

CESSNA 414A Model Guide

CESSNA 414A is a pressurized twin-engine piston Cessna (the Chancellor) with Continental TSIO-520-NB engines. The wider 414 family is listed at up to 7 passengers, up to 225 kt cruise and up to 1310 nm range. Those are family maxima, not 414A figures. The listings reviewed show RAM-converted engines of 325 to 335 hp with a 1,600 hour TBO.

KEY TAKEAWAYS

- Listings show 7,087 lb max takeoff weight on a 1981 RAM VII, with 2062 lb useful load and 206 gal fuel. A VG-equipped 1979 example is listed at 7,100 lb.
- Two 1979 listings ask \$354,000 and € 299.000 (excluding EU VAT). Judge each aircraft on its logs, engine times and modifications, not on price alone.
- Engine time matters. The TSIO-520-NB TBO is 1,600 hours. One listing shows 379 hours since major overhaul and another shows 1111.
- Several ADs and mandatory service letters apply: engine mount beams, wing spars, nacelle fittings, and flaps on aircraft with STC SA892NW.

EQUIPMENT SEEN IN LISTINGS

A 1979 example has RAM Series IV 325 HP engines, micro vortex generators for a 350 pound gross weight increase, full de-ice (FIKI), air conditioning, a Garmin G600, an S-TEC 55X autopilot and weather radar. A 1981 RAM VII lists 335 HP engines, a 77 cubic foot oxygen system, a heated windshield, RAM winglets and GAMI injectors.

INSPECT FIRST: ADS AND SERVICE LETTERS

The CASA AD on engine mount beams calls for radiographic crack inspection. FAA AD 2005-05-51 requires wing spar inspections unless the spar strap modification (SB MEB02-5, kit SK402-47) is fitted. Textron MEL-54-03 sets nacelle fitting replacement at 1,000 flight hours or 12 months for some part numbers. AD 2012-23-01 covers the flap system on aircraft with STC SA892NW.

ENGINE-OUT AND PRESSURIZATION BASICS

The RAM VII emergency checklist gives 110 KIAS for one-engine-inoperative best rate of climb and 79 KIAS for air minimum control speed. It warns against an engine-inoperative go-around once flaps are extended beyond 15. It also lists cabin overpressure as over 5.3 PSI.

SPECIFICATIONS

Fuel Capacity Gal	206
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PERFORMANCE

Max Range Nm	1328
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V-SPEEDS

Engine Out Takeoff Speed Kts	92
One Engine Inop Best Rate Climb Kts	110
Air Minimum Control Kts	79
One Engine Inop Approach Kts	108

WEIGHT & BALANCE

Max Takeoff Weight Lbs	7087
Useful Load Lbs	2062

SAFETY NOTES

- Wing spar cracking: AD 2005-05-51 warns that a wing failure could cause loss of control. Confirm the spar strap modification is fitted and documented.
- Engine mount beam cracks require inspection under the CASA AD. Ask for radiographic inspection records and any repairs.
- Do not attempt an engine-inoperative go-around after flaps are extended beyond 15, because level flight may not be possible.