A LITTLE HISTORY:

We've been at this for a long time. Founder Richard (Van) VanGrunsven established Van's Aircraft, Inc. in 1970. The first aircraft kits were offered in 1973. Since then the company has produced the most successful line of kit aircraft — ever. Thousands of RV kits have been completed and flown, with increasing numbers under construction. Obviously many more will be flying soon. Over the last several years, new airplanes have flown at a rate of 1.5 per day. First came the single-seat RV-3. Its outstanding performance and reasonable cost gained it an enthusiastic following.

Customers soon demanded a two-place airplane with similar characteristics so Van's responded with the RV-4. Tandem seating provided lower drag, superior visibility, and better overall performance. The RV-4 became an immediate favorite.

In the late 1980s, the market shifted toward touring, rather than pure sport, airplanes. In response, Van's developed the side-by-side RV-6. A tri-gear version, the RV-6A, was soon developed to better fill the needs of the modern pilot. In 1995, Van's introduced the RV-8 and the tri-gear RV-8A, a tandem design. Roomier than the RV-4, it had two baggage compartments, more panel space, and the option for more power. With 200 hp, it was the fastest yet, but it still handled like an RV.

In 1999, Van's flew a new airplane emphasizing flying simplicity and efficiency over speed and aerobatics. The side-by-side RV-9A combined an RV-6 cabin with a completely new wing. Intended as a efficient, fun "weekender" flying machine, the RV-9A turned out to be an excellent cross-country airplane as well. A talkheiss version, the RV-9, was introduced in 2002.

In 2001 Van's introduced the side-by-side RV-7A — a much easier to build successor to the RV-6. Wing span, useful load, and fuel capacity were all increased. Engine options expanded to include the 200 hp Lycoming. The RV-7A flies much like the RV-6 or RV-4, with the same excellent handling and aerodynamic capabilities.

In the following years the RV-10, RV-12 and RV-14 were added — airplanes different enough that they are described in their own flyers.
PLANS: A comprehensive plans and construction manual that comes with the kit. RV plans packages consist of two components: “Preview” Plans and Construction Plans. “Preview” Plans include a full set of 11” x 17” drawings, a Builder’s Manual, and an Accessories Catalog, all in a loose-leaf binder. Preview Plans give the potential or beginning builder an overview of the entire aircraft. They contain preliminary information that is not repeated in the Construction Plans, so purchase is required before beginning construction.

Construction Plans consist of large 24” x 36” drawings and a Builder’s Manual. They are included with each sub-kit, making it possible to include the latest updates.

SUPPORT FROM THE FACTORY: The Builder’s Assistance help line is staffed by Van’s employees, all of whom have built their own RVs in their own shops. Construction questions via phone, e-mail or letter are answered promptly.

OPTIONAL PARTS: Van’s Accessories Catalog offers a wide array of items to help you complete and equip your airplane exactly the way you want it.

BUILDERS’ GROUPS: RV builders often band together to provide each other assistance in building and flying their aircraft. Many of these groups are highly organized, with regular meetings, newsletters, tool banks and fly-in events. Contact Van’s for a list of RV builders — there is probably somebody building or flying one nearby.

BUILDERS’ ASSISTANCE CENTERS: The popularity of RVs has given rise to a number of companion businesses. Several Builder Assistance Centers have been established where new builders can come and build their aircraft under an experienced, watchful eye. Programs run from one day introductory classes to 7-day build-an-empenmage sessions to full assistance throughout the project. They may even include transition flight training. These programs can dramatically reduce building times — and frustrations.

THE INTERNET: The Internet provides a way to communicate with RV builders all over the world. There is a wealth of websites, discussion groups, photo albums and links concerning RVs out there in cyberspace. Managed by RV-4 builder Doug Reeves, www.vansairforce.net has become the premier website in the RV builders world.

Property used, the net is a wonderful tool, connecting problems and solutions around the world.

SOUND INTERESTING? If it sounds like we are proud of our airplanes, just wait until you experience the excitement and enthusiasm of those who have built and flown them. The ‘RV Grim’ (often seen in the ‘First Flights’ section of the website) will give you some idea of how they feel.

To learn more:

• Order our comprehensive InfoDVD. The written material includes a thorough explanation of RV’s, their background, performance, construction and ordering information. A 35 minute building.

• Visit our website at www.vansaircraft.com. It includes our Accessories Catalog, order forms, current news and links to other sites.

• Join an EAA Chapter or RV Builders Group and meet RV builders and pilots. There is no better source of information than someone who has just built an RV.

• Stop by and pay us a visit. We’ll show you our factory, and explain the kits. Weather and time permitting, we’ll take you for a demo ride.

www.vansaircraft.com

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STANDARD KITS

Standard kits are divided into four sub-kits. They can be ordered in any combination, but most builders order them one at a time, starting with the empennage. Each kit includes all the necessary rivets, nuts, bolts, washers and other hardware.

