

## Cessna 414A RAM VII

**\$450,000**



### Listing

**Listing url:** <https://aircraftforsale.com//aircraft/multi-engine-piston/cessna/414a-ram-vii/roanoke-va-usa/cessna-414a-ram-vii-for-sale-500849>

**Listing reference number** #500849

### Seller

Flyaway Aircraft Sales  
Phone: +1 (864) 398-3798

### Quick info

**Listing type:** For sale

### Description

Loaded RAM VII SERIES 414A Chancellor III! FRESH JULY 2025 ANNUAL, 5787-TT, 335-HP, 874-SMOH, 728-SPOH, IFR Due Nov 2026, AIR, KNOWN ICE, Winglets, Spoilers, WAAS Garmin GTN-750 Touchscreen and GTN-530W GPS Navigators/Coms, Garmin GTX-345 ADS-B, Bendix/King RDR-2000 Color Radar and KFC-200 A/P with YD and ALT Select, Nice Paint and Leather Interior, NDH, Complete Logs, Hangared.

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### Add Details

**Manufacturer year:** 1979

**Serial number:** 414A 0336

**Registration number:** N2688X

**Total airframe time:** 5787

### Additional information

#### Airframe:

##### Airframe Description:

No Major Damage, Complete Logs, Always Hangared, No Liens

Based at KROA Airport, Virginia USA.

JULY 2025 ANNUAL INSPECTION BY FREEDOM AVIATION LYNCHBURG, VA

IFR Due NOV 30, 2026

No Airframe Logbook Entries 2008-12

1979-95 Logs Are Certified Copies of the Original Records

Operated Previously Under Part 135 Certificate

Useful Load 1776.25 lbs, Empty Weight 5310.75 lbs, Gross Weight Increase to 7,087 lbs (RAM STC), Max Landing Weight 6,750 lbs, Zero Fuel Weight 6,200 lbs

206 Gallons Fuel

Professionally Flown

Number of Hours Flown Between the Past 5 Annuals: May 2024 (5646-TT), 66 Hours Feb 2023 (5580-TT), 72 Hours Nov 2021 (5502-TT), 143 Hours June 2020 (5359-TT), 61 Hours June 2019 (5298-TT), Average: 86 Hours Per Year

Previously Operated in Jonesboro, AR, Colorado, Southern California, Phoenix, Vegas, Waco, TX, Green Bay, Ft Lauderdale, Albuquerque.

**Airframe Total time:** 5787

**Engine 1 hours:** 874 SMOH

**Engine 2 hours:** 874 SMOH

#### Propulsion:

ENGINES:

Continental/TCM Turbocharged TSIO-520NB 335-HP/1600-Hour TBO Engines Overhauled to New Parts Limits on JULY 3, 2013 and Installed by RAM on N2688X on DEC 1, 2013, with:

New Oil Coolers. New Turbo GAMInjectors, New Alternators. New Slick Pressurized Magnetos, New Camshafts, Heavy Weight Crankcases and New NICKELLED Cylinders

LEFT S/N 290861-R and RIGHT S/N 514967: 874-SMOH, ETT Unknown

May 2024 Compression Results at the Most Recent Annual, Cylinders 1-6: LE - 64/80, 68/80, 66/80, 54/80, 70/80, 61/80 RE - 65/80, 62/80, 66/80, 60/80, 66/80, 68/80 Master Orifice: 46/80

PROPS:

New Hartzell PHC-C3YF-UF/FC7693DFB 2000-Hour TBO 3-Blade Scimitar Props and New

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McCauley DCFS290D91T3 Governors, S/N 020072 and 020073, Installed by RAM in 2003

LEFT PROP (S/N EB5446B) and RIGHT PROP (S/N EB5445B) Overhauled and Balanced and R/H Governor Overhauled by Yingling in 2015 728-SPOH, 1238-TTP Since New - Both Props

McCauley MC-1 Prop Synchrophaser System Installed

### **Inspection:**

#### **Inspection Status:**

No Major Damage, Complete Logs, Always Hangared, Based at KROA Airport, Virginia USA. No Liens.

Annual Inspection Completed in May 2024 by Freedom Aviation of Lynchburg, VA, Next Annual Due by May 30, 2025

IFR Certification Completed NOV 2024, Next IFR Due by NOV 30, 2026

No Airframe Logbook Entries 2008-12

1979-95 Logs Are Certified Copies of the Original Records

Operated Previously Under Part 135 Certificate

Useful Load 1776.25 lbs

Empty Weight 5310.75 lbs

Gross Weight Increase to 7,087 lbs (RAM STC)

Max Landing Weight 6,750 lbs

Zero Fuel Weight 6,200 lbs

7 Seats Including Belted Potty

Professionally Flown

Number of Hours Flown Between the Past 5 Annuals:

May 2024 (5646-TT), 66 Hours

Feb 2023 (5580-TT), 72 Hours

Nov 2021 (5502-TT), 143 Hours

June 2020 (5359-TT), 61 Hours

June 2019 (5298-TT)

