



**1981 Cessna 414AW RAM VII
N190MG | SN: 414A-0639**

**Offered by RidgeAire, Inc.
903-586-1521 | bar@ridgeaire.com**

OVERVIEW

This aircraft is being sold as-is. It is unairworthy, but can be ferried anywhere in the Continental United States for delivery. We purchased this aircraft as a full refurb for company flying, but decided to go in a different direction.

The aircraft has a great panel, solid bones, and skins are in good condition. A full paint job will correct most outstanding exterior squawks, and the interior needs a complete refurbishment.

N190MG has 9,300 hours of total airframe time, outfitted in a passenger configuration. It has prior service in the Northeast United States as a commuter passenger aircraft.

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The Cessna 414A is beloved for its practical utility. A Goldilocks aircraft, the 414A offers nice upgrades over the original Cessna 400 series, without the added expense and complexity of the Cessna 421.

The RAM Series VII upgrade features winglets and an increase in engine power and performance.

Featuring a pressurized cabin and seating for eight, the engineers at Cessna outdid themselves with clever use of storage. Passenger baggage can be loaded in the aft cabin, wing & nose storage compartments.

A reliable workhorse for families, businesses, and regional airlines, the Cessna 414A has earned its reputation as affordable, reliable, & comfortable transportation. With the RAM Series VII upgrades, the 414AW is a serious performer.

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AIRFRAME

Total Time: 9,300 hours
Engines run monthly, aircraft flown occasionally.

ENGINES

Continental TSIO-520-NB

335hp | 1,600 hours TBO

Left

S/N: 145105.5.B

TSMOH: 1,050 hours by S-RAM Reman (09/2004)

Right

S/N: 276775R

TSMOH: 875 hours by S-RAM Reman (11/1998)

Pickled & Put in Service 01/2007

PROPS

McCauley 3-Bladed "Sabre Style" 3AF32C515

Left

S/N: 950695

TSOH: 300 hours (11/2009)

Right

S/N: 950691

TSOH: 300 hours (11/2009)



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AVIONICS

Original, Clean Panel, Rated 9/10

Avionics Master Switch

COM: King KY 196A

R-NAV: King KNS 80

NAV/COM: King KX 155

??: Northstar M1 w/ RAM

Color Radar: Bendix 200

ADF: King KR 87

Autopilot: Cessna 800 IFCS w/ Flight Director



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ADDITIONAL EQUIPMENT

Winglets

Glass windshield (Very good condition)

A/C

Fire Extinguisher and Detector

Full fresh overhauled landing gear

Executive & commuter interior

Known Ice

Hoskins Fuel Flow

Full Copilots Instrument

COMMENTS

Interior

- In poor condition
- Computer & passenger seating dividers and refreshment centers included

Exterior

- Paint in poor condition
- Fresh exterior paint will fix large number of open squawks

