

# For Sale: 2013 VANS RV-12/Serial No. 120125

225 Hours TTAE  
Fresh Conditional Inspection with Sale!  
Complete Logbooks  
Hangared in Derby, NC USA (N26)



*Cruise @ 120 Knots Burning Only 4.5 GPH!*

## **ENGINE (NO TBO!):**

Viking 110-HP, Liquid Cooled/Fuel Injected, 225-TTSN  
S/N XHK2E4NZ

## **PROP:**

Sensenich 2AORSL69FN-T, 2-Blade, Composite, 225-TTSN  
Hub S/N 211198C

## **AVIONICS:**

Dynon SkyView EFIS Integrated Avionics System:  
(GPS, Transponder, 2-Axis Autopilot, Engine Monitoring)  
406 ELT with Remote Switch  
Electric Trim  
Flightcom 403 Crew Intercom  
Garmin SL-40 Digital Flip-Flop Com Transceiver  
Avionics Master Switch  
Push-To-Talk Button on Yokes

## **ADDITIONAL ITEMS:**

Ground Adjustable Prop Pitch  
Wheel Pants Included  
Tow Bar(s)  
Stainless Hardware  
Courtesy Steps  
Nav Strobes  
LED (Wing) Pulse Lights  
Dual Aircraft Batteries  
Cabin Heat  
5-Point Harness System  
Power Outlet  
Auto Gas or 100LL AVGAS (20 Gallon Capacity/120 lbs.)  
Original Build Manuals Included

## **EXTERIOR (Rated 9/10):**

White & Red w/Grey Stripes, Recently Repainted - Like New!

## **INTERIOR (Rated 9/10):**

Silver Cloth & Vinyl Seats, Matching Sidewalls, Trim & Carpet

## **WEIGHT & BALANCE:**

Gross Weight = 1320 lbs  
Empty Weight = 760 lbs.  
Payload = 560 lbs.

## **SELLER'S COMMENT(S):**

The Aircraft Exited the Runway Recently Due to Loss of Brake Fluid. Wing Leading Edges Were Re-Skinned & the Aircraft Was Returned to Service.



**Asking Price: \$66,000 USD**

**Telephone: (704) 905-4931**

**[www.flyawayaircraft.com](http://www.flyawayaircraft.com)**

# ***flyaway!***

## **Turnkey Aircraft Sales**

*"Specifications Subject to Verification Upon Inspection"*

## **UPGRADED ENGINE INSTALLED ON N24CP INCLUDES:**

- Flywheel replacement
- ECU (Processor) Software Update
- Spider Drive for Gearbox
- Idle Pulley for Alternator

## **VIKING ENGINE INFORMATION:**

- Others might claim "fuel injection" but not "direct fuel injection" Honda uses a Direct Gasoline Fuel Injection System for superior starting, additional power, low fuel consumption, very low chance of detonation, smoothness, internal engine cooling etc.
- 4 coil ignition system. You don't want a single coil or "dual coil" ignition on a 4 cylinder engine. If one of the 2 coils fail, you now have only 2 cylinders left.
- Optional dual ECU systems.
- Lifetime chain camshaft drive. No belts or external greased idler pulleys at high continuous RPM.
- Integral exhaust manifold cast into cylinder head for a simple exhaust system
- Off-set crank shaft and friction reduction coating throughout the engine.
- Variable valve lift and timing for superior full RPM range, power, smoothness and efficiency. This cannot be matched with fixed camshafts.
- Honda racing technology parts, such as fractured connecting rods and grooved bearings.
- 40 amp genuine Nippon Denso alternator. Not a \$40 copy.
- Custom Mil-spec jacketed wire loom.
- 3 gear gearbox for Lycoming style propeller rotation and vertical engine orientation.
- Forged, heat treated and ground helical gears with heavy duty German/Japanese roller and ball bearings throughout for extreme reliability and durability.
- Dual overhead camshafts.
- Original Honda tuned intake system.
- 2.33/1 gearbox ratio for optimum propeller speed.
- Liquid Cooling.

**For more information, go to [www.vikingaircraftengines.com](http://www.vikingaircraftengines.com)**