Silver Hawk Aviation

1979 Cessna 414A Chancellor

Tail: N5000U
S/N: 414A0318
Asking: $354,000.00

- Certificate of Airworthiness: 30 August 1979
- Always US Registered & Based
- Based & Hangared at ***Base Operations*** - Page Field - KFMY - Fort Myers, Florida
- No Known Damage History
- Always Hangared
- ***RAM*** Series IV Modifications
- 350 Pound Gross Weight Increase
- Complete & Uninterrupted Logs & Records
- Exceptional Maintenance History & Excellent Condition
- Last Annual: November 2020 at ***Switlik Aviation Maintenance, Inc.***
- Last §91.411 & §91.413 & 91.217 IFR Certified Date: November 2019 by ***Sarasota Avionics***

AIRFRAME:

Total Time Airframe: 6,307 Hours
Current Hobbs: 1,114 Hours

ENGINES:

RAM High Performance Series IV Engines
Per RAM STC's: SE3630SW - SE3631SW - SE3632SW - SE4327SW - SE4651SW
325 HP

ECI Nickel Cylinders
Slick Pressurized Magnetos
Recommended TBO: 1,600 Hours

LEFT ENGINE:

TCM TSIO-520-NB
S/N 901223-H
RAM Remanufactured to Zero Time December 1999
Installed on N5000U February 2000 at 4,173 TTAF
4,794 Hours TTE
379 Hours SMOH April 2014
Compressions July 2020: 76/80 70/80 76/80 74/80 76/80 74/80

RIGHT ENGINE:

TCM TSIO-520-NB
S/N 503260
RAM Remanufactured to Zero Time December 1999
Installed on N5000U February 2000 at 4,173 TTAF
5,963 Hours TTE
379 Hours SMOH April 2014
Compressions July 2020: 70/80 76/80 74/80 76/80 74/80 76/80

ENGINE OVERHAULS BY:

Premier Aircraft Engines, Inc.
FAA Repair Station #JZYR537L
https://www.premieraircraft.net/
1000 NW Perimeter Way
Troutdale, Oregon 97060

PROPELLERS:

RAM McCauley 3-Blade Heated Constant-Speed Props w/Prop Synch

LEFT PROP: Same Prop/Hub/Blades Since RAM Installation April 1993

Manufacturer: McCauley
Hub Model: 3AF32C505-C
Blade Design: G-82NEA-6
Hub Serial #: 930038
Original Blade Serial #'s:

- MC 114
- MC 121
- MC 136

TBO: 2,000 Hours / 72 Months
Last Overhaul: March 2014 at 2,776 TTP
Last Repair: November 2020 @ 3,364 TTP / 587 SMPOH / 6,492 TTAF / 1,067 Hobbs
SMOH: 634 Hours

RIGHT PROP: Same Prop/Hub/Blades Since RAM Installation April 1993

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Hub Model: 3AF32C505-C
Blade Design: G-82NEA-6
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AVIONICS:

- Garmin G600 with SVT (Synthetic Vision Technology) w/GDU-620 MFD/PFD
- Garmin MX-20 Multi-Function Display
- S-TEC 55X Autopilot w/Flight Director, Altitude Alert, Vertical Speed, Altitude Pre-Select, & Yaw Damper
- Garmin GNS-430W WAAS GPS/Nav/Com (Displays on G600 / GDU-620 MFD)
- Garmin GTX-345 ADS-B - OUT *and* IN - Transponder - New November 2019
- Garmin GTX-327 Mode C Transponder - New November 2019
- Bendix/King KY-196 Digital VHF Nav/Com Transceiver
- Bendix/King KN-53 Nav Receiver
- Bendix/King KI-204 VOR / LOC / Glideslope Indicator
- L3 Skywatch SKY-497 Traffic Advisory System (Displays on G600 & MX-20)
- Bendix/King RDR/ART-2000 Digital Color Weather Radar (Displays on Garmin MX-20)
- J P Instruments Engine Data Management EDM-760 Analyzer - CHT / EGT / Oil Temp / Voltage
- Shadin Digiflo-L Fuel Management System
- Sperry RT-220 Radar Altimeter
- Bendix/King KN-63 DME with Bendix/King KDI-572 Indicator
- Collins MKR-350 Marker Beacon Receiver
- Icarus Altitude Serializer
- Sandia SAE 5-35 Altitude Encoder
- Sigmatek ARC G-519 Standby Attitude Indicator
- Garmin GTP-59 Temp Probe
- PS Engineering PAC-24 Audio Console w/Intellipax Expansion Unit - New June 2020
- Astro-Tech LC-2 Digital Chronometer

ADDITIONAL EQUIPMENT:

- Micro VG's Vortex Generators Yielding a **350 Pound Gross Weight Increase**
- FIKI - Full De-Ice Equipment
- Freon Air Conditioning
- Stall Warning System
- Electric Trim on Pilot Yoke
- Co-Pilot Gauges
- Yaw Damper

- Knisley Exhausts
- Garmin GSB-15 Dual 'In Panel' USB Charging Port - New June 2020
- Pilot Window Wind Scoop
- Static Wicks
- Pilot and Co-Pilot Yoke Mounted Push-To-Talk Mic Buttons
- Polished Spinner Cones
- Cleveland Wheels & Brakes
- ARTEX 406 MHz ELT w/Remote Panel Mounted Activation Switch
- 5-Place Cabin Mic/Phone Jacks
- Wired for Garmin 496 (Power & Ground)
- Hobbs Hour Meter

MODIFICATIONS/CONVERSIONS:

- Ram Series IV High Performance Conversion
- Micro VGs Yielding a 350 Pound Gross Weight Increase

EXTERIOR:

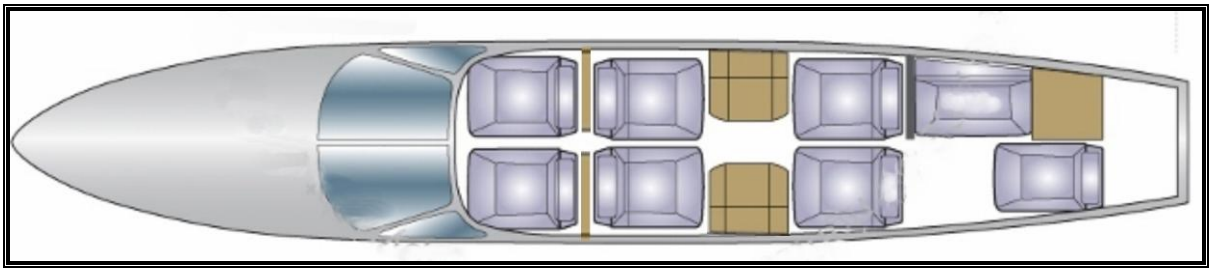
- Paint Rated 8/10 in Overall Matterhorn White with Turquoise Blue & Coral Black Stripe Accents

INTERIOR:

- Forward Pilot & Co-Pilot Hardwood Bulkheads w/PAX Advisory Signs
- Dual Stowable Executive Writing Tables
- Exceptionally Convenient & Functional Aft Refreshment Center w/Storage & Ice Drawer
- New Leather & Carpet - March 1999

INTERIOR CONFIGURATION & SEATING:

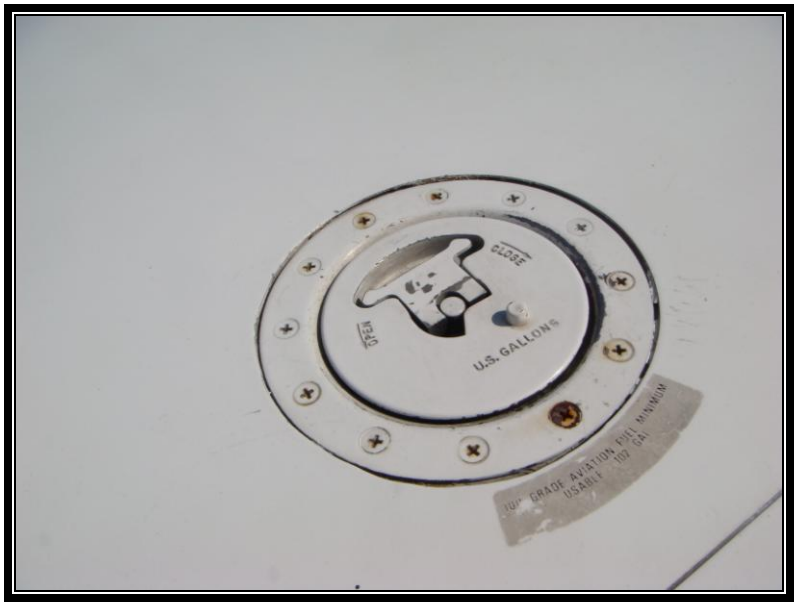
- Four Excellent Leather Upgraded *'Cessna 421'* Style Passenger Seats in Center Club Configuration
- Full Aft LH Belted Seat Included & Installed
- Aft Belted Potty Seat w/Relief Tube and Curtain Divider

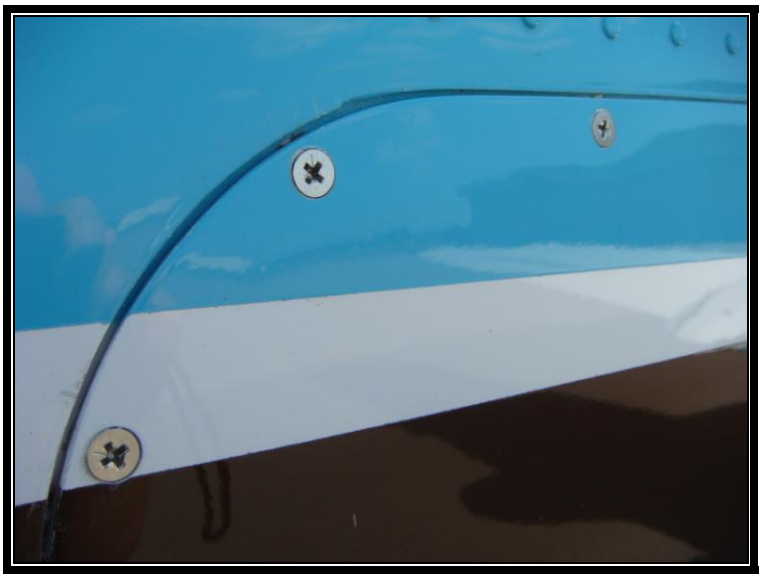


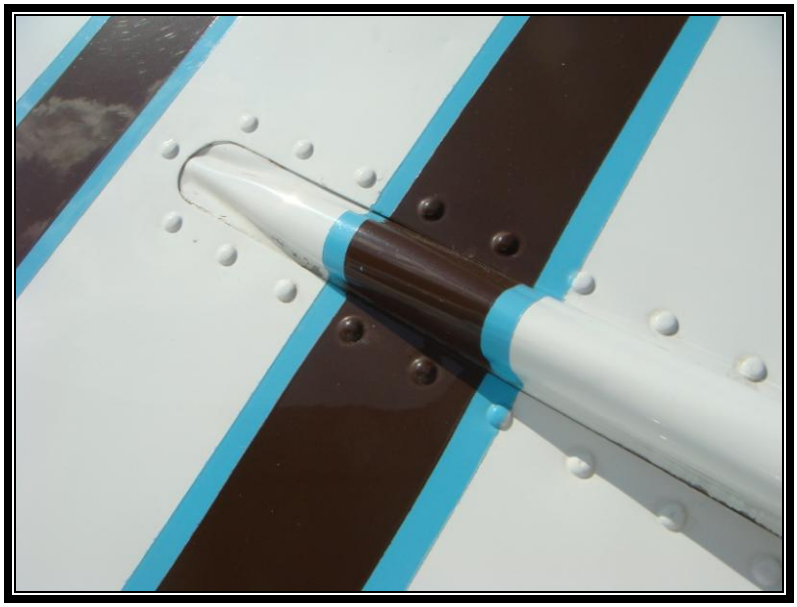
INSPECTION STATUS:

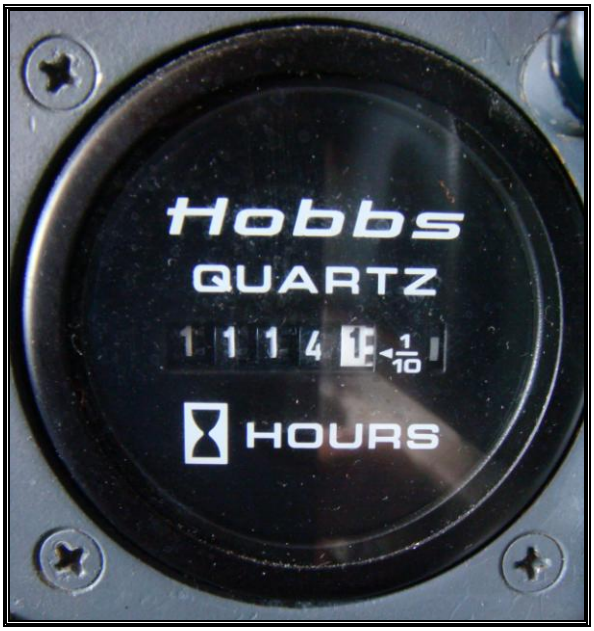
- Exceptional Maintenance History & Excellent Condition
- Last Annual: November 2020 at ***Switlik Aviation Maintenance, Inc.***
- Last §91.411 & §91.413 & 91.217 Certified Date: November 2019
- Carry-through SPAR Inspection Accomplished w/No Defects
- All AD's and SB's Accomplished