Average: 86 Hours Per Year

Previously Operated in Jonesboro, AR, Colorado, Southern California, Phoenix, Vegas, Waco, TX, Green Bay, Ft Lauderdale, Albuquerque

#### **Remarks**

Copy/Paste Cloud Link Below in Your Browser Window to See All Logbook Images - Records Include STC Paperwork Along With 337s, The Most Recent Airworthiness Directive Compliance and Performance Information:

<https://mega.nz/file/SRRHHQjL#fD-OPxeMI7AebsGXvtDuSR462X83QTrI02SZgwF6VO0>

LINK TO AIRWORTHINESS RECORDS AND 337s/STCs:

[https://mega.nz/file/fEAQkT7L#-GdFM5KK\\_di2Jh6faRFiM0IHkmtM8ki22KMHMNZomM4](https://mega.nz/file/fEAQkT7L#-GdFM5KK_di2Jh6faRFiM0IHkmtM8ki22KMHMNZomM4)

YouTube Video Link:

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<https://youtu.be/xKZm-Nwyd5M>

### Maintenance Highlights:

Recurring ADs 2018-03-03R1 L&R, FWD & Lower Carry-Through Spar Cap Due at 15,000-TTAF, and 2005-12-13 to Prevent Wing Spar Cap Failure Due at 10,000-TTAF

2024: O2 Inspection and Hydrostatic Test Completed, Janitrol Combustion Heater Overhauled by Harold Haskins

2023: New L/H OB De-Ice Boot Installed

2022: New Main Landing Gear Tires and Tubes

2021: RAM Value Max Nickel Cylinder No. 5 on Right Engine Repaired, Fuel Pump Overhauled

2015: Prop Overhauls with New Boots Installed, Props Balanced

2014: Both Engine Turbochargers Replaced, Front Carry-Through SPAR Inspection C/W Per ME-84-12-R1 (No Defects), New RH OB De-Ice Boot Installed, LH Engine Removed, Repaired, and Reinstalled Due to Metal Contamination

2013: New LH Stab Boot Installed, Engines Removed Due to Metal Contamination, Repaired and Re-Installed with New Hoses, Wastegates, Controllers, and Intercoolers

2012: New Door Seal Installed

2009: Special 400/600 Hour Inspections C/W for Cabin TYPE A and TYPE B - FORWARD WING SPAR WEB REPLACED

2003: R/H Engine S/N R-519173 Removed and Replaced by S/N 244825-R

2002: Elevator Painted and Overhauled Elevator Trim Tab Actuator Installed

1997: New Rudder Spar Installed (See 337)

1991: Aircraft Re-Painted, L/H Engine Removed, Disassembled and Cleaned - New: Crank, 3 Lifters, and Oil Cooler Installed, Engine Re-Installed and Returned to Service

1990: L/H Engine S/N 244779R Replaced by S/N 519904, Repair to R/H Horizontal Stab Top Surface 18 Inches Aft of Leading Edge - Documented Using Form 337

1988: L/H Engine S/N 521556 and R/H Engine S/N R-519173 Removed and R/H Engine S/N 521140 and L/H Engine S/N 244779R Installed

1982: Top Skin Panel of Rudder Replaced and Painted - Documented Using Form 337

### Notes:

Exhaust System Overhauls Due at 3158 HM or by July 1, 2027 (2500 Hours). Current Estimated HOBBS/Hour Meter = 1255

AD 05-12-13 is Recurring to Prevent WING SPAR CAP Failure Caused by Fatigue Cracks - Due at 10,000 Hours, Then Again at 15,000 Hours

### Avionics:

**Flight rules:** IFR

### Comms equipment:

Garmin GTN-750xi Touchscreen GPS/Nav/Com, Garmin GNS-530W WAAS GPS/Nav/Com

### Engine management:

### Navigation equipment:

Garmin GTN-750xi Tou Inverterchscreen GPS/Nav/Com, Garmin GNS-530W WAAS

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GPS/Nav/Com, Garmin GTX-345 ADS-B Transponder, Garmin GA-35 GPS Antennas, Garmin Flightstream 510 Wireless Interface, Bendix/King RDR-2000 Color Weather Radar, Bendix/King ART-2000 Radar Antenna, Bendix/King IN-182A Color Radar Display, Bendix/King ART-161A Radar Receiver/Transmitter, Bendix/King CM-2000 Configuration Module, Bendix/King KFC-200 Autopilot with Yaw Damp, Bendix/King KC-295 Autopilot Computer, Bendix/King KAS-297 Altitude Select, Bendix/King KEA-346 Servoed Encoding Altimeter, Bendix/King KT-76A Transponder, Bendix/King KA-285 Annunciator Panel, Bendix/King KCS-55A Slaved H.S.I. Compass System, Bendix/King KI-525A H.S.I., Bendix/King KA-51A Slaving Accessory, Bendix/King KI-256 Flight Command Indicator/ADI, Bendix/King KR-87 Digital ADF, Bendix/King KI-226 RMI, Bendix/King KI-206 CDI, PS Engineering PMA-8000G Audio Panel, JPM EDM-760 Engine Monitor, Shadin Digiflo-L Fuel Flow, Electric Trim/Trim Interrupt on Pilot Control Wheel, Traffic Cancel on Pilot Control Wheel, Push-to-Talk Button On Yokes, Co-Pilot Gauges, Mid Continent MDCT 4300-411 Electric AI w/Standby Battery, Strikefinder SF-2000 Stormscope, Transponder 1/2 Switch, DAVTRON M811B Digital Chronometer, Phase Switch, Precision PAI-700 Vertical Card Compass, KGS SPC-10 400-Hz Inverter

