

## 2010 Vans RV7A Slider

\$160K OBO

263 hrs Airframe and Engine



<b>Aircraft Record</b> General Information					
Manufacturer	Duncan C. Engh		Model	Van's RV-7A	
Serial	01		Registration Number	N144DE	
Date of Manufacture	July 2010				
Engine(s) currently installed:					
Manufacturer	Superior		Model	XP-10-360-B1CD2	
			Serial	360081A19	
Manufacturer			Model		
			Serial		
Propeller(s) currently installed:					
Manufacturer	Hartzell		Model	HC-C2YR-18FP/F7496-2	
HUB Model			Serial		
Blade Model	#1 K59794		Serial	#2 K59799	
Blade Model			Serial		
			Serial		

I am a friend of the owner. Owner's age and recent health concerns creates the sale. Owner meticulously built this RV7A from the kit. Calls will be directed to me at 651-764-2419. My name is Brad.

The aircraft was built with great precision over several years and it shows. I have flown in the plane several times and it flies straight, has loads of power and all temps run perfect and even. The plane will have a fresh condition inspection the beginning of September. The plane is pristine and only has a couple paint spots that pics will show.

The plane is available for a cash sale (or bank transfer or wire) or escrow only. Buyer may get a pre-buy inspection at his or her own cost. It will be sold with an EAA bill of sale with waiver of liability. There are no liens on the aircraft.

Because of the medical procedures the owner is undergoing, riding in the plane will be reserved for qualified buyers. Due to insurance, the pilot helping us out will need to fly left seat. Transition training is not available.

This is a really nice IFR equipped aircraft. It was tested during phase one for aerobatics and has not done any since. It has been hangered since new. All logs available since day one. No Damage history.

**The engine** was a new Superior IO360. It produces 180 hp and has 8:1 pistons so Premium fuel can be used. It has 263 hours on it since new. It is equipped with Vetterman Exhaust, oil containment system and snuffle valve. There are not any visible leaks that I could see and no spots on the hangar floor. The owner used a drying system when it was stored to prevent any corrosion. It is matched to a Hartzell CS prop also with the same hours. All works flawlessly. It is equipped with one MAG and one Lightspeed electronic ignition. Engine has an alternator and a back up BNC alternator.

The control panel is equipped with the following.

- AOA indicator with voice over the intercom.
- Garmin 530W.
- Dual Nav/Com radios SL-30
- Garmin GTX345 Transponder with ADSB in and out.
- ARTAX ELT
- 2 Glass panels Dynon 120 and Dynon 100.
- Bendix X Cruise 2 axis auto pilot couple to Garmin 530W.









The interior is leather and has Five point harness. The cockpit has functional sun visors. The seats are fold down and the rear storage compartment has a nice cover. All top notch.



The canopy fits tight and leak free. It is also the straightest install I have seen. It fits flush and true.

Radio and intercom are clear and have good range.

















There is some paint bubbles underside of wings below fuel tank. Do not confuse with the reflection of the wheel pant. This was caused as the plane was flown to be painted when new and the temp difference from the fuel tank created some bubbles. There is no corrosion.



Weight and Balance next page

# N144DE

## Operating Manual And Weight and Balance And Experimental Operating Limitations

### SECTION 14. WEIGHT AND BALANCE

#### Design C.G. Range

#### Wing L.E.

#### Fuel

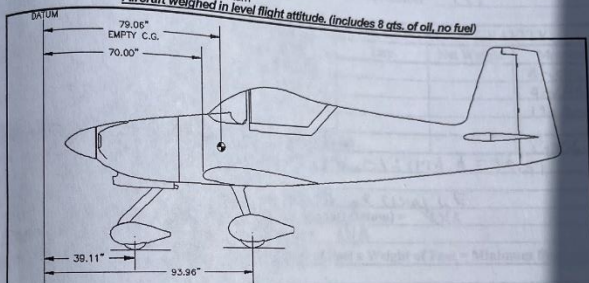
#### Pilot & Passenger

#### Baggage

15%-29% of wing chord, or 8.7-16.82 inches from L.E., or 78.7-86.82 inches aft of Datum.  
70 inches aft of datum.  
80.0" aft of datum.  
97.48" aft of datum  
126.78" aft of datum

RV-77A

*Aircraft weighed in level flight attitude. (includes 8 qts. of oil, no fuel)*



Main wheel, right 93.96" aft of datum.  
Main wheel, left 93.96" aft of datum.  
Nose Wheel 39.11" aft of datum

#### DETERMINING EMPTY CG

	Weight	Arm	Moment
Right Wheel -	408.24	93.96	38358
Left Wheel -	408.24	93.96	38358
Nose Wheel -	304.52	39.11	11910
Total:	1121.00		86626