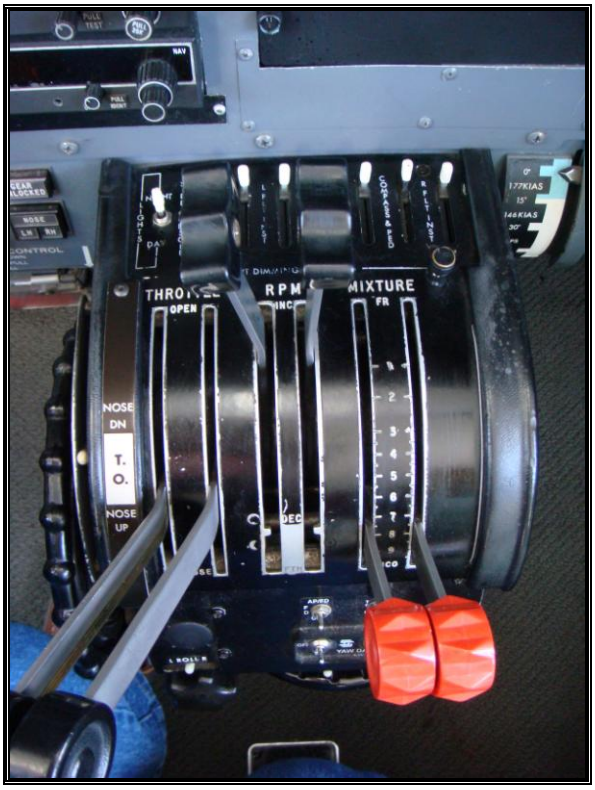

N5000U
N5000U

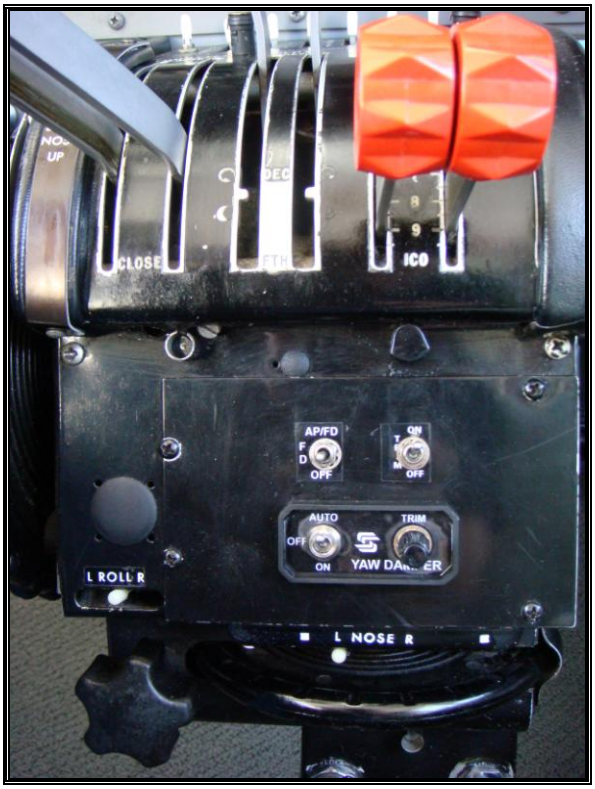


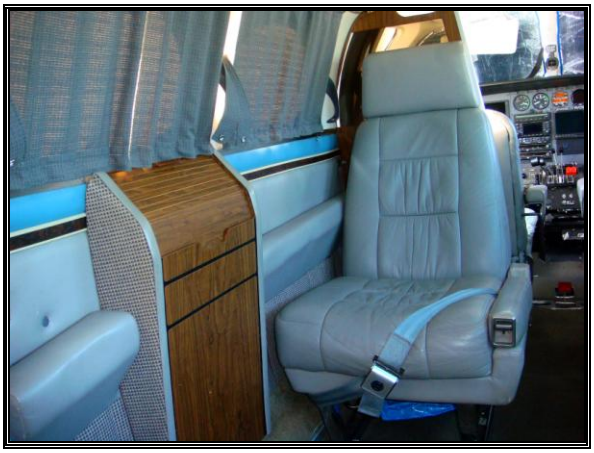


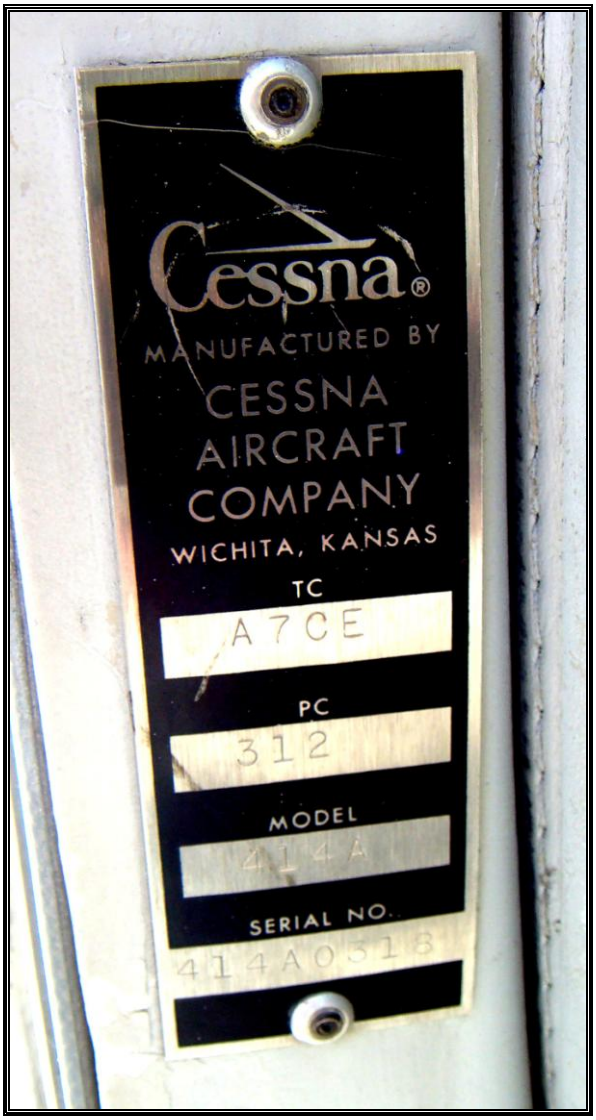












UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL		3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N5000U	Cessna	414A	414A0318	Normal

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
"REPLACEMENT" 08-30-79	ADRIAN D. FOX	NM-FSDO-64

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO 967-O-270 931

Generic/General Cessna 414A Chancellor Specifications -

Fuel:	
Fuel Capacity	213.4 gallons
Min. Octane Fuel	100
Avg. Fuel Burn at 75% power in standard conditions per hour	204 lbs.

Weights and Capacities:	
Takeoff/Landing Weight Normal Category	6,750 lbs.
Standard Empty Weight	4,354 lbs.
Max. Useful Load Normal Category	2,396 lbs.
Baggage Capacity	1,500 lbs.
Oil Capacity	12 quarts each engine

Performance	
Do Not Exceed Speed	237 KIAS
Max. Structural Cruising Speed	203 KIAS
Stall Speed Clean	82 KIAS
Stall Speed Landing Configuration	71 KIAS
Climb Best Rate	1580 FPM
Wing Loading	29.89 lbs./sq. ft.
Power Loading	10.89 lbs./sq. ft
Service Ceiling	31,350 ft.

RAM SERIES IV BENEFITS

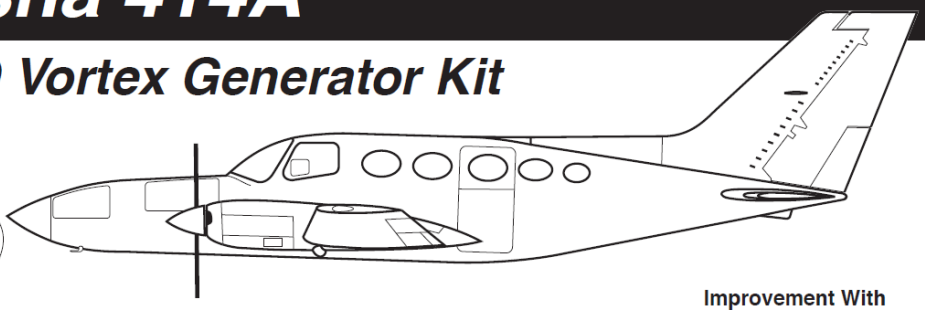
Cessna 414A Stock Airplane vs. RAM Series IV

Primary Specifications	Cessna 414A	RAM 325 hp Series IV
Engine Model: Continental TSIO-520-NB	310 hp	325 hp
TBO - hours	1,600	1,600
Fuel Capacity - useable - gallons	206	206
Takeoff Manifold Pressure @ 2700 rpm	38”	41”
Twin Engine Climb - ISA @ 7,105 lbs.	NA	1486
Twin Engine Climb - ISA @ 6,750 lbs.	1500	1580
Single Engine Climb - ISA @ 7,105 lbs.	NA	257
Single Engine Climb - ISA @ 6,750 lbs.	270	316
Cruise Climb Power - ISA + 30°F - RPM & MP	2450 & 31.5”	2500 & 35.0”
Cruise Climb - SL to 18,000 ft - minutes	24	19
Cruise @ 75% - ISA - 20,000 ft. - ktas	208	215
Cruise @ 65% - ISA - 20,000 ft. - ktas	192	203
Cruise @ 55% - ISA - 20,000 ft. - ktas	176	190
Useful Load Increase - lbs.	NA	+355
Ramp Weight - lbs.	6,785	7,140
Gross Weight - lbs.	6,750	7,105
Landing Weight - lbs.	6,750	6,750
Zero Fuel Weight - lbs.	6,515	6,515

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.

