 No Damage History, Great Records and History
IFR due: 2011 Phase I - IV done: 6,676.23

Gross Weight: 10100.00

Empty Weight: 6676.23

Useful Load 3423.77

Engines:

- Pratt & Whitney PT6A-28 550 shp
- Cat Pas Exhausts enhance already impressive 255 kt. Cruise speed
- Left: 3535/hrs SMOH – 7000/cycles since new
Disk Life: TBO: 3600/hrs –8000 M.O.R.E.
- Right: 3535/hrs SMOH – 7000/cycles since new
Disk Life: TBO: 3600/hrs – 8000 M.O.R.E.
- Hot Section 0 hours Since HSI & M.O.R.E.
- Left & Right Components Cycles Remaining:
 - Disk Stg. 1 PT 13,000
 - Impeller 12,000
 - Disk Stg. 3 Compressor 18,000
 - Disk Stg. 2 Compressor 17,000
 - Hub-Rear 12,000

- Disk-CT 9,000

Props:

- 3-Bladed Hartzell
- Left: 0/hrs since overhaul - (o.h. 9/2009)
- Right: 0/hrs since overhaul - (o.h. 9/2009)

Avionics:

- Collins PN-101 Compass System 5" Display
- Garmin GPS-500 w/T.A.W.S.
- Dual Garmin GTX 327 Transponders
- Sperry AA-220 Radio Altimeter
- Narco ELT-10
- Encoding Altimeter
- Altitude Alerter
- Sperry RMI
- RCA Primus 300 SL Radar System
- Collins 51Z-6 Marker Beacon
- RCA AVQ-85 DME
- Garmin Transponders
- Sperry SPZ-200 Autopilot/SPI-77C Flight Director
- Sperry Tarsyn Compass System No. 1
- Collins 618M-2B Comm No. 1
- Collins 618M-2B Comm No. 2
- Collins 51RV-2B Omni No. 1
- Collins 51RV-2B Onmi No. 2
- Collins Audio System
- King KDF-800 ADF No. 1

INTERIOR: Very Good Condition (Rated 8.5)

N129C is expertly furnished in Dove Grey Leather Seating and Appointments. **Seating** is for 4 in the cabin area in club arrangement with tables between. Each seat is equipped with adjustable armrests and seatback storage area. Executive appointments include eyeball lighting and air vents for each cabin passenger, impressively appointed in leather as well. Both tables have concentrated lighting for maximum productivity while in flight. Additional recessed cabin lighting is adjustable. Also features lighted passenger info cabin signage. **Flight crew Seating** is dove grey leather to match cabin appointments. Aft seating includes one side seat at entry and a belted, upholstered potty chair.

Sidewalls are covered in burgundy linen with grey linen accents on a burgundy base. Chrome and brushed chrome finish the seat belting and personal assist in potty area.

Mapco station between cockpit and cabin with fully functional accessories and ample storage including a convenient 3 drawer snack station across the aisle. The flight crew will enjoy access to a 3 compartment pilot's chart nook. Even the potty area is outfitted with a supply cabinet for storage.

The carpeting is in excellent condition and compliments the overall scheme of the aircraft in mottled grey and burgundy.

Additional features include a cockpit to cabin interphone and cabin speakers.

EXTERIOR: Overall Good Condition (Rated 7.75)

Overall High Gloss Brilliant White accented with Bold Burgundy, Ash Gray and Jet Black Metallic. Striping runs forward to aft in traditional design. Numbered in ash gray, outlined in Jet Black.

Optional Equipment:

- Aviadesign Spar Strap
- Cleveland Wheels and Brakes
- Cat Pas Exhausts

Maintenance Status and Aircraft History

- Hoses: 8/31/07
- Props: L & R: 9/3/04
- Landing Gear O/H 8/31/07
- New Wing Bolts 8/31/07
- Fresh Phase 1 & 2 complied with at Beech service center in Birmingham, Alabama (Constant Aviation) 8/31/07.
- Phase 1 through 4 were completed in October 2008.
- Engines were last overhauled by Dallas Airmotive. Left engine has 3600 hour TBO (overhauled 3/99). Right engine does not. It was overhauled just a few months before 3360 was available, Dec 98).
- Aircraft conditioning system completely refurbished with virtually all new/overhauled parts Summer 2008.

Aircraft Location History:

Mid-continent airplane from 1973-1980 providing peace of mind in terms of corrosion. From 1981 through 1993 N129C was based in South Central U.S. and transitioned in 1993 to the northwest where it has remained until coming into the RidgeAire inventory in July 2009.