Empennage: Contains ribs, spars, and skins for the elevators, rudder, horizontal and vertical stabilizers and trim tab. For the RV-7/8/9 these components are matched-hole punched for all fasteners, so they align with no jiggering or measuring. (RV-3/4 empennages are not matched-hole punched.) Welded control horns and fiberglass tips are included.

Wing: Main wing spars are completely fabricated and anodized for corrosion resistance (pre-fabricated spars are optional on the RV-4). They are fitted, drilled and reamed to exactly match the similarly anodized former section in the fuselage. All ribs, stringers, spars and wings for the elevators, ailerons and flaps on the RV-7/8/9 are matched-hole punched so no jiggering is required. Fuel and vent lines, filler caps, control pushrods and fuel drains are provided. Powder-coated steel bellcranks and fiberglass wing tips are supplied.

Fuselage: Contains the bulkheads, ribs, skins, and firewall for the metal fuselage. It also includes controls and pushrods, rudder pedals, seat back, fuel lines and more. RV-3/4 fuselages must be drilled and fitted by the builder. All RV-7/8/9 fuselage kits are matched-hole punched. No jigs are required.

Finishing: Contains the canopy, canopy frame, engine mount, landing gear legs, new wheels, brakes, master cylinders, pressure lines with fittings, tires and tubes. Also included are the cowling, spinner, and many various fittings.

WHAT WE DO

Sheet aluminum parts are vinyl-coated, punched, shaped, bent, heat treated, rolled, milled and formed in our modern facility on the Aurora, Oregon airport. Steel parts are formed and professionally welded. After all the welding, reaming, drilling and other processes are complete, most steel components are powder coated.

Fiberglass components, canopies, landing gear components, etc. are sub-contracted to expert manufacturers. RV components are usually their primary product. Our communication ensures excellent quality and steady supply.

WHAT THE BUILDERS DO

Building an RV from the Standard Kit is a process of assembly, not manufacture. The builder takes the manufactured parts and prepares them for assembly by doing some minor straightening, smoothing edges, deburring holes, etc.

After preparation, the structure is riveted and bolted together. Paint, upholstery and interior appointments are very personal choices, so these are left to the builder.

On the basic airframe is complete, the builder installs the engine, the propeller and the instrument panel. There are many choices here, but the beauty of kit aircraft is that builders can optimize the powerplant, propeller and panel to suit themselves.

QUICKBUILD KITS

If you are considering an RV-7/7A, RV-8/9A, or RV-9/9A and you want to be in the air as soon as possible, there is no better value than the QuickBuild Kit.

We estimate the QuickBuild Kit cuts construction time by 35-50%. In fact, when it was first introduced, prospective customers who had a difficulty envisioning it as a kit. It looked more like a completed airframe than a kit — and in many ways, it is. About 75% of the riveting and other airframe assembly work is done.

The QuickBuild Kit may be ordered in several versions:

• The Full QuickBuild Kit contains both wings and the fuselage, partially assembled, with the necessary materials and parts to complete these assemblies.

• The ‘Wing-Only’ QuickBuild Kit contains partially completed wings and the parts necessary to complete them. Builders may choose to continue with the Standard Fuselage Kit or go with our Complete Fuselage Kit.

• The ‘Fuselage-Only’ QuickBuild Kit contains the partially assembled fuselage and parts needed to complete it.

Many QuickBuild kits are now flying, some completed in as little as seven months. When you consider the time saved and the quality of the finished product, the QuickBuild Kit has to rate as one of the best values in aviation today.

WHAT WE DO

Just as in the Standard Kit. Van’s manufactures virtually all the components of the airframe. The finished airplane will be the same, regardless of which kit is used to build it.

RV airframe components are sent to an assembly plant, where a crew of highly experienced technicians assemble wings and fuselages to QuickBuild status, then return the completed assemblies to Van’s Aurora facility for inspection and shipping to the customer.

The QuickBuild Kits begin exactly the same way Standard Kits begin... the builder builds the empennage from the Standard Empennage Kit. Things get much simpler after that. The wings go quickly as the builder installs the remaining skin on the wing and installs the control system and wing tip.

On the fuselage, the interior of the cabin and baggage compartment must be finished, and a couple of upper skins installed. That’s it. Then the airplane is ready for the Finishing Kit. By choosing options such as the Firewall Forward Kit, from Van’s Accessories Catalog, the momentum built up on the QuickBuild Kit can be maintained until the airplane is ready to fly.
PLANS: A comprehensive plans and construction manual that comes with the kit. RV plans packages consist of two components: "Preview" Plans and Construction Plans. "Preview" Plans include a full set of 11" x 17" drawings, a Builder’s Manual, and an Accessories Catalog, all in a loose-leaf binder. Preview Plans give the potential or beginning builder an overview of the entire aircraft. They contain preliminary information that is not repeated in the Construction Plans, so purchase is required before beginning construction.

