

Twin-engine on sale

August 2013

BN2A-26 Islander

Location

- [Sabadell Airport](#) ICAO code LELL - Sabadell (Barcelona) Spain
- Lat. 41° 31' 0" N
- Lon. 2° 6' 0" E

Owner

- Ricardo Miguel Vidal (RMV S.L.)

Contact

- Jordi Miguel Creus (owner's son)
- jordimc@aeroteca.com
- (+34) 667 570 780



Factory currently working on UK.
Official spare supply is guaranteed.
More than 1280 Islanders/Trislanders worldwide.



<http://www.britten-norman.com/>



Commuter airliner and light utility transport. Twin-engine.

STOL

- 6° fixed FLAPS
- 370 meters to take-off, 330 meters to land
- Camber type wing leading edge between engines

MTOW

- 2993 Kg (6600 lb)

Range

- 1200 Km approx.

Cruise Speed

- 250 Km/h approx.

Average Cost

(including Fuel, Engine, Props and other Maintenance)

- 335 US Dollars / per hour

Possible Configuration

- 8-10 pax
- 800 Kg cargo
- Parachuting



Spanish Registration EC-FIP

Serial Number: 623

Year of Manufacture: 1970

TAT (Total Aircraft Time): 10754 hrs

Avionics

- 2 NAV/COM, Narco Mark 12-D-plus (with FM Immunity)
- 1 MB, 2GS, 2 DME, 1 ADF Bendix original.
- 1 TXDR, 1 ELT, 1 Enc. Alt.

Equipment Inside

- Parachuting launch bar already installed.
- Security bar for cargo for pilot/copilot already installed.
- Passenger configuration already prepared with 6 seats.



Engines

2 x Lycoming O-540-E4C5 , 260 hp, with carburetors

- Engine LH, TSO: 390 hrs (OH '97) (TBO 2000 + ampl)
- Engine RH, TSO: 1796 (OH '95) (id)

The Lycoming O-540-E4C5 engine consume gasolines:

- 100LL
- 91/96
- 91/96UL (*)
- 100/130
- 115/145
- etc...

See Lyc. SI 1070M or the latest one.

(*) Special interest on 91/96UL (UnLeaded) following European EASA and American EPA environmental regulations. The engines of this Islander are ready to operate this new Avgas.



Propellers

both OH '06 in "Technic" (France) including hubs following FAA AD-2001-23-08



History

Plane was built in 1970.

In 1997 Islander EC-FIP was acquired by RMV.

RMV is the Aviation Maintenance Company now selling the plane.

Since 1997 it is preserved in hangar receiving maintenance services required per calendar as well as a full white painting.

In 2012 the new propellers expired by calendar (never flying) and because of the retirement of the RMV owner, it has been decided to sell the Islander, which has stayed on ground since 1997.

Documentation

Full original documentation is available under request for checking.

Includes:

- Aircraft Logbook / Cuaderno de la Aeronave
- Left Engine Logbook / Cartilla del Motor Izquierdo
- Right Engine Logbook / Cartilla del Motor Derecho
- Airworthiness Certificate / Certificado de Aeronavegabilidad
- Aircraft Registration / Certificado de Matrícula
- Noise Level Certificate / Certificado de Niveles de Ruido
- Avionics Licence / Licencia de Estación de Aeronave



First Purchase Option, as it is

EC-FIP can be purchased at its present status for **135.000 euros**.

This price includes a list of extra spare parts.



Second Purchase Option, ready-to-fly

Once purchased EC-FIP could be overhauled and brought to flying status for an additional cost of **162.048 euros**.

Overhaul quoted by Aero Vallés (EASA-145 Maintenance Center at Sabadell Airport).

Details on next page.



Overhaul by Aero Vallés (Sabadell Airport, Barcelona, Spain).

Works on Islander would include:

● Engines and Propellers to 0 Hours	70.970 euros
● Avionics Maintenance	7.330 euros
● Airframe Maintenance (including SB-190)	37.448 euros
● Spare Parts and Materials	40.000 euros
● Certification Taxes and Export Documents	3.500 euros
● Documents to Register Aircraft, Maintenance Program, A/c Data Sheets, etc	2.800 euros

TOTAL 162.048 euros



All these works are quoted with the best spare parts and materials, and following the high standards of the European EASA requirements.

Some chapters in this Quotation may vary while adapting to the customer standards.

For example, engines overhaul is quoted with new cylinders, but a cheaper option could be adopted by reusing the old ones.