

Aircraft Specification

2006 Piper PA-28-181 Archer III

Airframe Hours: 1113 @ 02/July/2026

Engine Hours: 1113 - Tacho 1337, Hobbs 1569

Propeller Hours: 1113 Fixed pitch Sensenich 76EM8S 14-0-62

UK CofA

Annual Inspection valid to 20/Oct/2026

ARC valid to 03/Sept/2026

UK Noise Certificate



Avionics - see also 3rd page: *Make and Model:*

COM/NAV/GPS 1	AVIDYNE	IFD 540 (SBAS) COM(8.33)/NAV/GPS/VNAV
COM/NAV/GPS 2	AVIDYNE	IFD 440 (SBAS) COM(8.33)/NAV/GPS/VNAV
ADF	KING	KR 87
NAV/GPS 1	AVIDYNE	IFD 540 (SBAS) Coupled to A/P and the dual G5
NAV/GPS 2	AVIDYNE	IFD 440 (SBAS) Coupled to analogue CDI/OBS
ILS	DUAL	One G5 EFIS, one analogue
DME	KING	KN 64
TRANSPONDER w/MODE S	GARMIN	GTX 330
AUTOPILOT	S-TEC	SYSTEM 55X w/Alt Hold - Coupled to IFD540 & G5
COLLISION AVOIDANCE	AVIDYNE	TAS 600 displaying to IFD540
EFIS	GARMIN	Dual G5 - Upper as PFD, lower as HSI
ELT	ARTEX	ME406 406Mhz
OAT/TAS/Winds aloft	GAD13+GTP 5	Enabling OAT, TAS and winds aloft
AUDIO/MARKERS	GARMIN	GMA 340 w/4-PLACE INTERCOM



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Other Information:

This is an Archer III, a renowned 4-seat touring single

180HP Lycoming O-360-A4M

TBO 2000 Hours/12 Years

Engine running "On Condition"

Max Ramp Weight 2558 Lbs/1160Kg

MTOW 2550Lbs/1157Kgs

Empty Weight 1717 Lbs/779 Kgs

Dual analogue altimeters

Electric trim

Wingtip strobes & Landing Lights

Low profile red tail strobe light

EGT Gauge

Digital battery voltage & amps meter

Dual PTT's

Wheel spats



All logs from new

No damage history

Full Cambrai all weather fuselage and wings cover

Also a stabilator cover

Hobbs Meter

Known History:

The aircraft is based at London Denham Airfield (EGLD) and maintained by London Denham Aviation on a EASA Part M subpart G Maintenance Contract [50Hr/6Mth and 100Hr/Annual]

Originally a demo aircraft at Piper Germany, then the first UK based retail owner in July 2007, and with current UK owner for the past 16 years.

Interior Details:

Oatmeal leather seats with matching carpets and bespoke overcarpets

Dual USB charging ports

2x handheld backup microphones

Exterior Details:

Bare metal respray by the famous Mick Allen & Son in Sept/Oct 2014 in the original Archer III White and Blue colours
The aircraft has the three wheel spats in place

Reduced Asking Price:

GBP£ 229,950 No VAT



Aircraft are offered subject to Verification and Availability. E+OE.
We always recommend a Pre-Purchase Inspection before committing to a purchase. For more information contact DERRICK INGS AIRCRAFT SALES
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G-MELS

A few additional notes



A word about the avionics:

The current owner refurbished the avionics in August 2020 to IFS RNP 1 standards

➤ EFIS:

- There are two Garmin G5s
- The upper one is a Primary Flying Display (attitude, altitude IAS , heading, TAS etc)
- The lower one is Horizon Indicator (heading ,track, winds aloft, CDI, GS etc) but the can be configured as either in flight if necessary providing a degree of backup

➤ AUTOPILOT:

- This is coupled to the IFD 540
- It is controlled by what ever Nav mode is selected such as Heading, VOR, ILS, GPS and GPS Steering (GPSS allows for not following the CDI but instead taking direct steering from the flight plan entered in the GPS) plus vertical speed
- The Approach mode couples the autopilot to the glide slope so all that is needed is speed control using throttle.
- It's a really neat piece of kit!

➤ And for clarification:

- There are 2 VHF/Nav/GPS devices Avidyne IFD 540 and 440
- Both providing 8.33kHz VHF, VOR/ILS and SBAS GPS
- The 540 is coupled to the G5 PFD and HSI (and to one of the original analogue CDIs) as well as the autopilot
- The 440 is coupled to the other original CDI (see the full photo file on the website)
- There is no cavuum ompas the G5s don't have gyros

○ Also:

- There is an original analogue turn and slip instrument, the turn indicator driven by an electrically powered gyro. The G5 also has a turn and slip indication driven by its own accelerometers.

A word about the wing spars:

At one of the recent Annual Inspections they were inspected and no corrosion found, and a precautionary anti-corrosion treatment was applied