JPI EDM-760 Engine Analyser On Board

**Additional equipment:**

AIR CONDITIONING (R-134 Freon), FIKI/KNOWN ICE with Heated Windshield and Prop Boots, Micro Vortex Generators, Strakes, Winglets, Fire Extinguishers, Intercoolers, Air/Oil Separators, Exterior Courtesy Light by Door, Static Wicks, OAT Gauge, Crew Map Lights, Shoulder Harnesses, Power Pac Spoilers, Pulse and Recognition Lights, Wingtip Strokes, Instrument Post Lights, External Power Receptacle, Artex 345 ELT, Prop Synchrophaser, DE-ICE Lights, SLICK PRESSURIZED MAGS, 11 Cubic Ft OXYGEN Bottle, Tinted Windows, Refreshment Center, Nose Wheel Fender, Flight Deck Divider and Curtain, Engine Fire Detection System, Induction Air Filters, Sun Visors, Stall Warning Detector, Music Input Jacks (2), Dual Pitot Heat, Taxi/Landing Lights, Courtesy Nacelle and Nose Lights, 24-Volt Battery and Electric System, Cabin Pressure Control, Fuselage Ice Protection Plates, Vertical Tail Flood Light, Rudder Gust Lock, Dual Static Source, Vacuum Pumps with Power for Known Ice, Potty Divider with Rack and Curtain, Crew and Passenger Intercom, Headphone Jacks, Stainless Fasteners, RAM Intercooler Scoop Mod, Floscan Fuel Transducers

**Interior:****Number of seats:** 7**Additional equipment:** Air Conditioning, Dual-controls**Interior Condition:**

2018: Interior Refurbishment.

2015: New Carpet with Burn Certs. Cabin Features: Stowable Executive Tables, Adjustable Crew Seats, 7 Seats with Tan Leather Trim and Matching Side Panels, Belted Potty, Rated 7/10.

**Interior Year:** 2018**Interior Condition Score:** 7**Exterior:****Exterior Condition:**

Exterior Colors: Lime, Dark Grey, Silver Trim on White Base, Rated 7/10.

**Paint Condition Score:** 7

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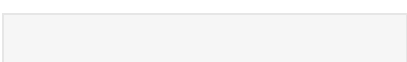
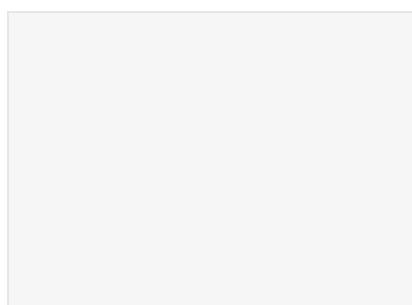
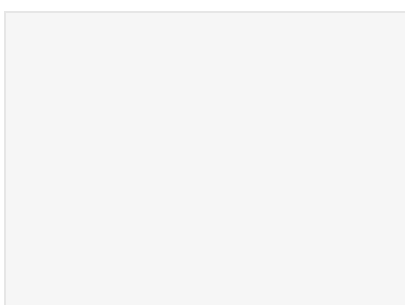
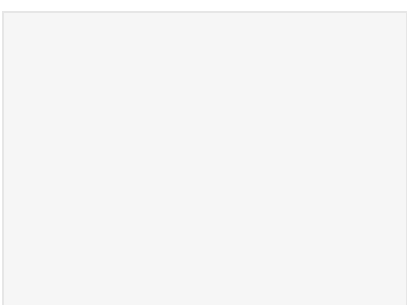
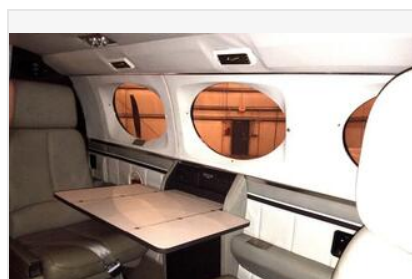
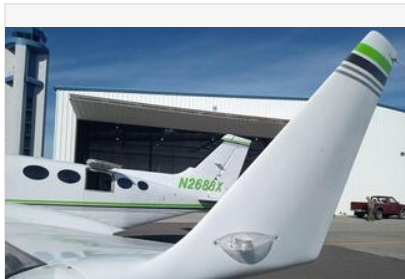
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### Listing images



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