

FOR SALE: 1979 RAM IV CESSNA 414A

"PRESSURIZED, AIR CONDITIONED, PART 135 OPERATED, KNOWN ICE"



6307-TTAF

Owned by the STATE OF OREGON SINCE 1984

COMPLETE LOGS

2184 Lbs USEFUL LOAD

S/N 414A-0318/Tail No. N5000U

ANNUAL Due: FEB 2019

IFR Certification Due: NOV 2018

No Known Damage History

ENGINES (1600 TBO/325-HP) & PROPS (2000 TBO)

LE: TCM TSIO-520-NB, S/N 901223-H

379-SMOH by PREMIER AIRCRAFT ENGINES in 2014, 4794-TTE
FEB 2018 Compressions, Cylinders 1-6: 70, 68, 70, 72, 70, 68

RE: TCM TSIO-520-JCNCNB, S/N 503260

379-SMOH by PREMIER AIRCRAFT ENGINES in 2014, 5963-TTE
FEB 2018 Compressions, Cylinders 1-6: 72, 69, 70, 70, 68, 68

McCaughey Model 3AF32C505-C 3-Blade Constant Speed Props

L: Hub S/N 930038, 379-SPOH (2014), 2811-TTP

R: Hub S/N 930039, 379-SPOH (2014), 2811-TTP

AVIONICS

Garmin GNS-430W WAAS GPS/Nav/Com (Displays on G600)

Garmin GTX-327 Mode C Transponder #1

Garmin GTX-327 Mode C Transponder #2

Garmin MX-20 MFD

Garmin G600 with SVT/GDU-620 MFD/PFD

Garmin GTP-59 Temp Probe

Bendix/King ART-2000 Digital Weather Radar (Displays on MX-20)

Bendix/King KI-204 Nav Indicator

Bendix/King KY-196 Digital VHF Nav/Com Transceiver

Bendix/King KN-53 Nav Receiver

Bendix/King KN-63 DME with KDI-572 Indicator

PS Engineering PAC-24 Audio Console w/Intellipax Expansion Unit

L3 SKYWATCH 497 Traffic Advisory System (Displays on G600 & MX-20)

S-TEC 55X Autopilot with Flight Director, ALT Alert, VS, Alt Pre-Select, YD

Shadin Digiflo-L Fuel Management

Icarus Altitude Serialzer ARC G-519 Standby A.I.

Sperry RT-220 Radar Altimeter JPI EDM-760 Engine Scanner

Collins MKR-350 MB Receiver Sandia SAE 5-35 Altitude Encoder

Glide Slope Astro-Tech LC-2 Digital Chronometer

EQUIPMENT

Full De-Ice Equipment

8th Seat Included

Wind Scoop (Pilot Window)

Static Wicks

Push-To-Talk Mic Buttons

Polished Spinner Cones

ARTEX ELT

Stall Warning System

5-Place Cabin Mic/Phone Jacks

Wired for Garmin 496 (Power & Ground)

Micro VGs (Gross Weight Increase)

Hobbs Hour Meter

Electric Trim on Pilot Yoke

Yaw Damp

EXTERIOR (Rated 8/10)

White Base with Blue & Black Accents

INTERIOR (1999, Rated 8/10)

Leather Interior by Salem Air Center: Arm & Head Rests, Collapsible

Executive Writing Tables, Aft Cabin Potty w/Relief Tube, 7 Seats Installed

(Four "421 Style) Cabin Club, Forward Cabin Divider w/PAX Advisory Signs



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Asking Price: \$364,000 USD

*Specifications subject to verification upon inspection
Aircraft is subject to prior sale*

N5000U Maintenance Highlights:

2018: New GILL G-244 Aircraft Battery, Carry-through SPAR Inspection – NO DEFECTS, tail cone corrosion-treated with ACF-50

2014: New Prop Boots, Overhauled Engine Installed by PREMIER with NEW Magnetos & Overhauled Starters, Turbochargers, Waste Gates, Controllers, Inner Coolers & Fuel Injectors along with CMI Non EQ-3 Cylinder Assemblies

2002: New Flex Hoses & New Cleveland Wheels Installed

2000: New Knisley Exhausts & New Engine Mounts Installed, RAM Engines with New Components Installed with New Fuel Hose Kits, New Oil Hose Kits & New Fluid Hoses (on RH Engine)

1999: New Flap Cables Installed, Interior Replaced

Recent Hours Flown Between Annual Inspections:

2015 – 2016: Hobbs 750 hours to 800 hours, or 50 hours

2016 – 2017: Hobbs 800 hours to 818 hours, or 18 hours

2017 – 2018: Hobbs 818 hours to 853 hours, or 35 hours

**Total flight time 2015 – 2018 Annuals = 103 hours*

Average Flight Time Between 2015 & 2018 Annuals = 34 hours per year

Based in Southern California 1979 – 1984, Owned by STATE OF OREGON 1984-2018

Now Hangared at 2M2 in Lawrenceburg, TN USA

Operated as Part 135 Aircraft

Owner Comments:

“This Aircraft Has Been Professionally Flown & Maintained By The Same Owner Since 1984. It’s Also Been on a PART 135 CERTIFICATE Since 1984 When It Was Purchased With Only 640 Hours TTAF. The Aircraft has Been **Hangared Year Round**. Paint Is Excellent & The Interior is Excellent As Well. The Aircraft Has Been Flown 100-200 Hours Per Year Since 1984. I Believe This Aircraft Has Received More Maintenance & Attention Than Any Cessna 400 Series Aircraft I’ve Seen. The Engines Were Overhauled To The Tune Of About \$150,000. The Avionics Are Top Notch & Would Be Above \$150,000 To Have Installed For A Stock 6 Pack 414.”

Note: N5000U is still being flown regularly, therefore, airframe, engine, prop, and appliance times may be somewhat higher than the hours listed in this ad.