

# 1977 Cessna 340A

## Specifications

### **AIRFRAME:**

9960 Total Hours Since New

### **ENGINES:**

762/762 Hours Since Major Overhaul (June 2004)  
Continental TSIO-520-NB, 310 HP, 1600 Hour TBO

### **PROPELLERS:**

558/1182 Hours Since Major Overhaul (8/2005:2/2002)  
McCaughey 3AF32C93NR 3-Blade Heated Propellers

### **EXTERIOR:**

All over White with Black and Red Accents (new paint 4/2010)  
Polished Spinners  
New windshield (4/2009)

### **INTERIOR:**

Six Tan Fabric Seats: Two Cockpits, Four Cabin Club  
Gray Seat Belts and Pilot/Copilot Shoulder Harnesses  
Brown Carpet, Tan Fabric Side Panels  
New interior (8/2009)

### **AVIONICS:**

Garmin G500 Glass Panel  
Garmin 530W Com/Nav/GPS/Map-Displays/terrain  
Garmin 430W Com/Nav/GPS/Map-Displays  
Garmin GDL-69A satellite weather receiver  
PS Engineering PMA-8000 Audio Panel  
Garmin GTX-327 Transponder  
King KWX-56 Color Radar  
Bendix-King KFC-200 autopilot, fully integrated with the Garmin GPS.  
King KR-87 ADF  
ADS-B UAT antennas pre-installed (UFH blade top and bottom)

### **EQUIPMENT:**

183-Gallon Fuel System  
11.0 Cu.Ft. Oxygen System  
Factory Air-Conditioning  
Dual Insight GEM 610 (G3) Graphic Engine Monitor  
Factory Delco: Heated Propellers,  
Windshield Alcohol Anti-Ice, Heated Pitot/Static Ports/Stall, 100 Amp Alternators  
Beacon, Strobe, Dual Landing Lights, Taxi Light  
Vortex Generator Package (increases gross weight 300 lbs)  
Passenger area writing desk

### **NOTES:**

Annual: Due 6/2016

IFR cert: due Sept 2016

No Damage History

All Logbooks

Always USA

Always hangared and professionally maintained

Previously used as an air ambulance (Part 135)

Based in Fredericksburg, Tx (T82)

Note: the airframe does not have a lifetime or TBO.

The only time-limited component of the airframe is the windshield, which has a 9000-hour limit. The windshield was replaced in 2009.

New door seals 2009.

Aux fuel cells refurbished or replaced in 2009.

**REMARKS:**

This plane is truly a joy to fly. The KFC autopilot, integrated with the GPS and G500 glass panel, provide hands-off enroute flying and instrument approaches right down to the DH. Safety is greatly increased by lessening the pilot workload allowing the pilot to concentrate on other aspects of the flight (communications, weather, passenger comfort, etc). The GEM engine analyzers are state-of-the-art and are in a prominent location in the pilot's field of view aiding the pilot in determining which engine to feather in case of an engine failure. The G500 glass panel is backed up by an altimeter, airspeed, and vacuum driven artificial horizon. Another complete backup set of instruments are available on the co-pilot's side of the panel.

