# 1999 Beechcraft A36 Bonanza

*A low-time airframe paired with a low-time factory-new IO-550B, a modern Garmin glass panel, and factory air conditioning & oxygen.*

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|---|---|---|
| REGISTRATION<br>**N364BB** | SERIAL NO.<br>**E-3240** | AIRFRAME<br>**1,747.2 HRS** |
| ENGINE<br>**465.7 SNEW** | PROPELLER<br>**607.0 SOH** | USEFUL LOAD<br>**1,260 LB** |

ASKING PRICE

**$609,000**

Available for inspection at **M34** — Kentucky Dam State Park Airport, Calvert City, KY

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OVERVIEW

# N364BB at a Glance

N364BB is a late-model A36 with an unusually attractive combination of low airframe time, a low-time factory-new Continental IO-550B, a modern Garmin panel, factory air conditioning and six-place oxygen, and strong recent utilization. Approximately 243 hours have been flown since acquisition at the end of 2023 — a recent operating history rather than a low-time aircraft that has simply sat.

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|---|---|---|---|
| Year / Model | **1999 Beechcraft A36** | Serial No. | **E-3240** |
| Registration | **N364BB** | Location | **M34 — Calvert City, KY** |
| Airframe | **1,747.2 hrs** | Engine | **465.7 hrs SNEW** |
| Propeller | **607.0 hrs SOH** | Useful Load | **1,260 lb** |
| Engine Model | **Continental IO-550B89B** | Propeller | **Hartzell 3-blade** |

## Recent Utilization

*243.2 hours flown since acquisition on 12/31/2023 — 2026 figure reflects a partial year.*

*Engine bay open — Continental IO-550B and D'Shannon baffle/cooling components.*

*Garmin G500 TXi / GTN 750Xi & 650Xi panel, powered up.*

THE CASE FOR N364BB

# Why This A36 Stands Out

- Continental IO-550B installed factory new in 2012 — approximately 465.7 hours since new, not since overhaul.
- Garmin G500 TXi, GTN 750Xi, GTN 650Xi, GI 275, GTX 345 and GMA 345.
- King KFC 225 digital autopilot with Garmin GAD 43 interface.
- Factory air conditioning and factory six-place oxygen.
- Reported 1,260 lb useful load, with gross-weight STC documentation in the aircraft records.
- B&C backup alternator, D'Shannon tuned exhaust, D'Shannon cooling/baffle package, and tuned injectors.
- Whelen Aero LED lighting installed in 2024.
- Tanis engine/cylinder preheat installed in 2025.
- New Concorde battery and new Goodyear Custom Flight main tires, both installed in 2026.
- Factory leather and factory paint reported in excellent condition; exterior touch-up and ceramic treatment completed in 2024.
- ABS Maintenance Clinic participation at KPAH in 2024.

*Tail cone and stabilizer — factory paint reported in excellent condition, ceramic-treated in 2024.*

**Seller's note:** *the 2025 #3-cylinder event is corrective, proactive maintenance. The worn-guide condition was not deferred — the cylinder, piston, rings and related hardware were replaced.*

*Rear cabin — factory leather reported in excellent condition throughout.*

FLIGHT DECK & SYSTEMS

# Avionics & Installed Equipment

## Flight Deck

- Garmin G500 TXi primary flight display
- Garmin GTN 750Xi GPS/NAV/COM
- Garmin GTN 650Xi GPS/NAV/COM
- Garmin GI 275 backup flight display
- Garmin GTX 345 ADS-B In/Out transponder
- Garmin GMA 345 Bluetooth audio panel
- Garmin GAD 43 autopilot interface
- Garmin Flight Stream 510 wireless connectivity
- King KFC 225 digital autopilot
- Garmin 106B CDI
- JPI engine monitoring
- Avionics Insights AICD II radio/CD

*The panel powered up: G500 TXi PFD, GTN 750Xi/650Xi map and nav pages, KFC 225 autopilot annunciators.*

## Comfort, Utility & Redundancy

- Beechcraft factory air conditioning
- Beechcraft factory six-place oxygen
- B&C backup alternator
- Hartzell/Tanis engine and cylinder preheat
- D'Shannon tuned exhaust
- D'Shannon engine baffles and airflow panels
- Continental tuned injectors
- G&D Aero window inserts
- Removable pilot/copilot side tint
- Rosen pilot and copilot visors
- Dual USB power, pilot and copilot
- MountainView front cabin-door steward
- Eagle fuel-cell drain sumps
- Whelen Aero LED exterior lighting
- Custom Bruce's aircraft cover, insulated cowl cover and plugs

RECORDS & RECENT WORK

# Recent Maintenance & Improvements

**2023**

## Baseline Inspection

- 100-hour inspection completed August 15, 2023.
- Compressions: 74/80, 76/80, 76/80, 78/80, 78/80, 80/80.
- Fuel injectors removed and cleaned; injector flow checked even.
- Spark plugs cleaned and rotated; air filter serviced.
- Propeller 100-hour inspection and AD review completed.