Cessna 414A

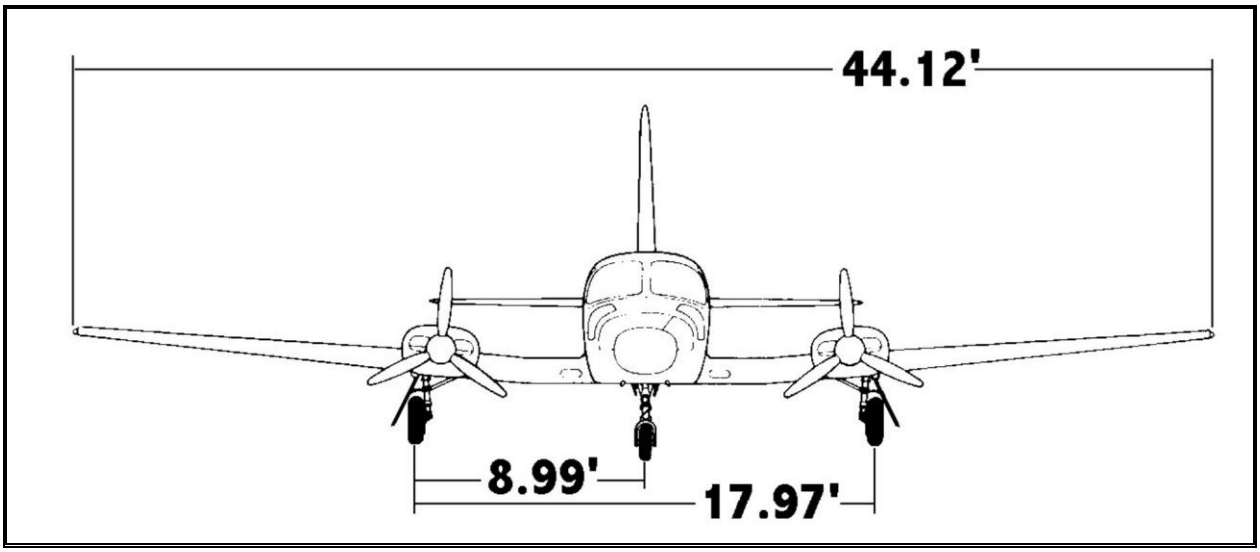
MICRO Vortex Generator Kit

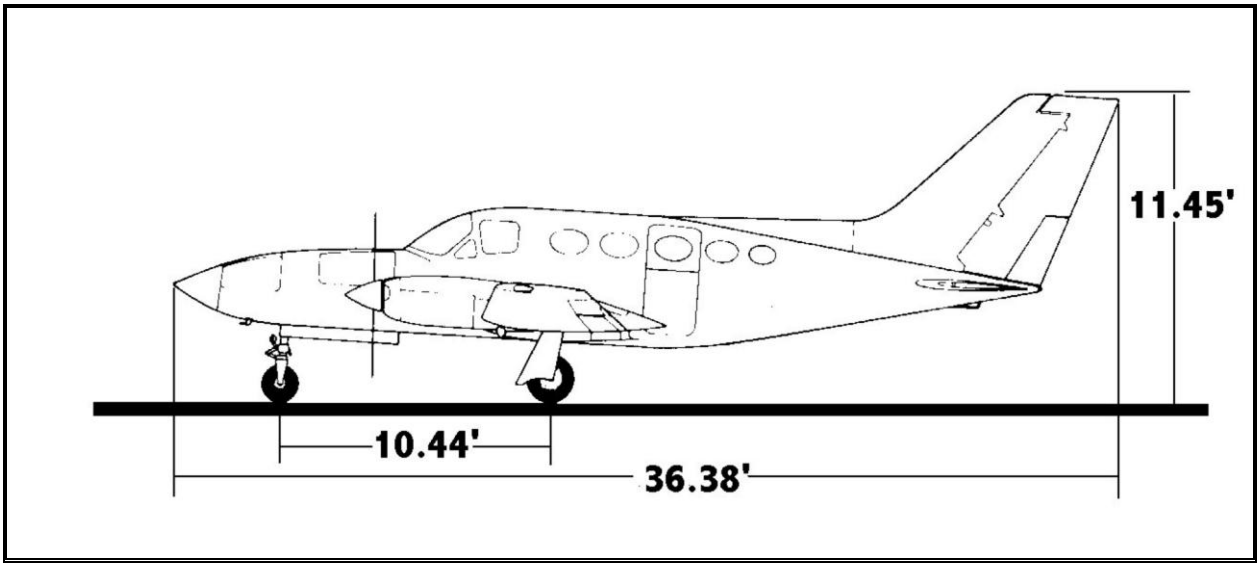


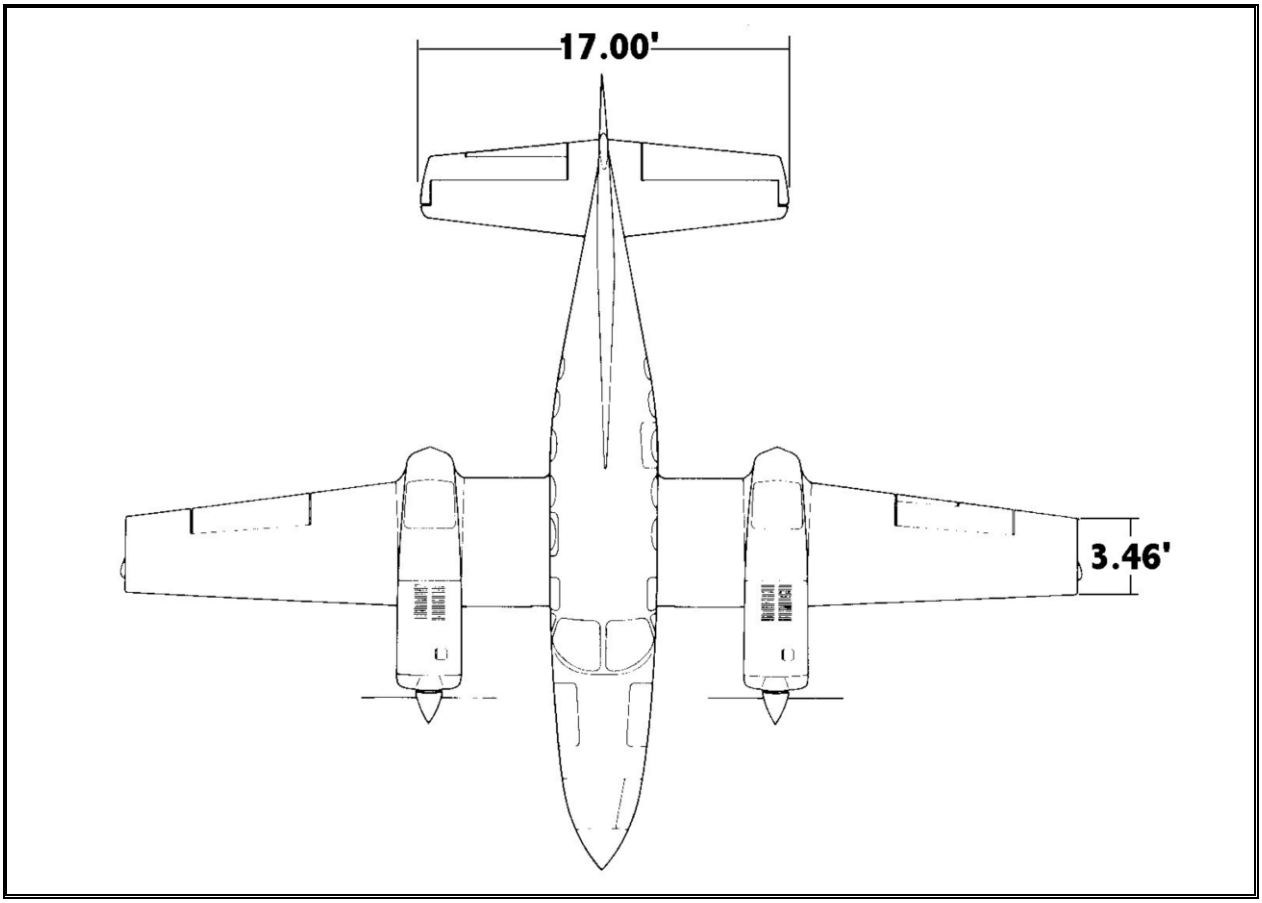
350 lbs Gross Weight Increase

	Factory	MICRO	Improvement With MICRO VGs
V_{mca}	79 KCAS	68 KCAS	11kts
V_s	82 KCAS	76 KCAS	6 kts
V_{so}	71 KCAS	67 KCAS	4 kts
V_{ref}	92 KCAS	87 KCAS	5 kts
Maximum take off weight	6750 lbs	7100 lbs	350 lbs
Maximum zero fuel weight	6515 lbs	6650 lbs	135 lbs

Kit Price $2950 Plus Installation







GARMIN G600 W/SYNTHETIC VISION

($31,500.00 Plus Installation)

Bringing true “glass cockpit” capabilities to your aircraft, G600 is a retrofit breakthrough. Upgrade your avionics panel with a G600 suite and start reaping the benefits of enhanced situational awareness, safety and pilot workload reduction. The dual-screen G600 works with your avionics stack, pairing both a primary flight display (PFD) and a multi-function (MFD) display in a single 10-inch wide bezel to provide a fully certified upgrade option for your cockpit. And with software assurance levels required for FAR Part 23 Class 3 aircraft, G600 is the ideal solution.

SVT - Synthetic Vision Technology - Comes *Standard*

A scaled version of our SVT comes pre-installed on G600. Using sophisticated graphics modeling to create a 3-D topographic landscape from G600’s terrain alerting database, SVT provides a “virtual reality” perspective view of ground and water features, obstacles and optional traffic — all shown in relative proximity to your aircraft. So, rather than looking at the PFD, you’ll have a sense of looking through it, to “see” what lies beyond the nose of your aircraft. SVT clearly enhances your view of primary flight data by giving it a realistic visual frame of reference — especially in solid IFR or nighttime/marginal VFR conditions.

Enhance Situational Awareness

Augment G600 with optional Class-B TAWS (Terrain Awareness and Warning System) and radar altimeter (like the all-digital GRA 55) for an extra margin of safety in the air. A trial version of our geo-referenced FliteCharts® approach plates for the U.S., Canada or Europe come pre-installed on G600 (the charts will disable when data is more than 6 months out-of-date).

Optional Jeppesen-style ChartView™ instrument approach plates and airport surface charts (available through the JeppView™ service) enable you to overlay your aircraft’s position on the MFD approach display. FBO, ground transportation, lodging and other facility information for most U.S. airports are also available through preloaded AOPA Airport Directory Data. When flying internationally, opt for global AC-

U-KWIK airport directory data instead. Plus, built-in U.S., Canada or Europe SafeTaxi® diagrams allow you to confidently navigate taxiways. Smart Airspace conveniently highlights the airspace nearest your current altitude and de-emphasizes non-pertinent airspace so you can quickly identify their location relative to your flight path, while WireAware incorporates wire-strike avoidance technology to graphically overlay power line locations and altitude information on the moving map.

Advanced AHRS

In place of gyro instruments, the G600 uses super-reliable GRS 77 Attitude and Heading Reference System (AHRS). Combining inputs from GPS, magnetometer and air data computer, the AHRS provides an accurate digital output and referencing of your aircraft position, rate, vector and acceleration data. It's even able to restart and properly realign itself while the aircraft is moving. With the correct compliance kit, G600 fully supports Reduced Vertical Separation Minimums (RVSM) on qualified airframes, providing access to previously restricted flight levels in RVSM airspace.

