

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: \$59,900 USD

Telephone: (704) 905-4931

www.flyawayaircraft.com

flyaway!

Turnkey Aircraft Sales

"Specifications Subject to Verification Upon Inspection"

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 can not 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