

FOR SALE: 1974 AEROSTAR 600A



Gross Weight 5500 lbs.
1,671 lbs. Useful Load
678 lbs. Payload with Full Fuel
173.5 Gallons Avgas Capacity/
165.5 Gallons Usable

200 Knot Cruiser / 9,000 Feet
75% Power Using 32GPH
180 Knot Cruise / 9,000 Feet
63% Power Using 28 GPH

Wing Tanks: 63 Gallons Each
Fuselage Tank: 43.5 Gallons
62 Gallons Each/41.5 Fuselage Usable
Never a Freight Hauler!

S/N 60-0190-086/N7528S
3854-TTAF/1170 Hobbs
Hangared in KINT, NC USA
Complete Logs
Annual Due: MAY 2018
IFR Certification Due: AUGUST 2018

ENGINES & PROPS

TW SMITH 0-TIMED Fuel-Injected REMANS Installed in 1983 (each w/1942-TTE)
L: Lycoming IO-540-K1F5, 290-HP, 2000-TBO, S/N L-13567-48A, 1847-SMOH
R: Lycoming IO-540-K1F5, 290-HP, 2000-TBO, S/N L13568-48A, 1847-SMOH
Props Installed NEW in 2003:
L: Hartzell HC-C3YR-2UF 3-Blade C/S Prop, Hub S/N CK4971B, 523-TT, 0-SPOH
R: Hartzell HC-C3YR-2UF 3-Blade C/S Prop, Hub S/N CK4973B, 523-TT, 0-SPOH

AVIONICS (IFR EQUIPPED)

Bendix/King KMA-24 Audio Panel with Marker Beacon
Bendix/King KR-87 ADF & KI-227 Indicator
Bendix/King KT-79 Transponder with Encoder
Bendix/King KX-155 Digital Nav/Com with Glideslope
Bendix/King KI-206 VOR/LOC/GS Nav Indicator
Bendix RDR-140 Weather Radar with IN-152A Display
Bendix/King KN-65 DME with KDI-574 DME Indicator/Selector
Bendix FCS-810 Coupled Autopilot
Garmin GI-106A Nav Indicator (VOR/LOC/GPS)
Garmin MX-20 MFD w/Traffic, Terrain, NEXRAD Weather- Coupled to GNS-430
Garmin GNS-430 GPS/Nav/Com/Glideslope
Garmin GDL-90 ADS-B In/Out Transceiver
Precision Aviation PAI-700 Vertical Card Compass
PS Engineering PM 1000 6-Place Intercom
ACK E-04 406 Mhz ELT
JPI-450 Fuel Scanner
Electric Backup Horizon
Electric Elevator/Rudder Trim

Avionics Master & Autopilot Switch
DAVTRON M877 Digital Chronometer
DATCON Hour Meter
Push-to-Talk Buttons on Yokes

EQUIPMENT

Brackett Air Filters
Arm & Head Rests
Flight Timer Button
Pitot Heat
Control Lock
Polished Spinner Cones
Strobes
Oil Coolers
Prop Synchrophaser
Super Soundproofing
Fuselage Ice Shields
Aircraft Wired for Hot Shield
Dual EGTs

NEW Electric Prop De-Ice BOOTS
Alternate Static Source
Radio/Panel Lights Intensity Control
Hydraulic Flaps, Gear, Nose Gear
Cabin & Map Lights
MACHEN MOD Vortex Generators
L&R Landing Lights
Prop De-Ice Timer
Dual Pneumatic System
Chrome Cylinders
Sporty's Portable Nav/Com & Antenna
Cabin Vent & Windshield Blower
External Power Plug & Battery Charger

EXTERIOR

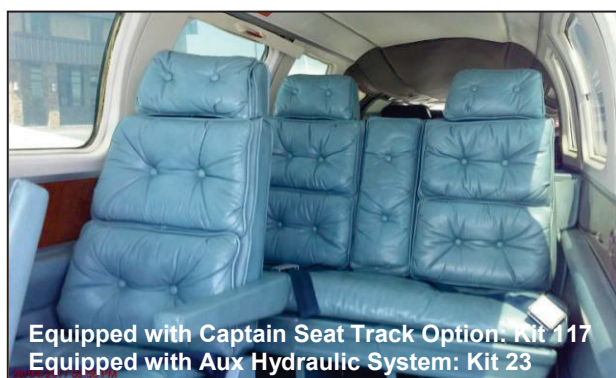
Strip & Repaint in 2001 by Aircraft Paint of Ft. Pierce, FL:
Matterhorn White Jetglo, Flame Red, Dark Blue Polyurethane, Rated 7/10

INTERIOR

Bahama Blue Leather Seats with Perforated Inserts, Matching Side Walls & Carpet, White Trim & Headliner, Rated 7/10



GDL-90 Unit Interfaces with MX-20 for GPS,
Weather, Traffic & Terrain
Icarus 3000U Altitude Serializer Connected to
Encoding Altimeter



Equipped with Captain Seat Track Option: Kit 117
Equipped with Aux Hydraulic System: Kit 23



Great Scots Aircraft

Air Transportation for the Discriminating Flyer

Kevin McCray: (843) 360-5399

www.Greatscotsaircraft.com

sales@greatscotsaircraft.com

Asking Price: \$90,000 USD

Specifications subject to verification upon inspection
Aircraft is subject to prior sale

N7528S SUMMARY

ADS-B Navigation via the MX-20 Multi-Function Display & GDL-90 remote-mount unit inter act to receive and display in real time and brilliant color GPS, Weather, NEXRAD radar, terrain, and traffic relative to altitude. Planes equipped with the GDL-90 and operating within the ADS-B ground station coverage area will receive TIS-B traffic, FIS-B weather, and TRF services FREE OF CHARGE. No monthly fees or usage charges and soon to be required by FAA installed in all General Aviation aircraft.

