

1973 Piper PA-31-310 Navajo B
AIRCRAFT SPECIFICATIONS
N-Number: N29872 S/N: 31-7300932

Super solid Navajo B with Garmin 530, KAP-200 autopilot and full de-ice equipment. Factory air conditioning. This is a great single-pilot ship with +1,900 lb useful load. Make offer.

Airframe: 6,446 Hours
Engine 1: 1,422 Hours SFRM Engine 2: 1,422 Hours SFRM
PROP: 255 HOURS SPOH PROP 2: 255 HOURS SPOH

Avionics

Garmin GNS-530 IFR GPS/NAV/COMM
King KAP-200 Autopilot
- Flight Director
- Go Around Mode
- Mode Annunciator
- Marker Beacons
King KCS-55A HSI
- Slaved Compass System
King Dual KMA-24H Audio Panels
King KX-165 Nav/Comm
-KI-209 VOR/LOC/GS Indicator
King KN-64 DME (inop)
King KR-87 ADF
King KT-79 Mode C Transponder
JPI EDM-800 Engine Monitor
3M WX-1000 Stormscope
Hoskins CFS 2000 Fuel Management System
Pilot & Co-Pilot Bose Headset Jacks
E.I. Digital Amp Gauge

Features

Factory Air Conditioning (R-12)
De-Ice System
- Wing and Elevator Boots
- Heated Props
- Heated Windshield
3-Blade McCauley Props
Co-Pilot Flight Instruments
12v Aux Power Outlet
Wing Lockers
Relief Tube
Potty Seat and Divider Cabinetry (not installed)
Built-in Oxygen (inop)

Interior

Excellent Condition
2004 6-Place Interior with Club Seating Cabin
Slate Blue Leather Seating
Slate Blue Carpets

Exterior

2004 Paint is in very good condition
Overall Vestal White with Metallix Brilliant Blue and Gold Stripping Accents

Details

This aircraft was seized by the DEA in the early 90s and acquired by the Charleston County (SC) Sheriff Department, which operated the aircraft for more than several thousand flight hours until 2008. Logbooks for the aircraft are missing prior to 1988, however there are records since - 26 years of excellent maintenance history. Factory reman engines were installed in 2000. Recent (2014) propeller overhauls. No known damage history. The current owner has flown the aircraft an average of 125 hours per year for the past 7 years of his ownership. Excellent flight-ready condition.

Located at KEYF ([KEYF Details](#))

Hangared Logbooks since 1988 No known damage

Call Todd Huvad
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