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WHAT THE BUILDER DOES

Building an RV from the Standard Kit is a process of assembly, not manufacture. The builder takes the manufactured parts and prepares them for assembly by doing some minor straightening, smoothing edges, deburring holes, etc.

After preparation, the structure is riveted and bolted together. Windshield, instrument panel, and seat cushions are also provided.

Once the basic airplane is complete, the builder installs the engine, the propeller and the instrument panel. There are many choices here, but the beauty of kit aircraft is that builders can optimize the powerplant, propeller and panel to suit themselves.

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**TOTAL PERFORMANCE** "Specifications and Performance"

<table>
<thead>
<tr>
<th>SPECIFICATIONS</th>
<th>RV-3</th>
<th>RV-4</th>
<th>RV-7</th>
<th>RV-7A</th>
<th>RV-4A</th>
<th>RV-9</th>
<th>RV-9A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span (ft)</td>
<td>19’ 11&quot;</td>
<td>23’ 0&quot;</td>
<td>25’ 0&quot;</td>
<td>25’ 0&quot;</td>
<td>23’ 0&quot;</td>
<td>23’ 0&quot;</td>
<td>28’ 28&quot;</td>
</tr>
<tr>
<td>Length (ft)</td>
<td>19’ 0&quot;</td>
<td>20’ 2&quot;</td>
<td>20’ 10&quot;</td>
<td>20’ 10&quot;</td>
<td>20’ 10&quot;</td>
<td>20’ 10&quot;</td>
<td>20’ 10&quot;</td>
</tr>
<tr>
<td>Height (ft)</td>
<td>5’ 0&quot;</td>
<td>5’ 5&quot;</td>
<td>5’ 7&quot;</td>
<td>5’ 7&quot;</td>
<td>5’ 7&quot;</td>
<td>5’ 7&quot;</td>
<td>5’ 10&quot;</td>
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<tr>
<td>Wing Area (sq ft)</td>
<td>90</td>
<td>110</td>
<td>121</td>
<td>121</td>
<td>121</td>
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<tr>
<td>Empty Weight (lbs)</td>
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<td>906</td>
<td>1114</td>
<td>1130</td>
<td>1120</td>
<td>1200</td>
<td>1043</td>
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<tr>
<td>Gross Weight (lbs)</td>
<td>1100</td>
<td>1500</td>
<td>1800</td>
<td>1800</td>
<td>1800</td>
<td>1800</td>
<td>1750</td>
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<tr>
<td>Wing Loading (lbs/ft)</td>
<td>12.22</td>
<td>13.64</td>
<td>15.00</td>
<td>15.00</td>
<td>16.36</td>
<td>16.36</td>
<td>14.1</td>
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<tr>
<td>Power Loading (lbs/hp)</td>
<td>7.3</td>
<td>9.4</td>
<td>9.0</td>
<td>9.0</td>
<td>10.9</td>
<td>10.9</td>
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<tr>
<td>Engine (hp)</td>
<td>150</td>
<td>160</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>100</td>
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<tr>
<td>Prop type (fixed pitch or constant speed)</td>
<td>fixed</td>
<td>fixed</td>
<td>fixed</td>
<td>fixed</td>
<td>fixed</td>
<td>fixed</td>
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<tr>
<td>Fuel Capacity (US gallons)</td>
<td>30</td>
<td>32</td>
<td>42</td>
<td>42</td>
<td>42</td>
<td>42</td>
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<tr>
<td>Baggage (lbs, approx.)</td>
<td>30</td>
<td>30</td>
<td>100</td>
<td>100</td>
<td>125</td>
<td>125</td>
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**PERFORMANCE**

(See Van’s website or Info Pack for performance data with other engine options.)

