

N3364L

1973 Cessna 310Q

S#310Q0784

“Executive 600 Conversion”

Airframe:

*TT: 4220/hrs.

*Heater Due: 10/21

*All Logs

*Annual Due: 04/22

*Useful Load: 1732.10/lbs.

*Certified copy of all owners

*IFR Due: 9/22

*N.M.D.H.

Engine Specs: IO-520-E - 300/H.P. - Colemill Executive 600 conversion! – 1700/hr T.B.O.

LH: 1587/hrs. since factory new (5-92) S#215784R – (see logs for cylinder removal and repair)

RH: 1587/hrs. since factory new (5-92) S#215785R – (see logs for cylinder removal and repair)

Props: 3 Bladed McCauley – 3AF32C87-NR – 2000/hr. T.B.O.

LH: 1720/hrs. S.P.O.H. (91) – De-sludge/clean and reseal (3/99) S#76611

RH: 45/hrs. S.P.O.H. (11) – S#768466

Avionics:

P.S. Engineering Audio Panel w/6 place headset jacks

Apollo MX-20 M.F.D. w/ chart view

Garmin 430W GPS/COM/NAV/WAAS

King KX-155 NAV/COM

Garmin GTX-330ES ADS-B in/out

Garmin GDL-69A XM

JPI EDM-760 engine monitor

Sperry 400B Auto Pilot Heading and Navigation function w/ Alt. Hold

Stratus Power Group

Options:

Colemill Executive 600 Conversion

Norton Raydom Nose

Electric air seal door seal w/ provisions to reinstall pump (super tight and quite)

B.F. Goodrich (Simmons) nacelle fuel mod (not active)

Micro VG's

Cleveland Wheels and brakes

Interior: Rated 7.5

Completed in 1998 with tones of Grey in Leather and Fabrics! Nice covering on window surrounds and headliner. Sharp completion to detail and finish! Vert Tidy!

Exterior: Rated 7.75

Painted 10/99 in Matterhorn White with Royal Blue & Red Trim! Very nice and tight with a real strong appearance!

Comments:

Aux Fuel Cells replaced in 2/20

Aircraft specifications are subject to change at any time. This specification sheet is intended as preliminary information and is subject to verification by the purchaser RidgeAire, Inc. 903-586-1521

