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1978 Cessna P210N Pressurized Centurion
AIRCRAFT SPECIFICATIONS
N-Number: N4801P S/N: P21000113

This 1978 P210N Pressurized Centurion suffered a gear-up landing in 2004 and has been under repair status since 2005. It is now being sold AS IS. Only 2040 hour TTAF, 8 hours SMOH (2005) and 8 hours SPOH (2005). See specs for full description and details.

Airframe: 2,040 Hours
Engine: 8 Hours SMOH
PROP: 8 HOURS SPOH

Avionics

- All instruments and avionics have been stored for more than ten years.
- Overhauls or inspections are needed for all components.

Panel includes:

- King KFC-200 Autopilot
- King KMA 24 Audio Panel
- Dual King KNS 80 RNAV
- Narco 11 Comm
- Collins TDR-950 Mode C Transponder
- 3M WX-10A Stormscope
- Shadin Digiflo Fuel Flow Computer

Features

- Riley Intercooler STC
- Robertson STOL STC
- Sierra/Robertson Droop Wing Tips STC
- JPI EDM-700 Engine Monitor STC
- Rosen Visors STC
- PreciseFlight Speed Brakes
- Precise Flight PulseLight STC
- Gear Door Mod
- Standby Alternator
- Standby Vacuum

Interior

Very good condition Burnt Umber cloth
 Burgandy carpet with tan side panels
 6-place Centurion seating

Exterior

Original Yellow and Burnt Orange scheme. Lower fuselage needs paint over repairs from gear up.
 Good overall condition.

Details

This 1978 P210N Pressurized Centurion suffered a gear-up landing in 2004. The subsequent repairs were deemed incorrect and new full repairs to the airframe were initiated in 2008. The needed factory parts took several years to be produced by Cessna, and the repair project was slow. The engine was overhauled in 2005 and has only 7.8 hours SMOH by H&H Triad. The current thinking is that it should have at least a fresh IRAN inspection by an engine shop. The propeller is "0" time since overhaul and should be similarly re-inspected.

The engine was preserved, but it has been more than 10 years since installation. Diaphragms, gaskets and hoses may be in need of replacement.

The primary repairs have been expertly completed and the aircraft is currently opened for full inspection of airframe and engine. A complete detail of the work to date and in-progress is included with the logbooks online.

The panel and radios are dated circa 1990s and will need refurbishment (or perhaps a new G500 panel installed).

The airframe is solid and low time. All hydraulics have been fully inspected and re-installed with fresh parts and components.

The aircraft is being sold AS IS, WHERE IS at Sparkchasers Aircraft Services at KJNX, Johnston Regional Airport, in Smithfield, NC. The necessary repairs to put the aircraft in airworthy and ferry condition can be completed by the maintenance shop or the aircraft may be further disassembled and shipped.

Completion project management services are also available.

Call Todd Huvad for more details, complete logs, and all records concerning repairs to date and estimates for completion.

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

Hangared All logs and records Damage history - 2004 Gear up. Aircraft repair and refurb is in progress.

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