<table>
<thead>
<tr>
<th>Component</th>
<th>RV-3</th>
<th>RV-4</th>
<th>RV-7</th>
<th>RV-7A</th>
<th>RV-4A</th>
<th>RV-9</th>
<th>RV-9A</th>
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</thead>
<tbody>
<tr>
<td>Top Speed (mph in straight level)</td>
<td>207</td>
<td>204</td>
<td>216</td>
<td>213</td>
<td>220</td>
<td>222</td>
<td>198</td>
</tr>
<tr>
<td>Cruise (mph @ 8000)</td>
<td>196</td>
<td>192</td>
<td>206</td>
<td>204</td>
<td>212</td>
<td>210</td>
<td>188</td>
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<tr>
<td>Cruise (mph @ 12000)</td>
<td>178</td>
<td>173</td>
<td>186</td>
<td>183</td>
<td>189</td>
<td>187</td>
<td>166</td>
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<tr>
<td>Stall speed (mph, solid weight)</td>
<td>51</td>
<td>52</td>
<td>51</td>
<td>51</td>
<td>51</td>
<td>52</td>
<td>44</td>
</tr>
<tr>
<td>Takeoff Distance (ft, sub weight)</td>
<td>—</td>
<td>260</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>300</td>
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<tr>
<td>Takeoff Distance (ft, gross weight)</td>
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<td>450</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>475</td>
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<td>Landing Distance (ft, sub weight)</td>
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<td>350</td>
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<td>350</td>
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<tr>
<td>Landing Distance (ft, gross weight)</td>
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<td>Rate of climb (thru, sub weight)</td>
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<td>2550</td>
<td>2450</td>
<td>2700</td>
<td>2500</td>
<td>2000</td>
<td>1900</td>
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<tr>
<td>Rate of climb (thru, gross weight)</td>
<td>2050</td>
<td>1600</td>
<td>1900</td>
<td>1850</td>
<td>1800</td>
<td>1450</td>
<td>1400</td>
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<tr>
<td>Ceiling (gUDGEon)</td>
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<td>19,500</td>
<td>22,500</td>
<td>21,500</td>
<td>21,500</td>
<td>19,000</td>
<td>18,500</td>
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<td>Range (usable miles, 75% @ 8000)</td>
<td>595</td>
<td>640</td>
<td>765</td>
<td>755</td>
<td>780</td>
<td>770</td>
<td>710</td>
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<tr>
<td>Range (usable miles, 55% @ 8000)</td>
<td>715</td>
<td>790</td>
<td>935</td>
<td>925</td>
<td>940</td>
<td>860</td>
<td>850</td>
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**PRICES**

<table>
<thead>
<tr>
<th>PRICE COMPONENT</th>
<th>RV-3</th>
<th>RV-4</th>
<th>RV-6</th>
<th>RV-6A</th>
<th>RV-7</th>
<th>RV-7A</th>
<th>RV-4A</th>
<th>RV-9</th>
<th>RV-9A</th>
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<tr>
<td>Engine Options</td>
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<td>$55</td>
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<tr>
<td>Empennage Kit</td>
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<td>$1900</td>
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<td>$1900</td>
<td>$1900</td>
<td>$1900</td>
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<td>Wing Kit</td>
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<td>$8395</td>
<td>$7875</td>
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<td>$9695</td>
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<td>Fuselage Kit</td>
<td>$5600</td>
<td>$6900</td>
<td>$6925</td>
<td>$7100</td>
<td>$6575</td>
<td>$7325</td>
<td>$8850</td>
<td>$8150</td>
<td>$9695</td>
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<td>Finishing Kit</td>
<td>$6750</td>
<td>$6900</td>
<td>$7180</td>
<td>$7310</td>
<td>$7325</td>
<td>$7575</td>
<td>$6625</td>
<td>$7375</td>
<td>$7360</td>
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<tr>
<td>Complete Standard Kit</td>
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<td>$22,150</td>
<td>N/A</td>
<td>N/A</td>
<td>$24,255</td>
<td>$24,255</td>
<td>$24,960</td>
<td>$25,360</td>
<td>$25,610</td>
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<tr>
<td>Complete QuickBuild Kit (includes tail wing &amp; fuselage kits)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$35,300</td>
<td>$36,485</td>
<td>$36,360</td>
<td>$36,785</td>
<td>$39,130</td>
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</tbody>
</table>

**BUILD FUSEALGE KIT ONLY**


**BUILD FUSEALGE KIT ONLY**

Add $5840 to Fuselage KIT price for RV-7B/9. No QB Fuselage available for RV-3, RV-4 or RV-6.

**THE AIRPLANES**

Forty years ago Van coined the term “Total Performance” to describe his goals in aircraft design. We still haven’t come up with a better term. RVs are not simply “go-faster” machines. They are also aerobic (the RV-9A is excepted) and have outstanding low speed handling/short-field capability, a rare combination. The controls are light, responsive, and beautifully harmonized. The characteristic that sticks in pilots’ minds, though, is how much fun they are to fly.

**THE REAL WORLD:** All the performance and handling in the world doesn’t matter if you can’t fit in the cabin or take anything with you when you travel. RV cockpits will comfortably accept pilots up to 6’4” (the RV-8/A will fit even if you’re 6’3’’). Comfort (and safety) is enhanced by outstanding in-flight visibility. Ground visibility is so good that even tailwheel RVs require little S-turn while taxiing.

Baggage compartments hold useful amounts of camping or traveling gear. Two people can take a realistic amount of baggage to distant locations. The RVs are not simply one-car garage planes. It does not require any special skill. Most RVs have been completed by people with no aircraft building background at all.

Building an RV 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 sacrifices, but when you finish, you will have a unique high-performance airplane that you understand completely.

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