Keep Your Existing Equipment

G600 was designed to interface with and display data from a range of equipment, including avionics, radios, navigators and audio panels. You can even use the G600 for cockpit control/display of heading, course and navigation source inputs for autopilots, as well as autopilot mode annunciations with variants of the KFC 275/325 and KFC 225. What's more, with the optional GAD 43 adapter, you can have the same ultra-reliable digital AHRS data driving the G500 display to serve as your autopilot's primary attitude reference. This typically eliminates the need to retain a gyro-mechanical ADI. The GAD 43e adds even more capabilities that can further reduce pilot workload and enhance safety, including altitude preselector and vertical speed control, as well as DME distance, synchro ADF, marker beacon lamps and analog altimeter indicators right on the display.

Weather, Traffic and Other Options

Combine G600 with a variety of optional sensors and data links. Add digital on-board weather radar functionality with our Doppler-capable GWX™ 70, which features a reliable, solid-state design, as well as optional turbulence detection and ground clutter suppression capabilities. The GDL® 69 series XM receiver offers weather and NEXRAD coverage for the U.S., as well as SiriusXM Satellite Radio, while the GSR 56 provides global weather data, radar imagery, voice/data connectivity and ground-based position tracking through the Iridium satellite network.

For even more advanced traffic surveillance in high-density airspace, select from an available TAS or TCAS system, including our GTS™ family of traffic surveillance products. The G600 also includes a video input option that allows your MFD to double as an EVS or live-cam video monitor.

GARMIN MX20 MULTI FUNCTION DISPLAY

Offering an impressive list of features and nav graphic interfaces, the MX20 multi-function display is a fully integrated "big picture" pilot information center.

The MX20 MFD's large active-matrix LCD display extends a full 6 inches diagonally, and its crisp 640 x 480-pixel screen offers the highest resolution in its class. At a glance, you can see your aircraft's position and track on a VFR- or IFR-style navigation chart — with course lines, waypoints and flight progress displayed over realistic terrain depictions. For arrivals and departures, an exclusive ChartView™ option lets you confirm your aircraft's position on Jeppesen® instrument approach plates and airport surface charts. A unique split-screen feature enables side-by-side displays of any two MX charting functions.

Added safety is provided by a built-in terrain elevation database that color codes relevant ground features in relation to your aircraft altitude, alerting you as you approach rising terrain. The MX20 will also integrate with various onboard weather radar, lightning, traffic awareness and datalink systems that enable uploading of graphical weather information and NEXRAD radar depictions.

In addition, the MX20's custom map function is customizable. This lets you create a display for almost any configuration you require, offering extensive overlay capabilites. Other functions provide more limited levels of customization, retaining the look and feel of the instruments they reflect — an important safety feature.

You can interface the MX20 with most manufacturers' GPS navigation equipment. And when coupled to Garmin GPS and VHF nav systems, the MX20 provides extra features and levels of convenience that exceed those of systems costing many times more. No wonder pilots are choosing MX20 displays when they upgrade their avionics or purchase a new aircraft.

