On the ‘Other’ Coast?  Van’s is located in the Northwest corner of America, so we’ve enlisted an East Coast Representative. Vic Syracuse offers sales assistance and demo rides in the RV-10, RV-14A and RV-12S from his home base at Henry County Airport (KHMP) near Atlanta, GA. Contact Vic via email at: Vicsyracuse@gmail.com

‘TOTAL PERFORMANCE’ WITH FOUR SEATS

THE RV-10

THE DESIGN

The RV-10 is the first four-place airplane from Van’s Aircraft, Inc., but it joins the most successful family of kit aircraft in history. For over forty years, Van’s has delivered kits for the RV-3, RV-4, RV-6, RV-7, RV-8, RV-9 and RV-12 aircraft. Aircraft builders all over the world have recognized the value of Van’s kits and have completed and flown thousands of them. That’s about one every other day since the company was founded.

RV-10 structure is typical of RVs — and most production aircraft, for that matter. It is a monocoque aluminum airframe held together with rivets. This method has been the standard in aircraft construction for more than sixty years. It is almost impossible to beat the combination of light weight, structural integrity, simplicity and affordability that aluminum provides.

The main landing gear is extremely simple, consisting of tapered steel rods with a wheel on one end and the airplane on the other. There are no oleos, bungee cords or shock absorbers. The nosewheel rides on a rod-steel strut, pivoting on the upper end and damped by rubber donuts. It can handle virtually any prepared surface; grass, gravel or pavement. This gear is light, simple and inexpensive, and with Van’s typical attention to detail, produces so little drag that the RV-10 will outrun several similarly powered retractables.

Power is provided by standard six cylinder aircraft engines. The RV-10 is powered by a fuel injected 260 horsepower Lycoming IO-540 — probably one of the most reliable internal combustion engines ever devised. Some builders have used versions of the same engine rated at slightly less power with excellent results.

Occupant protection is an important concern. The composite cabin top provides roll-over protection. The cabin interior is designed around Oregon Aero seats and seat cushions, (provided in the kit) which provide the best available impact mitigation — and comfort. Like all other RVs, the RV-10 has impressively low stall and landing speeds. If necessary, it can safely landed in very small spaces at speeds that give the occupants the best possible chance of escaping injury.

CAPABILITIES

The RV-10 cabin accommodates four full-sized adults. Both front and back seats will hold people at least 6’4” tall and provide them with truly comfortable leg and headroom.

The tanks hold sixty U.S. gallons of fuel — enough to fly for four hours at a cruise speed of 201 mph. Economy cruise at 175 mph results in an endurance of over five hours.

Van’s Aircraft, Inc.
10401 N. Kalamazoo Rd., Kalamazoo, MI 49001
Phone: 269-333-3250 Fax: 269-333-3251
www.vansaircraft.com info@vansaircraft.com

VAN'S AIRCRAFT  TOTAL PERFORMANCE

10 FLY 5 15 18

19411 Kiall Road NE, Aurora, Oregon, USA 97002
PHONE 503-678-6588  FAX 503-678-9000  www.vansaircraft.com  vans@vansaircraft.com

10 SPECIFICATION

Baggage (lbs) 100
Fuel Capacity 60 USG
Propeller Hartzell c/s
Engine (hp) 2700 lbs.  Speeds and ranges in statute mph
GROSS WEIGHT PERFORMANCE

2200 lbs.  Speeds and ranges in statute mph

Engine (hp) 235 260
Top Speed 204 211
Cruise (75% @ 8000’) 194 201
Power Loading (75% @ 8000’) 174 180
Stall Speed 57 57
Takeoff Distance 415 360
Landing Distance 500 525
Rate of Climb 1669 1950
Ceiling 20,538 24,000

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CAPABILITIES

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The tanks hold sixty U.S. gallons of fuel — enough to fly for four hours at a cruise speed of 201 mph. Economy cruise at 175 mph results in an endurance of over five hours.
The baggage compartment will accept 100 lbs of ‘stuff’ loaded through the baggage door on the left side. If fewer than four people are traveling, the rear seat backs may be removed in minutes for extra baggage space.

