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AIRCRAFT BUYER'S REPORT

Van's Aircraft RV-6A

Registration C-FQVG · Serial 21077 · Built by D. Kingsley



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1. Executive Summary

C-FQVG is a Van's Aircraft RV-6A (tricycle gear, Lycoming O-320-D2A, 160 hp) built by D. Kingsley, based at CSG5, Quebec, and offered for sale by Red Beacon Aeronautical on behalf of its owner, Richard Guay. This report consolidates the aircraft's specifications, performance, engine and maintenance history, installed equipment, and a complete set of disclosures so a prospective buyer can evaluate the aircraft with full transparency before arranging a viewing and pre-purchase inspection.

This is a genuinely low-time airframe: approximately **459 hours total time** since new (airframe and engine alike), flown regularly but lightly — on the order of 30 hours per year — and never painted: the airframe wears a full vinyl wrap over bare aluminum. The panel is a modern experimental VFR suite built around a Dynon FlightDEK D180 with a Dynon two-axis autopilot, uAvionix AV-30, and a uAvionix tailBeaconX transponder providing ADS-B Out compliant in both Canada and the United States. The most recent annual condition inspection was completed in October 2025.

The aircraft operates under a Transport Canada Special Certificate of Airworthiness (Amateur-Built) whose operating conditions limit it to **VFR only**, 1,600 lbs maximum weight, and no aerobatic flight (see Section 7). The engine was overhauled by an aircraft engine shop in 2007 and entered service at the aircraft's first flight in 2010; while it has only 459 hours since overhaul, the overhaul is now 19 calendar years old.

Asking price: USD \$84,500 (CAD \$117,500) — offers welcome; pre-purchase inspection encouraged. The aircraft is marketed in both Canada and the United States.

2. Aircraft Specifications

Make / Model	Van's Aircraft RV-6A — tricycle (nose) gear
Registration	C-FQVG (registered with Transport Canada)
Serial Number	21077
Builder	D. Kingsley (amateur-built, Canada)
Year	2008 per the Canadian Civil Aircraft Register; Special C of A issued June 17, 2010; first flight May 2010 (see Section 7)
Category	Amateur-Built / Special Certificate of Airworthiness
Total Time Airframe	≈ 459 hours (journey log, July 2026)
Max Takeoff Weight	1,600 lbs (per Special C of A operating conditions)
Empty Weight	1,054 lbs (weighed August 2023, with 8 qts oil, no fuel)
Empty CG	67.51" aft of datum (August 2023 weight & balance)
Useful Load	546 lbs
Wingspan / Length	23' 0" / 19' 9"
Fuel Capacity	142 L (≈ 37.5 U.S. gallons) per journey log
Exterior	Full vinyl wrap — airframe has never been painted (bare aluminum under the wrap)
Base	CSG5, Quebec

A current weight & balance (August 2023) is on file. The aircraft was weighed on all three wheels; the empty-weight CG of 67.51" sits just forward of the RV-6A loaded design range (68.7"–76.8" aft of datum per the W&B data sheet), as expected for an empty aircraft — CG moves aft into the envelope as pilot, passenger and baggage are loaded.

3. Performance

Van's factory published performance — RV-6A, 160 hp (gross weight)

Top speed	199 mph (≈ 173 kts)
Cruise (75% @ 8,000')	188 mph (≈ 163 kts)
Stall speed	55 mph (≈ 48 kts)
Rate of climb	1,450 fpm (1,850 fpm solo)
Service ceiling	16,400 ft (20,500 ft solo)
Takeoff / landing distance	535 ft / 500 ft
Range (75% @ 8,000')	≈ 760 sm

Figures above are Van's Aircraft published numbers for the RV-6A with a 160 hp engine and are provided for reference; individual amateur-built aircraft vary with propeller, rigging and equipment. C-FQVG's journey log includes the builder's original test-flight data (recorded speeds: climb 110 mph, approach 75 mph, stall in the mid-50s mph range). The fixed-pitch Sensenich metal propeller favours simple, economical cruising over maximum short-field/climb performance — see Section 4.

4. Engine & Propeller

Engine	Lycoming O-320-D2A, 160 hp
Engine serial	RHP07021
Overhaul	Major overhaul completed May 2007 by Reliable Horse Power Inc. (aircraft engine shop, Waterloo Regional Airport, Ontario) — W/O 007-021
Overhaul scope	Complete disassembly, cleaning, inspection and overhaul; cylinders repaired as required; carburetor overhauled; magneto 500-hr inspections; reassembled and test-stand run 2.4 hrs
In service since	May 2010 (aircraft's first flight) — engine time equals airframe time
Time since overhaul	≈ 459 hours SMOH
Propeller	Sensenich 70CM6S16-0-78 fixed-pitch metal, S/N 38975K — dedicated propeller logbook on file

The overhaul was performed by a dedicated aircraft engine shop — not an automotive machine shop, as is sometimes seen on amateur-built aircraft — and the complete overhaul invoice (approximately C\$18,000 at 2007 Prices) with its itemized parts list is included in the engine logbook. As an experimental-category engine the overhaul is not a certified overhaul; the paperwork is nonetheless thorough and available for review.

