

**1967 Cessna T210G Turbo Centurion**  
**AIRCRAFT SPECIFICATIONS**  
**N-Number: N6904R S/N: T210-0304**

Here's a workhorse T210G that features an S-Tec 50 Autopilot with altitude hold. Standard panel with nice, clean and comfortable interior. Whopping 1,227 lbs of useful load. Built-in oxygen. Engine at TBO but running strong with good compressions. Fast high-flyer!

**Airframe: 5,260 Hours**  
**Engine: 2,020 Hours SFRM**  
**PROP: 1,952 HOURS SPOH**

**Avionics**

S-Tec 50 Autopilot  
- Altitude Hold  
Apollo Flybuddy 800 GPS  
King KY-197 Comm  
King KX-155 Nav/Com  
- KI-209A VOR/LOC/GS Indicator  
King KMA-12 Audio Panel  
- Marker Beacons  
Bendix T-12CADF with Indicator  
- Receives Broadcasts  
Narco 122 Nav VOR/LOC/GS  
Narco AT-50A Mode C Transponder  
Clock with Seconds Sweep  
12v Power Outlet  
Avionics Master Switch

**Features**

S-Tec 50 Autopilot STC  
Brackett Air Filter STC  
Knisley Modified Exhaust System STC  
Cabin Door Removal for Photography Ops Spec  
  
89 gallon fuel capacity  
  
W&B Data  
MTOW: 3,400 lbs  
Empty Weight: 2,177.3 lbs  
Useful Load: 1,222.7 lbs

**Interior**

Stone Gray Cloth Interior  
Gray Carpets  
Cream Headliner

**Exterior**

Overall Matterhorn

**Details**

1978 - Gear-up incident (38 yrs)  
1996 - Ground Loop Incident (23 yrs)  
1992 - US Customs Judicial Forfeiture  
See logbooks and anecdotal reports in records for details  
**Located at KLHZ** ([KLHZ Details](#))  
Hangared Records and Logbooks

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