ChartView Option

With the exclusive ChartView option, instrument approaches and airport surface diagrams can be viewed on the MX20, with the aircraft position overlaid on familiar JeppView chart depictions. Standard Instrument Departure and Arrival charts (DPs and STARs) are also provided.

Split-Screen Feature

For multi-view situational reference, the latest MX20 software offers a unique split-screen feature, allowing side-by-side displays of any two MX20 charting functions. In addition, a vertical profile view of terrain peaks and obstructions relative to the current flight level can be displayed across the lower portion of the screen.

GARMIN GNS-430W WAAS NAV/COMM/GPS

The WAAS-certified GNS 430W and its larger sibling, GNS 530W, lead the industry with multitasking, integrated avionics and cutting-edge WAAS navigation. The standard GNS 430W features a 10-watt comm, and for a slightly higher price, GNS 430AW delivers 16 watts of power output.

Integrate Your Avionics

GNS 430W is an all-in-one GPS/Nav/Comm solution that features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. High-speed 5 Hz processing makes navigation calculations and map redraw rates 5 times faster than earlier GNS series navigators. When installed alongside GTN series avionics, the GNS 430W can automatically receive flight plans from the touchscreen device. They can also share user waypoints with each other.

Fly WAAS Approaches

GNS 430W comes with built-in WAAS navigation capabilities. It is approved to fly LPV “glideslope” approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of 5 position updates per second, GNS 430W meets stringent TSO C146a FAA standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

High Resolution Mapping

Its 4" high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings and approach procedures. Scan information from wide viewing angles, even in direct sunlight.

Enhance Situational Awareness

GNS 430W seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. Its huge Jeppesen® database — updated with front-loading data cards — contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes and coastlines. With information from the built-in terrain and U.S. obstacles databases, it uses color coding to graphically alert you when proximity conflicts loom.

Put It on Autopilot

Working in tandem with standard autopilots that accept roll-steering commands, GNS 430W behaves like a high-end flight management system (FMS) and can automatically fly your aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures.

Expand Your Panel Mount

GNS 430W interfaces with an array of optional sensors and tracking systems, allowing you to see and avoid hazards such as threatening weather, lightning or air traffic. With a GDL 88 Datalink, the GNS 430W can display ADS-B traffic targets using TIS-A symbology, as well as subscription-free FIS-B weather information -– including graphical NEXRAD radar, METARs and TAFs. With an optional subscription to XM WX Satellite Weather and the addition of a GDL™ 69 series datalink receiver, you'll have access to high resolution weather for the U.S., right in the cockpit. NEXRAD, METARs, TAFs and lightning information can be overlaid on Jeppesen and topographic map databases. With an additional subscription, GDL 69A delivers SiriusXM Satellite Radio to your aircraft. Add the GTX 330 Mode S transponder, and GNS 430W will also display Traffic Information Services (TIS) alerts that identify surrounding air traffic.

GARMIN GTX 345

Absolutely THE All-in-One Transponder Solution for ADS-B "Out" and "In"

- 1090 MHz ADS-B "Out" enables aircraft to operate at any altitude, in airspace around the globe
- Combines Mode S Extended Squitter (ES) transponder and optional WAAS/GPS position source in a single unit

- Provides access to dual-link ADS-B “In” traffic and subscription-free weather on compatible displays
- Wirelessly stream weather, traffic, GPS position and backup attitude[2] via Connext® to compatible mobile apps and aera® 660/795/796 portables
- Easy replacement for your existing transponder, with common 1.65-inch tall form factor
- With the introduction of the GTX 345 series of Mode S Extended Squitter (ES) transponders, Garmin provides a one-box, one-swap solution that enables owners and operators to meet ADS-B requirements with minimal expense, downtime and disruption to their panels — while providing all the weather and traffic benefits of ADS-B “In.”

Your Transition to NextGen Made Simple

The IFR-certified GTX 345 looks and operates like a standard Mode S transponder. It fits in the same 1.65-inch high slot in your avionics stack. It boasts a bright, sunlight-readable digital display, a pressure altitude readout, handy timers for approaches and other operations, plus dedicated pushbuttons numbered 0-9 for quick and easy squawk code entry. But where other transponders leave off, the GTX 345 is just getting started. The addition of 1090 MHz ADS-B “Out” transmission capability (using precise GPS-referenced positioning information) enables the transponder to automatically output the more accurate, more dynamic traffic surveillance data that the NextGen airspace system requires. Plus, available ADS-B “In” reception unlocks even more capabilities for pilots, enabling them to display ADS-B traffic, weather and more on a variety of installed or portable displays.

See the Benefits of ADS-B "In"

In addition to 1090 MHz ADS-B "Out", the GTX 345 also makes available the subscription-free weather and traffic display capabilities enabled by ADS-B "In" — which can be interfaced with compatible cockpit displays or streamed wirelessly via Garmin Connext to our aera 796/795 and aera 660 series portables, as well as to tablets/mobile devices by way of the Garmin Pilot™, ForeFlight Mobile or FltPlan Go apps. The ADS-B weather link is continuously broadcast on the 978 MHz Universal Access Transceiver (UAT) frequency, and is similar to the basic services offered by leading commercial satellite weather providers. For example, you can access NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPs, NOTAMs, and more1: Along with this, you can also receive ADS-B traffic position reports (and threat-level symbology) to help you see-and-avoid converging targets in busy airspace. Spoken audio alerts call out potential flight path conflicts ("Traffic, 10 O'Clock, same altitude, two miles") to get you looking in the right direction. Meanwhile, on your display, Garmin's patented TargetTrend™ relative motion display[1] offers a faster, more intuitive way of judging target trajectories and closure rates in relation to your flight path. As an added safety feature, available on most new Garmin products, our TerminalTraffic™ technology provides a comprehensive picture of ADS-B equipped aircraft and ground vehicles in the airport environment. ADS-B equipped aircraft in flight are easily distinguished from ground vehicles and taxiing aircraft, which are displayed using distinct colors and symbols. All of this information is presented on a simple, easy-to-understand SafeTaxi® diagram which references the location of runways, taxiways, hangar locations and more.

Dual-link Completes the Picture

The GTX 345 ADS-B receiver is a dual-link system. So, it can receive on both frequencies (978 MHz and 1090 MHz) authorized for ADS-B operations in the U.S. Not only does this provide the most complete traffic picture from aircraft transmitting on either frequency, but it also enhances your aircraft's ability to access ADS-B transmissions and services from virtually anywhere. When integrating an active traffic system with the GTX 345, ADS-B traffic and active traffic targets are merged on the display to give pilots a truly comprehensive traffic picture.

ADS-B for Your Integrated Flight Deck

With a variety of compatibilities covering most fielded displays, our ADS-B enabled GTX series transponders offer the easiest NextGen upgrade path available from Garmin — especially for owners of select G1000-equipped aircraft. For these systems, a remote mount version, the GTX 345R, interfaces with either the aircraft's existing WAAS position source for navigation or uses an optional built-in WAAS

position source to meet ADS-B “Out” requirements. The G1000 series displays interface with the remote GTX transponder to provide onscreen squawk code entry and control in the conventional manner. Depending on the software version installed, your Garmin glass displays can also support subscription-free weather on the MFD — as well as ADS-B traffic targets on both the MFD and PFD displays for aircraft equipped with Synthetic Vision Technology (SVT™).