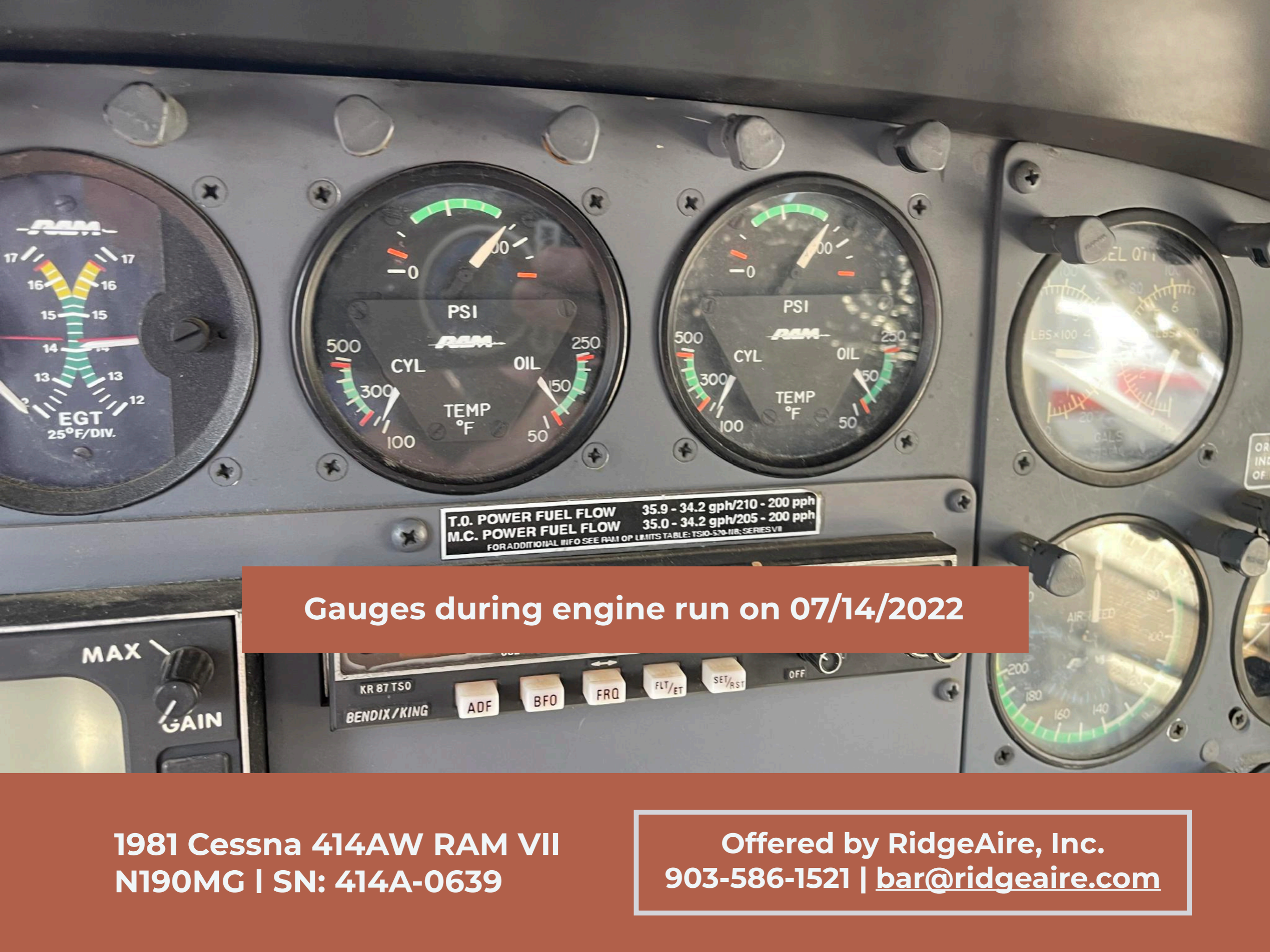
Comments

- Solid aircraft, skins in excellent shape
- Hangered with three prior owners
- Sold as-is; full refurbishment or refurb as you fly

Aircraft specifications are subject to change at any time. This specification sheet is intended as preliminary information and is subject to verification by the purchaser

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T.O. POWER FUEL FLOW 35.9 - 34.2 gph/210 - 200 pph
M.C. POWER FUEL FLOW 35.0 - 34.2 gph/205 - 200 pph
FOR ADDITIONAL INFO SEE RAM OP LIMITS TABLE: TS10-570-118; SERIES VII