C.G. =  $86626 / 1121 = 79.06$ " aft of datum for empty weight CG

SEE RV-7 FOR SAMPLE SITUATIONS 1 THROUGH 6



# AIRCRAFT WEIGHT AND BALANCE REPORT

Date: 8/11/10

Aircraft Registration No.: N-144DE

Serial Number: 01

AIRCRAFT EMPTY WEIGHT AND EMPTY WEIGHT CENTER OF GRAVITY					
Weighing Point	Arm	Weight	Tare	Net Weight	Moment
Right Main Gear	93.96	431.9			40581.32
Left Main Gear	93.96	433.1			40694.08
Nose/Tail Wheel	39.11	309.4			12100.62
Total Moments ÷ Total weight = Empty CG = $93376.03 \div (1174.4) = 79.51$					93376.03
Aircraft Gross Weight Limit = <u>1800</u>					
Aircraft Datum Location: <u>70 inches FWD of wing LE</u>					
If applicable: Wing Leading Edge ARM (If not Aircraft Datum) = <u>N/A</u>					
If applicable: Mean Aerodynamic Chord (MAC) = <u>N/A</u>					
Engine METO Horsepower: <u>80</u> ÷ 12 = Gallons of Fuel x Weight of Fuel = Minimum Fuel (5)					

AIRCRAFT MOST FORWARD WEIGHT AND BALANCE EXTREME			
	Weight (lbs)	x Arm (in)	= Moment (lb-in)
Aircraft Empty	1174.4	79.51	93376.5
Oil included in E/W			
Pilot	129.0	97.48	22322.9
Passenger(s)	144.0	97.48	14037.1
Fuel (gallons <u>42</u> )	252.0	80.0	20160.0
Total	1299.4		149896.5
Most Forward CG = <u>83.3</u>			
Most Forward CG Limit = <u>78.7</u>			

Note: Maximum Fuel must be used if the tank is located ahead of the forward C.G. Limit.

AIRCRAFT MOST AFT WEIGHT AND BALANCE EXTREME			
	Weight (lbs)	x Arm (in)	= Moment (lb-in)
Aircraft Empty	1174.4	79.51	93376.5
Oil included in E/W			
Pilot	129.0	97.48	22322.9
Passenger(s)	144.0	97.48	14037.1
Fuel (gallons <u>15</u> )	90.0	80.0	7200.0
Baggage	100.00	126.78	12678.0
Total	1237.40		149614.5
Most AFT CG = <u>86.11</u>			
Most AFT CG Limit = <u>86.82</u>			

Note: Minimum Fuel must be used if the tank is located forward of rear C.G. Limit.

# AIRCRAFT WEIGHT AND BALANCE REPORT

Date: 8/12/10

Aircraft Registration No.: N-144DE

Serial Number: 81

## AIRCRAFT INITIAL FLIGHT TEST WEIGHT AND BALANCE

	Weight (lbs)	x	Arm (in)	=	Moment (lb-in)
Aircraft Empty	1174.4		29.51		93326.5
Oil <del>included in empty weight</del>					
Pilot	220.0		92.48		11445.6
Passenger(s)					
Fuel (gallons) <u>42</u>	152.00		80.00		12160.0
Baggage					
Total	1646.4				134982.1
Aircraft CG =	83.5				
Most Forward CG Limit =	78.7				
Most AFT CG Limit =	86.82				

(1) If FAA Form 3376-7, and are to be retained in the aircraft at all times and made available to the command or its successor.

(2) During Phase I flight testing to ensure the requirements of 14 CFR 91.407, all flights shall be conducted within the geographical area described as follows:

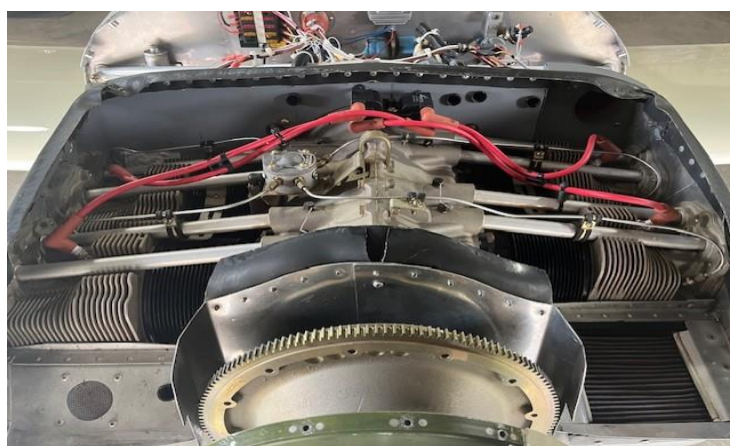
Redwing (RCK) to East Chair (EAU) to Rochester Airport (RST) to New Richmond (RNE) and back to (RCK).

(3) This aircraft must be operated for at least 40 hours in the following manner:

(4) All test flights, at a minimum, shall be conducted under the VFR and shall include a climb and descent of two flights each to 10,000 ft. MSL. The completion of the required number of flight hours in the flight test must be recorded in the aircraft's logbook. The aircraft must comply with the following records that the aircraft has been shown to comply with the following: (a) 14 CFR 91.407, which requires that the aircraft flight test hours have been used for the purpose of flight testing; (b) the aircraft's range of speeds and throughout; (c) the aircraft's performance characteristics; and (d) the aircraft's operating characteristics. The following aircraft operating data has been documented: (a) the aircraft's operating characteristics; (b) the aircraft's operating characteristics; (c) the aircraft's operating characteristics; and (d) the aircraft's operating characteristics.



## Under Cowl Pics





**BNC backup alternator**



Kit #71325