Alerting and Altitude Encoding Made Simple

For added situational awareness, the GTX 345 incorporates a built-in audio output for audible traffic and altitude alerts[1], which can be integrated into your existing audio panel. You can also pair the GTX series with an optional Garmin altitude encoder to satisfy data transmission requirements for IFR. As opposed to other transponders with altitude encoding built in, the Garmin altitude encoder mounts separately on the install rack. So, should the transponder ever require removal, there’s no need for the static line to be disconnected. Which, in turn, eliminates the need for a follow-on leak check — and thus helps minimize ongoing service costs.

GARMIN GTX-327

The panel-mounted GTX 327 is a TSO-certified Mode C digital transponder. Its innovative features, proven performance and reliability bring a whole new level of transponder utility to your aircraft. Looking for a more affordable alternative?

Enjoy Innovative Features

GTX 327 features a solid state design, and with no warm up time, lower power consumption and much lower heat emissions, you’ll enjoy a longer service life. It provides 200 watts nominal power output and has an easy-to-read DSTN liquid crystal display which reverses the numbers out of black for optimal viewing. An innovative keypad makes entering a squawk code a snap, and a dedicated VFR button allows for quick-and-easy VFR squawking. Similar to the GTX 330 Mode S transponder, the 327 also offers several timing and display functions, including flight time, count-up and count-down timers, as well as current pressure altitude.

S-TEC 55X AUTOPILOT WITH FLIGHT DIRECTOR

High-performance, two-axis (roll & pitch) autopilot in an avionics stack-mounted case, containing the mode selector/programmer, annunciator, roll & pitch computers, and servo amplifiers.The S-Tec System 55X incorporates the GPS Roll Steering and tracking with glide slope capture and track, VOR/localizer/back course intercept and tracking, and vertical speed commands. The System 55X Computer/Programmer has an LCD digital display and is designed for mounting in the standard avionics stack. Options include heading pre-select, auto-trim, altitude pre-select, remote annunciator, etc.

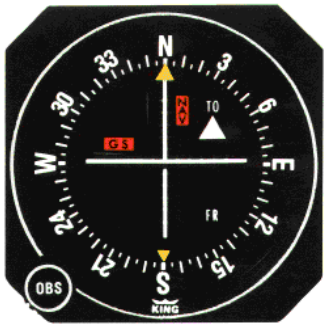
L3 SKYWATCH SKY-497 TRAFFIC ADVISORY SYSTEM

FEATURES:

- TCAS like system that provides collision avoidance information by monitoring airspace around your aircraft
- Indicates where to look for nearby transponder-equipped aircraft that may pose a collision threat
- Active Surveillance System
- Tracks up to 30 intruder aircraft simultaneously
- Generates both aural & visual traffic advisories
- Selectable 2 & 6 nautical mile horizontal display ranges
- +/- 10,000 ft. relative altitude tracking range

- "Look Up/Look Down" altitude display modes to simplify intruder identification
- Can toggle between lightning information and traffic information when connected to a Stormscope WX-1000 series processor
- Automatically shifts to SKYWATCH view from Stormscope view when Traffic Advisories are issued
- Able to interface with most modern multi function displays for traffic information overlay through ARINC 429 bus interface such as Garmin GNS-430 and GNS-530
- System consists of Transmitter Receiver Computer, optional 3 - ATI - size display, and directional antenna
- One antenna system allows for easy installation
- Display available in black or gray bezel (see table below)
- Uses TCAS-like symbology; Traffic Advisory - solid circle, Other Traffic = open diamond, and text
- Similar to TCAS I system but only tracks 30 aircraft - not 35 - and only has 16 nmi tracking range not 25-35

BENDIX/KING KI-204 VOR / LOC / GLIDESLOPE INDICATOR



The KI-204 was the best production King VOR/LOC/Glideslope Indicator with a VOR/LOC converter. It has rectilinear meter movements, instead of pendulum, which makes it easier to read. This is especially nice when flying an ILS, since the needles stay perpendicular to each other. This feature helps the pilot to better determine the degree of correction needed to follow the approach accurately.

BENDIX/KING KN-63 DME W/ KDI 572 DME DISPLAY

The top-quality KDI 572 distance measuring equipment (DME) master display controls and displays information from the remote KN-63 DME transmitter/receiver. It displays distance, groundspeed, and time-to-station all at the same time. Slant-range distance is computed digitally and displayed up to the maximum range of 399 nautical miles.

Station lock-on is typically achieved within three seconds, with accurate groundspeed and time to station computations becoming available within one minute.

BENDIX/KING RDR/ART 2000 DIGITAL COLOR 240 NM RADAR

Setting a new standard in value and performance, the RDR 2000 digital weather radar provides a vertical picture of a pilot-selected cross-section of the storm, offering the best view available to general aviation. The simple press of a button allows you to analyze a storm segment vertically, giving you the information you need to determine the scope of the storm.

FIRST OF A NEW GENERATION OF VERTICAL PROFILE WEATHER RADARS

You can examine the angle of the cell's leading edge to determine direction of movement, monitor the tops of cells to see how quickly a storm is building, and easily distinguish between ground and weather returns. The system is fully stabilized to +/- 30° combined pitch and roll, and antenna stabilization keeps your screen clear of ground returns during moderate aircraft maneuvers. You can choose between two antennas, a 10-inch or 12-inch, to fit a wide variety of airframe applications.

The RDR 2000 uses intuitive colors (green, yellow, red, magenta), and six ranges (10 nm to 240 nm) to depict the weather intensity, creating a clear picture of the weather and making it easy for you to avoid danger. The horizontal scan provides an angle of 90°; the vertical scan an angle of 60°. Using Sensitivity Time Logic, the system can correlate target distance with intensity, and its attenuation compensation reduces shadowing.

The system is fully Electronic Flight Instrument System (EFIS) compatible using ARINC 429 and ARINC 453 databusses. It also features a Multi-Function Display (MFD) interface, fault annunciation, TILT readout on display and independent dual indicator operation. Power output is rated at 4.0 kW.

The RDR 2000 system can be configured at installation to include the Target Alert feature. The purpose of the feature is to alert the pilot to the presence of a significant weather cell that exists beyond the currently selected range. For this mode to be active, Wx or WxA mode must be selected and Vertical Profile must not be selected. The criteria for a Target Alert is for the cell to be at least red intensity, within ±10° of aircraft heading, a minimum size of 2 NM in range and 2 degrees in azimuth, and within the range of 80 to 240 NM. When a Target Alert is issued, two red arcs, separated by a black arc will be

displayed at the top of the display centered on the aircraft heading (see the following figure). Target Alert is applied to each scan independent of the other when the radar is alternating scans.

SHADIN DIGIFLO-L

Digiflo-L is a Digital Fuel Management System designed to provide complete fuel management information under real flight conditions without any manual entry of data (after entry of the initial fuel on board information).

Digiflo-L is connected to the engine fuel flow transducer for fuel flow information and to the GPS receiver serial port for navigation data (ground speed, distance and estimated time en route).

This system is also capable of transmitting the fuel information to the Bendix/King KLN-88, KLN-90, and Garmin GPS navigation receivers, for additional calculations and display of fuel management data.

When interfaced with a GPS the Digiflo-L can provide:

- Specific Range, Efficiency
- Fuel to Destination
- Fuel Reserve
- Endurance
- Fuel Flow
- Fuel Used
- Fuel Remaining

ENGINE DATA MANAGEMENT EDM 760 SYSTEM

Fly your twin with the time tested reliability of our EDM760. Cost effective and compact, with plenty of options, customize to exactly what information you require. The Engine Data Management 760 system is the most advanced and accurate piston engine-monitoring instrument on the market. TSO'd for quality, the EDM 760 is not just another black box along for the ride. It is a Flight Engineer … a Maintenance Manager … a Backup Instrument. You can almost think of the EDM 760 as your personal flight engineer. It's always there, working in the background, constantly watching over your engine while you concentrate on flying the aircraft. You can make an entire flight without ever pushing a button, if you so choose. Yet your EDM will be monitoring your engine parameters three times a second and will warn you instantly if any parameter exceeds the programmed limit.