**2024**

## Preservation & Systems

- Whelen Aero LED lighting conversion.
- Exterior paint touch-ups and ceramic treatment.
- ABS Maintenance Clinic at KPAH.
- October inspection compressions: 76/80, 74/80, 76/80, 76/80, 74/80, 76/80.
- Oil filter opened and inspected — no metal reported.
- New #3 JPI/EDM CHT probe; Saf-Air S6250 quick oil drain installed.
- A/C compressor belt and engine crankcase vent/flex hose replaced.
- Spark plugs serviced; oil and filter changed.

**2025**

## Proactive Engine & Propeller Work

- Cylinder #3 removed after worn valve guides were identified.
- New Continental 658810A3 cylinder installed with new piston and rings.
- New rocker valve shafts, hardware, seals and exhaust gaskets installed.
- Tanis TA2927-1 engine/cylinder preheat installed under FAA STC SE03309CH; Form 337 referenced in the engine log.
- Propeller removed in February 2025 to correct a front/case seal leak; area cleaned, seal work completed, and the same propeller reinstalled.

**2026**

## Batteries & Tires

- New Concorde battery installed.
- New Goodyear Custom Flight main tires installed.

POWERPLANT HISTORY

# Engine & Propeller History

*Spinner and Hartzell three-blade propeller.*

*Continental IO-550B cylinders and accessory case.*

**Continental IO-550B — 465.7 Hours Since Factory New.** Engine model IO-550B89B, S/N 1006072, was manufactured new by Continental and installed April 15, 2012 at aircraft time 1,281.5. The installation included an overhauled propeller governor, D'Shannon tuned exhaust, D'Shannon baffle/cooling kit, new fuel and oil hoses, new exhaust components, and new air ducts.

**Hartzell Three-Blade Propeller — 607.0 Hours SOH.** The propeller was overhauled November 19, 2010. Recent records document recurring inspections and the February 2025 seal corrective maintenance.

RECORDS ON FILE

## Documentation Available

— Airframe log

— Engine log

— Propeller log

— Current weight and balance / equipment documentation

— Current aircraft equipment and time summary

— Supporting STC / Form 337 documentation as contained in the aircraft records

— Complete digital logbook package

WHAT THIS AIRCRAFT OFFERS

# Ownership & Value

N364BB is priced at **$609,000**, reflecting a combination rarely found together on a late-model A36: low airframe time, a low-time factory-new engine, a modern Garmin glass panel, and factory air conditioning and oxygen — all backed by complete, well-documented records.

| ASKING PRICE | AIRFRAME | ENGINE |
|---|---|---|
| $609,000 | 1,747.2 HRS | 465.7 SNEW |

## What This Price Reflects

- Lower total time than most same-year A36s currently on the market.
- Only 465.7 hours on a factory-new Continental IO-550B — not since overhaul.
- High-value Garmin panel centered on the G500 TXi and dual Xi navigators, plus Flight Stream 510 connectivity.
- Factory air conditioning and factory six-place oxygen, both rare to find together on an A36.
- Strong 1,260 lb useful load for a highly equipped, cabin-class aircraft.
- Recent active flying history and documented maintenance — this is not an aircraft that has simply sat.
- New Concorde battery and new Goodyear Custom Flight main tires, both installed in 2026.
- Excellent reported cosmetic condition, with recent paint touch-up and ceramic treatment.

*Cabin windows and factory paint — reported in excellent condition throughout.*

*Vertical stabilizer and rudder — factory paint, ceramic-treated in 2024.*

INSPECTION & CONTACT

## Greg Carlton

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N364BB may be seen at M34 — Kentucky Dam State Park Airport, Calvert City, Kentucky

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Aircraft specifications and times are subject to verification and change with continued operation. Prospective buyers should independently verify all records, equipment, STCs, airworthiness status and aircraft condition. Pricing notes reflect market estimates based on current public asking prices, not verified closed-sale data; aircraft condition, complete records, damage history, inspection status and the quality of a pre-buy can materially affect the final transaction price.