



18/May/2020

Aircraft Specification

1975 Cessna 402B 'B Liner' [Utiliner]

C402B

Airframe Hours: 7836 @ 18/May/2020

Engine Hours: Engine 1: 431 Since Gold Medallion overhaul 27/June/1999
Engine 2: 690 Since Gold Medallion overhaul 16/Oct/1998

3-blade propellers - Zero Hours flown since last overhaul

Iceland based and Iceland registered



Avionics:

COM 1
COM 2
ADF
NAV 1
NAV 2
ILS
DME
TRANSPONDER
A/P w/Alt Hold & Preselect
COMPASS SYSTEM
MARKERS
AUDIO PANEL
INTERCOM

Make and Model If On Board:

KING KX 175B [760/720 TBC]
KING KX 175B [760/720 TBC]
KING DUAL KR 85 TSO - w/RMI & 2x RBI
KING KX 175B w/VOR/LOC/GS
KING KX 175B w/VOR/LOC/GS
P1 HSI and P2 No 2 GS
KING KN 65
KING KT 76 TSO
BENDIX w/HDG/NAV/GPS & APP/GS Capture
KING Slaved
YES
YES
YES



Aircraft Specification

Other Information:

This is a Cessna 402B 'B Liner'
[Also known as a Utiliner]

Deiced with alcohol
300HP Continental TSIO-520-E9B & EB8B
TBO 1400 Hours/12 Years
The engines were Gold Medallion Overhauled
Co-pilots instruments (includes 2nd altimeter)
Crew door & large cargo door
All logs from birth
2x nose baggage lockers
2x nacelle lockers
Factory corrosion proofed
Tip Tanks
Red fin light
Rear baggage area
Fuel capacity is 166 USG
Hangared



Propeller Model & Serial Numbers:

Model: 3AF32C87

Serial Numbers: 788110 & 724568

MTOW 2860Kgs/6300Lbs

Empty Weight 1931 Kgs/4256 Lbs

Known History:

The aircraft was purchased from a bank in Sweden by the current owner for a multi-aircraft AOC in Iceland [3x 402s & 2x 310s]. The aircraft remains in Iceland where it is based at Reykjavik Airport [ICAO Code BIRK]. The owner speaks highly of his operating experience with the 402s.

A note about the Annual Inspection: the aircraft had an Annual almost completed some years back but as the owner was planning to sell plane abroad he thought it would be best not to complete the Annual but instead to ferry the aircraft under a Ferry Permit to whomsoever buys the aircraft and let him/her finish the Annual and carry out whatever else they require. Thus, the aircraft has been stored and believed last flew in 2003.

The owner says:

"The plane was exceptionally well spec'd for utility jobs when purchased. Cargo door and Crew Door so you could load the cabin to the brims and the crew enter the cockpit from front.

It was possible to fly one way full pax and put seats in nose and fly back with cargo in the cabin.

These plane were usually fitted with the Cessna radios which were no good from my experience [hence, the change to King].

It has 166 gallons fuel, and is de-iced with alcohol, including the windshields.

A recent new cabin heat tube was fitted.

I had a Piper Navajo once and I know how difficult it is to maintain in comparison to the Cessna. It is so much easier to get to things on the Cessna in comparison."

Interior Details:

Blue cloth seats.

One aft seat has been removed so the cabin has 8x pax seats, all forward facing.

Exterior Details:

Overall White with Dark Blue/Light Blue stripe scheme.

Asking Price:

EUR€ 92,950 [Plus Import VAT if bought for Europe]