Applicable Airworthiness Directives

01-08-10 – By KIT AAS00072 Per SB 600-134A	03-22-01 – N/A Part Not Installed
76-07-12 – Bendix Ignition Switch	79-01-05B – C/W by Replacing Fuel Caps
82-07-03 – Janitrol Heater	80-19-14 – C/W by Inspection (Stab Attach Points)
87-21-01 – PCW	89-03-04 – Cabin Door Inspection per SB 908
11-26-04 – Inspection	02-26-01 – Inspection
03-14-03	05-19-11 – N/A by O/H Date
79-01-05 – Fuel Caps (C/W Part A, B, C) by Inspection	82-07-03 – Heater Decay Test
93-02-05 - Inspection	93-13-08 – MLG Service Kit 765-155
94-15-13 – NLG Drag Brace KIT 045-001	95-23-11 – Cracks in Fuse/Horizontal Stab
96-20-07 – Janitrol Heater Pressure Decay Test	98-18-12 – Inspection
98-24-29 – Die Penetrate Spar Caps	79-01-05R1 – Fuel Tank Inspection
87-07-09 – Exhaust Gaskets	91-01-03R1 – Mag Coils
88-07-09 –Exhaust System	96-09-10 PCW
81-18-04	96-01-03R1
98-13-12 – N/A	99-04-04
83-22-04 - C/W	02-12-07
02-26-01	03-14-03
05-19-11	78-23-08 – New Flex Fuel Lines IAW SB 600-78 & LYC SB 421
80-02-09 – Gear Scissors	80-12-14 – Replaced Nacelle Fairing IAW SB 600-83
80-17-04 – N/A	83-14-07 – Aircraft Controllability During Power Stall
82-07-03 – Heater O/H	77-12-06 – Prop O/H

Applicable Service Bulletins/Service Letters

600-86 - C/W Bendix Starter Vibration Cover Attachment	757
880 – Elevator Down Spring Attach Point	134A – C/W
818 – Die Penetrate	600-130
920 – Tailpipe Inspection	600-132
629 – Bendix	600-80 Nacelle Fuel Drain Kit
600 -78	600-79 Flight Manual Revision w/Placard
600-77 –Changed Fuel Caps	600-83 – Nacelle Fairing Replacement
73-1 – MACHEN KIT	751
732	

KITS

764-990V per SB 908
765-387 per SB 908 IV
765-155V per SB 600-746A (MLG Torque Link Replacement)
045-001 NLG Brace
764-914 – Heavy Duty Alt Air Door
139 – (Optional) Split Cowl Kit
600-80 – Nacelle Fuel Drain Kit
140 – Exhaust Turn Downs
MACHEN KIT SB 73-1 – Control Surface Aerodynamic Enhancement Devices

AD Notes & SBs C/W @ Time of Engine Remanufacture

SI: 1343, 1341, 1179D, 1225C, 1218, 1267, 1284, 1038B, 1184B, 1423, 1059, 1028, 1030, 1280, 1302, 1037J, 1340, 1342
SB: 240K, 234, 456A
AD: 81-18-04 R2

Unscheduled Maintenance/Repairs

2010 – Fiberglass Repair to LH Wingtip
2001 – (January) Engine removed & inspected after hard landing. Wings & stabs also removed along with the props. Damaged skin replaced on bottom wheel wells between the fuselage and nacelle (see 337 Form). Aircraft re-assembled, main landing gear assembly with serviceable parts. ADs checked through 98-24-29, SB 134A C/W.

Notable Logbook Entries

2016: LH Engine Compression Results, Cylinders 1-6: 74/80, 78/80, 76/80, 78/80, 77/80, 78/80
RH Engine Compression Results, Cylinders 1-6: 74/80, 78/80, 76/80, 78/80, 77/80, 78/80
2015: LH Engine Compression Results, Cylinders 1-6: 74/80, 78/80, 76/80, 78/80, 77/80, 78/80
RH Engine Compression Results, Cylinders 1-6: 78/80, 74/80, 76/80, 70/80, 75/80, 78/80
2 New Concorde Aircraft Batteries Installed
2014: New LH Voltage Regulator Installed, New RH Alternator Installed
2013 – LH Vacuum Pump Replaced
2010 – Fuel Pumps Overhauled (Both Engines), Fiberglass Repair to LH Wingtip
2006 – New Fuel Pump Installed
2005 – New Fuel Cell, New Engine Mounts, O/H Alternator Installed
1987 – (JUNE 17) New HOBBS Meter Installed @ 2675-TTAF

Flight Hours Between Recent Annuals

2013 – 2014: 1067.2 to 1099.5 Hobbs = 32.3 Hours
2014 (Oct) – 2016 (Jan): 1099.55 to 1126.2 = 26.65 Hours
2016 (Jan) – 2017 (May): 1126.2 to 1170 = 43.8 Hours
Average Flying Time Since 2013 Annual = 34 Hours per Year