



RAM AIRCRAFT, LP

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ENGINES • PARTS • PROPELLERS • ACCESSORIES • STC'S

Performance - Cessna 414A RAM - Series V - *Liquid-Cooled*

Engines:

Factory New Continental TSIOL-550A Voyager™ Liquid-Cooled engines with 350 hp and 2000 hour TBO, with a 3 year / 500 hour 100% parts and labor factory engine warranty, installed under FAA approved RAM STC SA7633SW.

Cruise: (gross wt. 7087 lbs. - winglets) (75% power @ 75° rich)

- 30,000 ft. = 240 KTAS @ 21 GPH/engine
- 23,000 ft. = 227 KTAS @ 21 GPH/engine
- 17,500 ft. = 218 KTAS @ 21 GPH/engine

Cruise: (gross wt. 7087 lbs. - winglets) (65% power @ 50° rich)

- 30,000 ft. = 230 KTAS @ 18.5 GPH/engine
- 23,000 ft. = 219 KTAS @ 18.5 GPH/engine
- 17,500 ft. = 211 KTAS @ 18.5 GPH/engine

Cruise: (gross wt. 7087 lbs. - winglets) (55% power @ peak)

- 30,000 ft. = 216 KTAS @ 15 GPH/engine
- 23,000 ft. = 206 KTAS @ 15 GPH/engine
- 17,500 ft. = 200 KTAS @ 15 GPH/engine

Time to Climb: (120 KIAS; 2500 RPM/35" MP; 27 GPH/engine)

- 30,000 ft. = 33 minutes
- 23,000 ft. = 23 minutes
- 17,500 ft. = 17 minutes

(35" Manifold Pressure is certified to 30,000 ft.)

Performance should vary from airplane to airplane, atmospheric day to atmospheric day, one gross weight and CG to another, and pilot to pilot.

Single Engine Climb:

- 325 FPM @ SL @ 7087 lbs. - Winglets
- 269 FPM @ SL @ 7105 lbs.

Engine Temperature @ Cruise Power:

- CHT 250° F Liquid Coolant.....200° F
- Oil Temperature.....190° F

Coolant and Oil:

Temperature of the coolant is thermostatically controlled. Instrument panel gauges display temperature and pressure of the coolant. OIL: All MHS24F Spec. oils, such as Aeroshell W100 SAE50 weight oil.

Propellers:

New 3AF36C514-C/G-80VMFA-2 McCauley Sabre Tip propellers designed for RAM and 350 hp. Pulse light feature: Each nose cap is closed and recontoured to include a new flush mounted recognition/landing light for good recognition in high traffic areas.

Fuel and Payload Options:

Gross wt. is increased 355 lbs. from 6750 lbs. to 7105 lbs. with 7140 lbs. ramp weight. Empty wt. increases 205 lbs. Useful load gain is 150 lbs. Zero fuel wt. remains 6515 lbs. Typical 414A-V with a new empty weight of 5250 lbs. offers 1890 lbs. useful load.

Performance is based on a mid CG with mid cabin and fuel weight on an average day. Performance should always be calculated per flight environment while referring to the Manufacturer's Pilots Operating Handbook and applicable Flight Manual Supplements for the particular airplane. Aircraft Manufacturer's Pilot Operating Handbooks and Aircraft Owner's Manuals should always be available and adhered to by the aircraft Pilot in Command, including attention to applicable FAA approved Flight Manual Supplements and emergency procedures for each individual aircraft. Performance should vary from airplane to airplane, atmospheric day to atmospheric day, one gross weight and CG to another, and pilot to pilot.

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