

1975 Cessna 340A Twin with RAM VII & MT Props

FOR SALE by TomahawkAero.com | Asking Price: \$225,500 | Phone: (702) 219-9290



N340TL is a RAM VII-equipped 1975 Cessna 340A pressurized cabin twin, hangared at North Las Vegas Airport (KVG), Nevada. The aircraft features Continental TSIO-520-NB engines rated at a reported 335 horsepower per side, matched engine times of 1,455.8 hours, and MT propellers with only 11.7 hours each. Airframe total time is 4,553.3 hours. Dual Garmin WAAS navigators, ADS-B Out, leather seating, cabin air conditioning, oxygen, wing spoilers and vortex generators complement the aircraft's cabin and travel capabilities. Paint was completed in March 2005. Last annual inspection was completed November 7, 2025. Full engine and propeller logs are reported available; early airframe logs for 1975–1982 are missing. Interested in N340TL? Call or text Tomahawk Aero brokers Jeff Lustick at (702) 219-9290 or Cyzaiah Reese at (702) 575-1471 for additional information and photos. All offers considered. Brokers welcome. Trades considered on select aircraft. For more info, visit TomahawkAero.com.

Year, Manufacturer, Model: 1975 Cessna 340A RAM VII Twin

Current Location: Hangared at North Las Vegas Airport (KVG), North Las Vegas, NV

FAA Registration: N340TL, S/N: 340A00184

Inspection Status:

Annual Inspection Last Completed: November 7, 2025

ELT Battery Replacement Due: September 2030, per prior specification; verify current entry

24-Month Altimeter/Pitot-Static/Transponder Certification: prior entry June 2022

Heater Decay Test: prior entry June 2022; current inspection status to be confirmed

Oxygen Bottle Hydrostatic Certification: June 2022; next due June 2027, per prior specification

Recurring Airworthiness Directive compliance to be confirmed from current records

R/L Engines:

Matched reported engine time: 1,455.8 hours

2 TCM/Continental TSIO-520-NB, Turbo Charged, Fuel Injected, 335 HP Engines

Both Converted to RAM VII Engine Upgrades in 04/05, including:

- Larger KTS TA81 Turbopillet X 17 cubic inch Turbochargers

- RAM Engineered Larger Cowl Flap STC

- RAM Engineered Low Profile Intake Scoop STC

- New Engine Shock Mounts, Exhaust Slip Joints & Primary Fuel & Oil Hoses

Left Engine - #2 Cylinder and connecting rods replaced.
Right Engine - #1, #4, and #6 cylinders and connecting rods replaced.
Exhaust Overhaul on both engines in 07/19

R/L Propellers:

MT Propellers: 11.7 hours each; time basis to be confirmed from logs
Model P.017/P3BO; model MTV-14D-C-F-/CF188-30G

Avionics:

Garmin GNS-530W WAAS/ILS/LOC/VOR/Color Moving Map GPS on Com #1
Garmin GNS-430W WAAS/ILS/LOC/VOR/Color Moving Map GPS
Garmin MX-20 Color Multi-Function Display
Garmin GDL-69A Weather Data Link
Garmin GTX-330-ES Mode S Transponder with ADS-B Out and TIS on panel traffic
Legacy autopilot, previously described as Cessna ARC Century IV;
Cessna ARC C668017 Dual Tachometer Indicator
Shadin Avionics 910532P Diga-Flo Twin Engine Fuel Flow Meter
Shadin Avionics AMS 2000 Digital Altitude Alert System
Bendi King KI-120 Course Direction ILS/VOR/LOC/G
Bendix King KCS-55A Compass System (HSI)
Bendix King KI-525A Panel-Mounted Pictorial Navigation Indicator
Bendix King KG-102A Directional Gyro Module
Bendix King KMT-112 Flux Detector Magnetic Azimuth Transmitter
Bendix King KA-51A LRU-Mounted Slaving Accessory
PS Engineering PMA 8000 Audio Selector Panel w/Mkr Beacons & HiFi Stereo Intercom
PS Engineering PAV80 Inflight Entertainment System, CD/MP3 Player, FM Radio
Davtron M877 Deluxe Digital Panel-Mounted Chronometer Gauge
Davtron M303 Digital Panel-Mounted Outside Air Temperature Gauge
Airpath C2300 Liquid-Filled, Lighted, Magnetic Compass
Edo Aire Mitchell 1C651-3 Yaw Damper LRU-Mounted Module
EDM 760-6C Digital Twin Engine Graphical Monitor/Analyzer
Artex ME406 Dual band 406 MHz Emergency Locator Transmitter
Full CoPilot Suite of Instruments, ASI, AHI, VSI, ALT & DG
Blue Ring Bezel Lighting and above panel lighting strip

Airframe:

4,553.3 hours TTAF (Total Time Airframe)
RAM Vortex Generators on both wing leading edges and vertical tail, STC, 04/05
PowerPac SP8000 "Jet Type" Airplane Spoilers with touch button system, STC, 01/05
Goodyear Deicing Boots on Outboard Wings and Vertical Stabilizer
Alcohol Windshield De-Icing System Pilot/Copilot Windows w/Wing Locker Reservoir
Aluminum/Carbon Fiber Motif Reinforced Instrumental Panel Installed, 07/05
Electronic Pitch Trim Controls on Pilot's Side Yoke
Rosen Lexan Plastic Adjustable Sun Visors. Pilot/Co-Pilot sides
Shaw Aero Flush-Mounted Locking Fuel Caps x 4
Full Strip/Repaint by Straube's Aircraft Services, Kingman, AZ, 03/05.
Airframe Jet Glo White with Dark Met Blue/Misty Blue and Ice Silver Accent Lines
Toe Brake Controls on Pilot's & Co-Pilot's Sides
Dual Push to Talk Switches on each control yoke
Interior sidewalls, headliner and cabin carpet
Cream-colored leather front and rear seats

Cleveland Wheels & Brakes Upgrade Package
Six-Place High Altitude Cabin Oxygen System
LEMO Powered Panel Headphone Jacks throughout
Leather Wrapped Cessna Logo Control Yokes
Four Leather, Reclining, 3-way adjustable cabin seats, one currently removed
Cabin Air Conditioning System, New Air Compressor Installed 07/06
Adjustable Cabin Bubble Air Vents
Canvas Airframe Cover

Notes:

No current maintenance issues.
Full Engine and Prop Logs. AF logs missing 1975-1982.
Gross Weight increase to 6,390 lbs. (with RAM VII STC)
Aircraft Empty Weight: 4,730 Lbs
Aircraft Useful Load: 1,660.0 Lbs
160 gallons max 100 LL Fuel Capacity (31.5 x2 wings, 50 x2 tips)
All AF, Engine, & Prop Times Subject to Change

Google Photo Album Link: <https://photos.app.goo.gl/ySA3FE4nr1pndbjp9>

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