Gauges during engine run on 07/14/2022

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Extremely clean engine bays



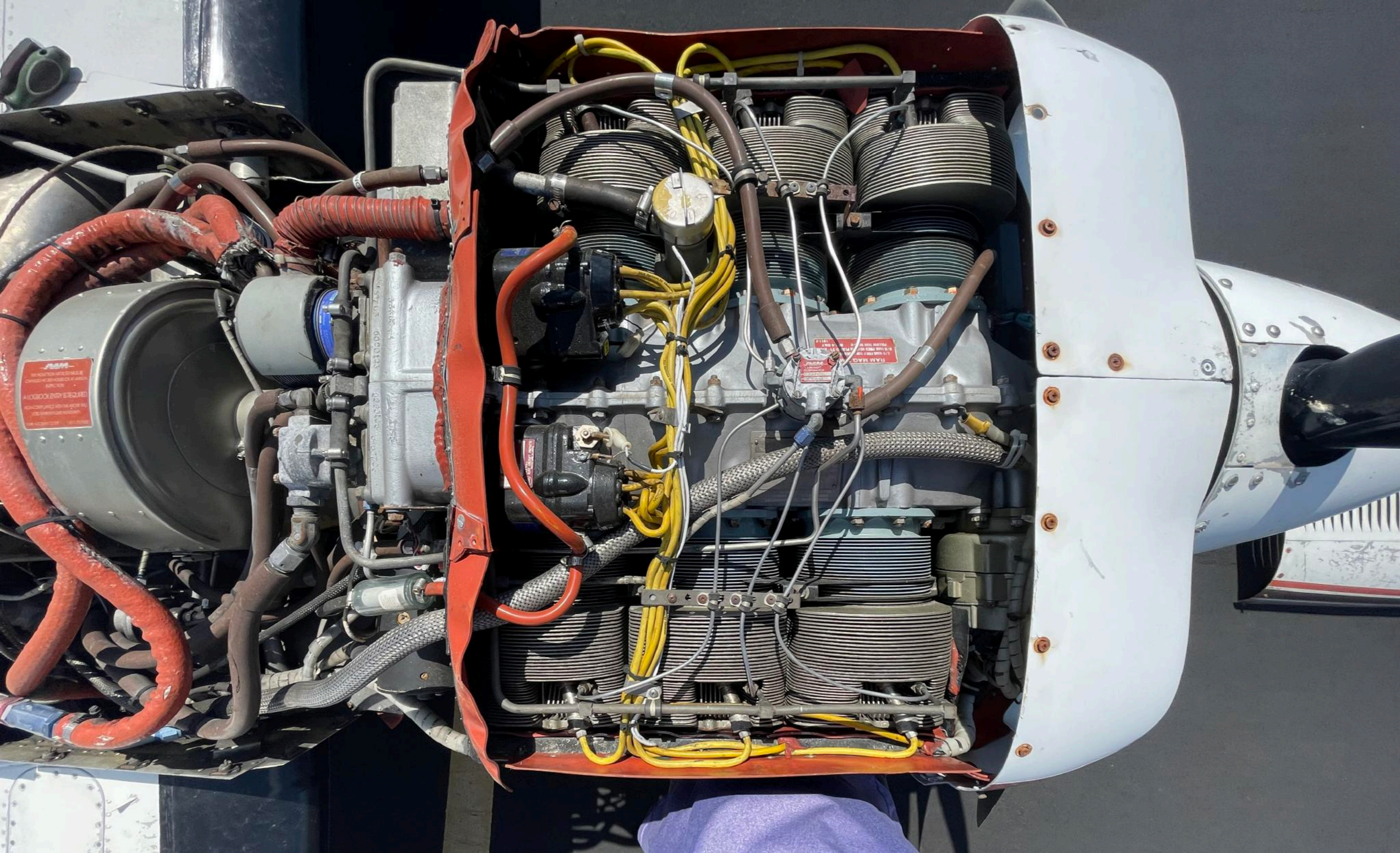
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Left Hand Flap Area

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Flap Area - Extremely Clean

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Excellent skin & side glass



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2 sets of seats included

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All-Original Panel

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Note the clarity of the glass windshield

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No hail damage - just ugly paint

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Really Good Bones

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Winglets - Very Valuable!

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WORLDWIDE
aviation specialists

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Sales Manager

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People are more important than planes