Leaning Rich of Peak:

Upon reaching cruise configuration, you can use the LF, LeanFind™ mode to identify the first cylinder to reach peak EGT. cruise power has been established, pre-lean the mixture to about 50° rich of peak. Tap the LF, LeanFind™ button and simply lean. As you begin to lean the mixture, the EDM will check all cylinders using a proprietary algorithm looking for the first cylinder to achieve peak EGT. Do not lean slowly as required by other instruments. Lean aggressively and continuously as you normally do. The EDM will indicate success in finding a peak by displaying the words LEANEST for two seconds, followed by a flashing the column and displaying the value of the EGT of the cylinder that peaked first. The word SET will also be displayed. (With the Fuel Flow Option the current fuel flow rate will be displayed on the right side of the digital display instead of the word SET.) The flashing cylinder will be locked—or set—into the digital display during the remainder of the LeanFind procedure to allow you to set the final mixture. The peak EGT value is remembered by the EDM and will be displayed as you hold the LF button. Notice that this cylinder is not necessarily the hottest EGT. JPI's quick response, grounded, EGT probes permit the leaning process to take place quickly before there are major temperature changes. If you lean beyond peak, the EGT will drop and the engine will be operating lean of peak. The fuel flow option during LeanFind will simultaneously display fuel flow in Gal./Hr. and EGT. This will permit the pilot to enrichen the mixture while viewing the fuel that will be burned per hour. This is only possible with the JPI fuel flow with quick response fuel flow electronics.

Installed unit measures Cylinder Head Temperature, Exhaust Gas Temperature, Oil Temperature, and Voltage.

Additional available Options for the unit include

- TIT - Turbo Inlet Temp
- OAT - Outside Air Temp
- CDT - Compressor Discharge Temp
- IAT - Intake Air Temperature
- Fuel Flow

SPERRY RT-220 RADAR ALTIMETER

- Radar altimeter transceiver utilized in AA-200 Radio Altimeter System
- High resolution, short pulse radio altitude system
- Provides an absolute altitude display from 0 to 2500 feet

PS ENGINEERING PAC-24 AUDIO CONSOLE W/INTELLIPAX EXPANSION UNIT

Pilots want clear crew intercommunications and simple operation. That is what IntelliVox® is all about! We have had great success with the IntelliVox® in the loudest environments, from open door helicopters to WWII bombers. The IntelliVox® loves noise! The IntelliVox® makes conversation seamless for crew and passengers, and can responds to dynamic flight conditions.

Like the KMA24-71, the PAC24 can accommodate 5 transceivers. A monaural system, the PAC24 can include a music input. SoftMute™ silences music during radio traffic, but allows music other times.

Besides the powerful intercommunication functions, the PAC24 incorporates a split mode that will allow a single audio panel to separate two pilots on different transceivers. The pilot can transmit and receive

in com 1, while the copilot position will have access to four other radios. In a dual configuration, the PAC24 uses a digital interface that permits unprecedented control of the radio and intercom configuration. When combined with IntelliPax expansion system, the dual PAC24 can be a 14-place system.

The audio amplifier is capable of providing 120 milliwatts (mW) into general aviation headphones. According to PS Engineering's founder and president, “We asked helicopter pilots what they needed. They said they wanted more audio punch to get through the cockpit noise. Since they will wear earplugs under their helmets, they need a clean audio signal with lots of energy.

The PAC24 features:

- Powerful 120 mW headset amplifiers
- IntelliVox® intercom for 2 to 5 places, expandable to 14
- Slide in replacement for KMA24-71
- Split modes
- Patented Swap mode
- 5 transceiver capable
- Dual panel configurable, including an observer third transmit seat
- Music input with SoftMute™
- Dual volume controls (pilot and Copilot/passengers)
- Full duplex mode for interface with cellular telephone
- CVR output

SIGMATEK ARC G-519 STANDBY ATTITUDE INDICATOR

SANDIA AEROSPACE SAE 5-35 ALTITUDE ENCODER

The SAE 5-35 from SANDIA Aerospace has set a new standard in providing accurate altitude data. The SAE 5-35 combines the features of three systems into a single compact and reliable package. ALTITUDE ENCODING …The SAE5-35 performs the functions of an Altitude Encoder by providing Gillham Grey code to the aircraft's mode C transponder. Innovative pressure circuitry virtually eliminates the warm up time. DIGITAL ALTITUDE …The SAE 5-35 provides two RS232 altitude data outputs in 10 foot increments for use by GPS and Terrain Awareness Systems (TAWS). Each RS232 output is totally independent so that a load on one output will not affect the other. And because it provides altitude data from –1000 to 35,000 feet, it can be installed on piston, turbine or jet aircraft. ALTITUDE INFLIGHT MONITORING (AIM) keeps a constant eye on your chosen altitude and lets you know whenever you deviate more than 100 feet. SANDIA Aerospace has given sight to the "blind" encoder.

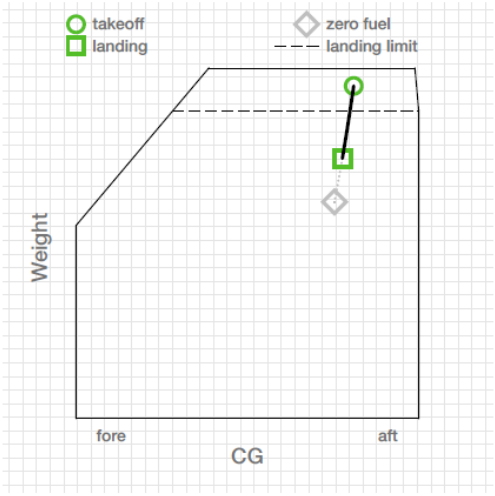
GARMIN GTP 59 - HIGH PRECISION OUTSIDE AIR TEMP PROBE

The Garmin GTP 59 is an extremely high precision outside mounted OAT temperature probe that provides raw air temperature data to the air data computer for true airspeed, density altitude, and other essential flight calculations. The GTP 59 is a Resistive Temperature Device (RTD). The temperature input device is a three-wire temperature probe interface. OAT Power Out and OAT High are connected internally at the OAT probe.

Loading Summary

N5000U
Cessna 414A #414A0318 (1979)
May 3, 2021 9:48:25 PM GMT

Graph



Notices

Loading Appears OK

Ramp (max 7,140 lb)

Ramp Weight	6,955 lb
Ramp Fuel	160 gal 100LL

Takeoff (max 7,100 lb)

Takeoff Weight	6,955 lb
CG (152 to 160)	157.7 in
Takeoff Fuel	160 gal 100LL

Landing (max 6,750 lb)

Landing Weight	6,355 lb
CG (149.8 to 160)	157.3 in
Fuel Remaining	60 gal 100LL

Zero Fuel (max 6,515 lb)

Zero Fuel Weight	5,995 lb
CG (148.5 to 160)	157 in

Station Limits

Nose Baggage A	175 of 250 lb
Nose Baggage B	0 of 350 lb
Fuel Tanks	160 of 204 gal 100LL
Wing Locker Left	0 of 200 lb
Wing Locker Right	0 of 200 lb
Rear Baggage A	0 of 400 lb
Rear Baggage B	0 of 100 lb

Silver Hawk Aviation, LLC

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The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specifications subject to verification by the purchaser and are not guaranteed for accuracy and purchaser should rely on their own inspection.