



RAM AIRCRAFT, LP

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ENGINES • PARTS • PROPELLERS • ACCESSORIES • STC'S

Performance - Cessna 421C

Primary Specifications	Cessna 421C	RAM 421C	RAM 421CW - Winglets
Engine Model: Continental GTSIO-520-L & -N	375 hp	375 hp	375 hp
TBO hrs.	1,600	1,600	1,600
Takeoff Manifold Pressure @ 2235 rpm Twin	39"	39"	39"
Engine Climb - fpm	1210	1290	1450
Single Engine Climb - fpm	250	250	315
Cruise Climb Power - RPM & MP	1900 & 32.5"	1900 & 35.0"	1900 & 35.0"
Cruise Climb to 20,000 ft - min.	22	20	17
Cruise @ 75% - 20,000 ft. - ktas	223	223	228
Cruise @ 65% - 20,000 ft. - ktas	213	213	223
Useful Load Increase - lbs.	NA	+110	+50
Ramp weight - lbs.	7,500	7,610	7,610
Gross weight - lbs.	7,450	7,560	7,560
Max. landing weight - lbs.	7,200	7,200	7,200
Zero Fuel Weight when operating at:			
Above 7,450 lbs. Takeoff Wt. - S/N all	NA	6,533	6,533
At or below 7,450 lbs. Takeoff Wt. - S/N 0001 to 0800	6,733	6,733	6,733
At or below 7,450 lbs. Takeoff Wt. - S/N 0801 and up	6,733	6,733	NA
Wing Span	41'	41'	44'
Hangar clearance@ top of winglets	NA	NA	45' - 4.8"
Wing Aspect Ratio	7.86	7.86	8.62
Effective Wing Aspect Ratio	7.86	7.86	9.74

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

Two Popular Performance Enhancing Options for Cessna 421C

Power-Pac Spoilers:

Maintaining engine temperature, while avoiding shock cooling, is essential to long term engine reliability. Power-Pac Spoilers enable you to increase descent rate by reducing lift and increasing drag almost instantaneously at the touch of a button. Lift induced loads carried by the wings are actually reduced, making spoilers doubly useful when sudden unexpected turbulence is encountered. They may be deployed at any speed up to Vne yielding rapid descent rates without the need for a major and sudden power reduction.

Consequently, the potential for engine shock-cooling or loss of cabin pressure is eliminated. Actuated by hydraulic pressure. Power-Pac units are Fail-safe with auto retract. Operational in icing conditions. Offers even deployment under all air loads. Weight is under 20 lbs. Working pressure 950 psi. Time to deploy 2 to 4 sec. Electrical requirement is 24 Volts DC @ 9.5 Amps. Optionally installed and flight tested when concurrent with a R.O.I. package. Installed during a RAM R.O.I.: \$11,794.

RAM Winglets:

RAM engineered winglets have been designed and flight test certified to increase high altitude speed and climb performance. Installed on serial numbers -0001 through -0799 winglets increase wing span with the addition of an additional 3 ft. of wing. Because winglets adjust the wing's center of lift, the aircraft maintains original lift with less angle of attack/frontal drag providing more speed. Each winglet is a high strength laminated composite designed to replace the original wing tip, with metallic fibers interwoven to conduct static electricity.

Each winglet cants out at a 10° angle, extends vertically 35 inches, and has a 2° toe-out. Zero fuel weight is adjusted down 200 lbs. to 6533 lbs. at RAM's higher GW of 7,560 lbs. thus typically offering an optimum balance of fuel and payload. When winglets are installed adding additional wing span, the longer outer wing de-ice boots used for the Cessna 414A can be optionally installed on the 421C, but not required. RAM winglets are flight certified for known ice. Installed unpainted and flight tested. Installed: \$47,226

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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