"1981" "Cessna" "414A" "N190MG" Serial # "414A0639"			
Maintenance Squawks / To-Do List			
			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
1	LH Engine compression test	#1 20/80, #2 64/80, #3 70/80, #4 58/80, #5 73/80 #6 64/80	
2	RH Engine compression test	#1 10/80, #2 42/80, #3 10/80, #4 48/80, #5 50/80 #6 60/80	
3	Visual inspection sparcaps & carry thrus, exposed by gear trans floor panel	Some corrosion, especially in flapwell area	
4	Oil filter metal check	LH engine ok \\\ RH engine has some metal - believed to be from sitting	
5	Exhaust AD note	Discrepancy not accomplished - 50 k was spent in Boston on the exhaust	
6	Prism windshield RH side, Check heat on LH side	RH side is bad, ops test on left is OK	
7	Wheels and bearings	Repair to be complete in annual	
8	Wing Boots	Replace in annual	
9	Corrosion on tail boots	Repair to be complete in annual	
10	Prop boots	Inop - Timer	
11	Windshield deice	OK	YES
12	Nose strut leaking fluid	Repair to be complete in annual	
13	Both main struts leaking	Repair to be complete in annual	

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Item #	Discrepancy	Corrective Action	Corrected?
14	Fuel leak LH upper wing panel	Reseal in annual	
15	LT aileron ding outboard-top	Note only	Note Only
16	Nose baggage lock missing	Repair to be complete in annual	
17	LH engine, RH inboard rattle riser has weld	Welding not acceptable	
18	RH engine inboard intake elbow bad	Repair to be complete in annual	
19	LH engine inboard intake elbow has clamp (over a hole?)		
20	LH engine LT exhaust elbow clamp loose at hanger		
21	LH tire bad	Repair to be complete in annual	
22	Battery drain broken	Repair to be complete in annual	
23	Oil seal at wastegate act, seal drain	Repair to be complete in annual	
24	LT landing light missing	Order, repair & replace	
25	Elevator trim tab hinge loose	Repair to be complete in annual	
26	Flags missing on fuel selector		Item Transferred

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			78
Item #	Discrepancy	Corrective Action	Corrected?
27	Alt alert breaker popped		Item Transferred
28	RH windhshield not airworthy	Repair to be complete in annual	
29	LH storm window seal bad, window has smll chip	Repair to be complete in annual	
30	RH window crack	Polish	
31	Cabin steps do not extend		Item Transferred
32	Aileron cable noisy under floor	Repair to be complete in annual	
33	Wing leading edges of boots have deteriorated spots	Strip & polish - good boots	
34	Corrosion around edge of vertical boot		Item Transferred
35	Glob of filler at front of vertical		Item Transferred
36	LH engine inboard cowl damaged at hinge	Repair to be complete in annual	
37	LH nose door extender inop	Repair to be complete in annual	
38	RH nose door extender attach loose	Repair to be complete in annual	
39	Blowdown bottle pressure low	Repair to be complete in annual	

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			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
40	Nose gear down link rusted	Repair to be complete in annual	
41	Corrosion on belly behind heater exhaust		Item Transferred
42	Leaking fluid lead on belly behind nose gear	Repair to be complete in annual	
43	RH main gear actuator leak	Repair to be complete in annual	
44	RH upbck actuator leak	Repair to be complete in annual	
45	Prop deice inop - smoke from behind instrument panel	Repair to be complete in annual	
46	Surface deice inop	Repair to be complete in annual	
47	Raydome has honeycomb damage	Note only	Item Transferred
48	LH brake inop - LH cyclinder leaks at wheel	Repair to be complete in annual	
49	Brake discs dished	Repair to be complete in annual	
50	RH nacelle light switch corroded	Repair to be complete in annual	
51	Sissor links loose - both mains	Repair to be complete in annual	
52	LH brake pads worn	Repair to be complete in annual	

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Maintenance Squawks / To-Do List			
			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
53	Corrosion under tail horizontal boots	Repair to be complete in annual, same as #8	
54	Deice light - inop	Repair to be complete in annual	
55	RH prop cable coming apart at ball socket	Repair to be complete in annual	
56	Carry through spar cap and webbing has corrosion	Repair to be complete in annual	
57	RH flapwell has corrosion - wire conduit split	Repair to be complete in annual	
58	LH flap well has corrosion intergranular on 2 members	Repair to be complete in annual	
59	Leading gear loading valve leaking at nose firewall	Repair to be complete in annual	
60	Landing gear selector valve leaking at nose firewall	Repair to be complete in annual	
61	Hole in right rear shelf	Repair to be complete in annual	
62	LH nacelle door lock broke	Repair to be complete in annual	
63	AD 2000-01-16 past due at Hobbs 9261.7, C & E due now, D & F due at 9469.7	Repair to be complete in annual	
64	AD 97-26-16 mount beam due at Hobbs 10,782	Repair to be complete in annual	
65	AD 95-09-13 float valuve due at Hobbs 9811-7	Repair to be complete in annual	

