



**1971 Cessna 310Q**  
**N7760Q | SN: 310Q0260**

**Offered by RidgeAire, Inc.**  
**903-586-1521 | [bar@ridgeaire.com](mailto:bar@ridgeaire.com)**

# OVERVIEW

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It's been over 40 years since the last Cessna 310 rolled off the assembly line, but the elapsed time doesn't diminish the significance, and success, of the type.

Cessna's first two-engine entry into the civil market after World War II, the 310 entered an aviation market booming with small air-taxi operations in post-war America. Speed, low operating costs, and configurability gave Cessna an early winner and propelled the company on to further success.

Several thousand airframes rolled off the assembly line during its 26 year long production run, many of which ended up in military service with the United States Air Force. A general utility aircraft tasked with intra-theater lift of personnel and supplies, the Air Force bought nearly 200 Cessna 310s off the shelf.

With a cruise speed of 188 kts and a range of 600nm+, the Cessna 310 is an all-rounder. It's able to perform local VFR sorties all the way to IFR cross-country trips with confidence and precision, while delivering compelling performance and economics.

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# AIRFRAME

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Total Time: 6,641 hours @ Hobbs 3,561.7

AFTT = Hobbs + 3,079.3 (06/19/1985)

Damage History: Fuel-starved off-field landing (1986),  
RH gear collapse on landing due to gear bell crank  
failure (1990), RH wingtip taxi damage (1995)

# ENGINES

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## Continental IO-550-E

300hp | 1,900 hours TBO

### Left

S/N: 681124

SNEW: 1,159.7 hours (9/21/2004)

Digital CGR-30P Primary Engine Monitor

### Right

S/N: 681125

SNEW: 1,159.7 hours (9/21/2004)

Digital CGR-30P Primary Engine Monitor

Useful Load: 1,520.50 lbs.

Empty Weight: 3,779.60 lbs.

# PROPS

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## 3-Bladed McCauley 3AF32C504-C/G-82NEA

### Left

S/N: 020942

SNEW: 1,159.7 hours (9/21/2004)

### Right

S/N: 020965

SNEW: 1,159.7 hours (2004)

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# MAINTENANCE

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## Annual Inspection

In Progress

## IFR Certification

Next Due: January 2024

## ELT Inspection

In Progress

# OWNERSHIP

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New Jersey, USA: 1971-1975

Florida, USA: 1975-1978; 1981-1991

Texas, USA: 1978-1987; 2015-2023

Delaware, USA: 1987-1989; 2013-2015

Pennsylvania, USA: 1991-2013



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# AVIONICS

**Avionics Master Switch**

**Audio Panel:** PS Engineering PMA-450B

**FMS/GPS/COM:** Avidyne IFD 540

**NAV/COM:** Garmin GTNC 255A

**Transponder:** L3Harris Lynx NGT-9000 w/ ADS-B Out

**Autopilot:** Century IV

**Digital Gauges:** Electronics International CGR-30C

**Primary Engine Monitor:** Dual Electronics International CGR-30P

Electronics International 5-port USB Charger

**Radar:** Bendix RDR 230 Color Radar Indicator IN2026A

**HSI:** Collins PN101

Electric Trim



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# ADDITIONAL EQUIPMENT

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Colemill Enterprises Executive II upgrade package  
STC

WAAS

Cleveland Brakes

Norton Radome

Boots

Hot Props

Sky-Tec Starter

Extra large baggage door

Airwolf Remote Mount Oil Filter System STC

Brackett Air Filter

Vortex Generators

Alpha Systems Angle of Attack

Lead Acid Battery

# COMMENTS

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## Interior

Rated 6.0+, completed 12/23/1996

- Pilot & co-pilot Douglass Interior Products sheepskins (installed 2010)
- Serviceable

## Exterior

Rated 7.0+, completed 12/23/1996

- DuPont Iron 5000 paint
- Primary color: White
- Accent stripes: Blue & Red

## Comments

- Sharp ramp appeal

*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*

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**RidgeAire**  
WORLDWIDE  
aviation specialists

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*People are more important than planes*