RVs are known for short-field capability and the RV-10 is no exception. Even at gross weight, the RV-10 can operate from very short runways and climb well at high density altitudes. A light airframe and a powerful engine combine to make the RV-10 an excellent ‘weight-lifter.’ Our prototype will carry four FAA standard people, full fuel and sixty pounds of baggage.

**PERFORMANCE**

When many pilots say “performance,” they really mean “speed.” By most standards the RV-10 is quite a fast airplane, but speed is only part of the story.

The RV-10 derives its high cruise speed from a light, clean and fairly small airframe, instead of from a big, consumptive engine. This means not only will it cruise at relatively high speeds, but cruise at lower speeds can be very economical.

The RV-10 is a long-range, two-place airplane. A long trip in the RV-10 is quite a fast airplane, but cruise at lower speeds can be very economical. It is not the least twitchy and does not require constant attention to maintain heading or altitude. A long trip in the RV-10 is getting better miles-per-gallon than most of the luxury cars and SUVs it is flying over.

On the other end of the spectrum, generous wing area and big slotted flaps allow the RV-10 to land at virtually any small airport... and if you can land closer to your destination you can gain a lot of time over “faster” airplanes that must use big paved airports a long way from town.

Many customer-built examples feature full IFR multi-screen panels that rival those you’ll find in airliners.

In the popular QuickBuild (QB) Kit both wings and fuse-

lage are partially assembled. Many time-consuming assem-

bly (fuel tanks, for example) are completed, so a QB RV-10 Kit will take 25-30% less time to finish.

Most composite components, found in both Standard and QB Kits, are made of pre-preg epoxy fiberglass cured in the mold around a honeycomb core. The result is very strong, light and accurate parts.

The kit is very complete. For example, the only component of the landing gear and brake system not included in the kit is the brake fluid.

All welded steel components, like the engine mount, landing gear supports, flap actuator, etc, come powder-coated and ready to install.

To complement such a highly developed airplane kit, a Firewall Forward Kit has been developed. This supplies all components necessary to install the engine and make it run — exhaust system, oil cooler, vibration isolators, cooling baffles, hoses, etc.

For the RV-10, Van’s has developed a new instructional package, combining drawings and step-by-step instructions on the same page. Building the airplane requires a modest array of tools and a comfortable space about the size of a two-car garage.

Most RVs are completed by people with no aircraft build-

ing experience, but when you finish, you will have a unique high-

capability airplane that you understand completely.

In the past, building an RV has been a large project that will put you through every imaginable emotion. It is unlikely that you will do everything you are doing today and build an airplane, too. It will require some sacrifice, but when you finish, you will have a unique high-performance airplane that you understand completely.

Many builders describe building and flying an RV as one of the most satisfying things they have ever done.
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**PERFORMANCE**

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The RV-10 derives its high cruise speed from a light, clean and fairly small airframe, instead of from a big, consumptive engine. This means not only will it cruise at relatively high speeds, but cruise at lower speeds can be very economical. Company pilots often choose to cruise at 50-55% power and take advantage of the economy available there. At 175 mph, the RV-10 is getting better miles-per-gallon than most of the luxury cars and SUVs it is flying over.

On the other end of the spectrum, generous wing area and big slotted flaps allow the RV-10 to land at virtually any small airport...and if you can land closer to your destination, you can gain a lot of time over "faster" airplanes that must use big paved airports a long way from town.

Most RVs are completed by people with no aircraft building experience. In fact, our RV-10 was one of the first kits to be sold by Van's and still is produced in the old Van's Aircraft facility. The kit is very complete. For example, the only component of the landing gear and brake system not included in the kit is the brake fluid.

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Building an RV does not require any special skill, but it does demand attention, commitment and perseverance. It is a large project that will put you through every imaginable emotion. It is unlikely that you will do everything you are doing today and build an airplane, too. It will require some sacrifice, but when you finish, you will have a unique high-performance airplane that you understand completely.

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