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			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
66	AD 2004-21-05 due at Hobbs	Repair to be complete in annual	
67	VG missing RH wing	Repair to be complete in annual	
68	RAM air filters due for replacement	Repair to be complete in annual	
69	RH engine RH mag timed slow 19 degrees	Repair to be complete in annual	
70	Tail close out panel was broken attachment bracket	Repair to be complete in annual	
71	RH prop spinner backplot corroded	Repair to be complete in annual	
72	Prop heat harnesses missing from both props	Repair to be complete in annual	
73	RH prop blad seat leaking grease	Repair to be complete in annual	
74	RH strainer bowl rusty and has trash inside & seeping	Repair to be complete in annual	
75	Corrosion on structure forward side of LH engine, trunion inside strainer panel	Repair to be complete in annual	
76	Exhaust overboard trails have corrosion and pulled & missing rivets	Repair to be complete in annual	
77	Vaccum reg filters dirty	Repair to be complete in annual	
78	Main vacuum filter deteriorated	Repair to be complete in annual	

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			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
79	Hyd filter elements due change	Repair to be complete in annual	
80	A/C care baffle bracket broke loose in RH nacelles	Repair to be complete in annual	
81	A/C condensor core baffle loose	Repair to be complete in annual	
82	Broken screw in nacelle panel RH side	Repair to be complete in annual	
83	Freon lines corroded RH nacelle	Repair to be complete in annual	
84	Flight controls cable tensions need to be adj	Repair to be complete in annual	
85	Condensor exhaust fan not running	Repair to be complete in annual	
86	RH engine nacelle top cowl strip corroded over turbo	Repair to be complete in annual	
87	LH engine nacelle top cowl strip corroded over turbo	Repair to be complete in annual	
88	Cabin chair seat back broken		Item Transferred
89	Cabin dividers not installed with all brakets		Item Transferred
90	Fuel selector cover loose		Item Transferred
91	Several cabin seat hydrolocs inop		Item Transferred

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Maintenance Squawks / To-Do List			
			Total Open Squawks
			78
Item #	Discrepancy	Corrective Action	Corrected?
92	Spot of engine metal - probably due to recent cylinder work	Same as #4	Note Only
93			
94			
95			
96			
97			
98			
99			
100			



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OVERVIEW

This RAM Cessna 414AW Series VII is a no damage history, three owners, all logs present, hangered aircraft with winglets.

It has solid bones with excellent skins and is ready for a mid-life refresh. Both engines are just over halfway to TBO, and props are 300 hours SMOH.

The airplane is ready for a total interior and exterior refresh, or a great project airplane to rehab as you fly.

Below are pictures showing open squawks, as well as the full list at the end of this presentation.

We're open to a straight sale on this aircraft, or including it in a trade for an experimental/single/multi/turbine.

Give us a call and let's make a a win-win!



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GOOD BONES

N190MG needs work, but the bones are clean and solid. Note the condition of the main spar pass throughs, which are indicative of the overall condition of the aircraft.

A fresh paint job will resolve many of the squawks.

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SQUAWK #50

RH nacelle light switch corroded

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SQUAWK #71

RH prop spinner backplot corroded

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SQUAWK #34

Corrosion around edge of vertical boot

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SQUAWK #41

Corrosion on belly behind heater exhaust

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SQUAWKS #33, 34, 53

- 33. Leading edges of boots have deteriorated spots
- 34. Corrosion around edge of vertical boot
- 53. Corrosion under horizontal boots

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SQUAWKS #8, 33, 53

8. Wing boots

33. Leading edges of boots have deteriorated spots

52. Corrosion under horizontal boots

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SQUAWK #56

Carry through spar cap and webbing has corrosion

Air Impressions quote to repair: \$12,000 - \$15,000

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