Buyer's note on calendar time: with roughly 459 hours in 16 years of service, average utilization is about 30 hours per year, and the overhaul itself dates to 2007.

The fixed-pitch propeller is a feature to understand rather than a defect: it is simpler and lighter than a constant-speed installation, with no governor and no propeller overhaul cycle to budget for. The trade-off is takeoff and climb performance versus a constant-speed RV-6A. For an economical VFR cross-country aircraft, it is the appropriate configuration.

5. Avionics & Equipment

EFIS / engine monitor	Dynon FlightDEK D180 (combined EFIS + engine monitoring)
Autopilot	Dynon two-axis autopilot with AP74 control head (also controllable through the D180)
Flight instrument	uAvionix AV-30 electronic flight instrument (STC software update applied September 2023)
Transponder / ADS-B Out	uAvionix tailBeaconX — Mode S transponder with ADS-B Out, compliant in both Canada and the USA; periodic recertifications by Fliteline Maintenance on file
ADS-B In	Garmin GDL 52 (traffic/weather to iPad)
Radio 1	Icom IC-A220
Radio 2	Icom IC-A210
GPS	AvMap EKP IV moving-map GPS (not coupled to the autopilot; coupling possible with a cable — see Section 7)
ELT	ACK E-04, 406 MHz — battery replaced 2025
Lighting	Strobes; two-mode landing light (wig-wag)
IFR certification	No — VFR only per the Special C of A operating conditions

Avionics maintenance is documented: Fliteline Maintenance work orders on file cover the Dynon D180 altimeter recertification and tailBeaconX transponder recertification (CAR 571 Appendix B/F, September 2023, repeated August 2025), the AV-30 software update, and the 2025 ELT battery replacement.



Instrument panel — Dynon FlightDEK D180, uAvionix AV-30, dual Icom radios.

6. Condition & Recent Maintenance

- **Annual condition inspection:** most recently completed October 20, 2025 (signed October 21, 2025), with prior condition inspections in September 2023 and June 2022. A check flight following the 2025 inspection is recorded in the journey log, and the aircraft has flown regularly since ($\approx$ 459 hrs TT as of July 2026).
- **Exterior:** full vinyl wrap in a white/red scheme; the airframe has never been painted. A future owner who wishes to paint simply removes the vinyl — there is no old paint to strip, which typically saves several thousand dollars and avoids chemical-stripping risk on an aluminum airframe.
- **Wheel pants:** the correct Van's rear wheel pants were sourced from Van's Aircraft and installed by the current owner. The final cosmetic finishing (both wheel-pant tips and the proper gear-leg skirt, currently an aluminum skirt) has not been done; all finishing parts and hardware are included with the aircraft.
- **Avionics currency:** transponder and altimeter recertifications and the ELT battery replacement were carried out by Fliteline Maintenance (see Section 5).
- **Engine care:** regular oil and filter changes are logged, with filters cut open for inspection and no metal noted in the entries reviewed.

7. Full Disclosure — Known Items

Red Beacon Aeronautical believes a serious buyer is best served by complete transparency up front. The following items are known to the seller and broker and are disclosed accordingly:

- **Operating conditions:** the Special Certificate of Airworthiness (issued June 17, 2010) carries operating conditions of maximum weight 1,600 lbs, VFR only, and aerobatic flight prohibited. This is a VFR aircraft; it is not certified or equipped for IFR.
- **Engine calendar age:** 459 hours SMOH but the overhaul dates to 2007 (in service 2010).
- **Rigging — slight left pull:** the aircraft tends slightly left in cruise. A small rudder trim tab is needed (a previous glued-on tab detached), and the right flap sits roughly $\frac{1}{2}$ "–1" low relative to the left — an easy adjustment the owner has identified and intends to correct. Both are rigging/adjustment items, not structural issues.
- **2024 — aircraft not flown:** per a journey log note, no annual condition inspection was performed in 2024 because the aircraft was not flown that year. It returned to service following the October 2025 condition inspection and check flight.
- **Magneto note:** a 2025 run-up entry notes a low reading on the left magneto; subsequent run-up entries and the October 2025 inspection follow. Buyers should verify magneto performance at pre-buy.
- **GPS:** the AvMap EKP IV is an older-generation unit and is not coupled to the autopilot (coupling is possible with a cable). The owner had considered replacing it with a Garmin Aera 760; a buyer may wish to budget for a portable GPS upgrade.
- **Wheel-pant finishing:** cosmetic finishing parts (tips and skirt) included but not installed — see Section 6.
- **Fixed-pitch propeller:** Sensenich metal fixed-pitch — simpler and cheaper to own than constant-speed, with the performance trade-offs noted in Section 4.

8. Documentation Provided

A complete documentation package is available for review:

- Aircraft Journey Log — continuous from September 2009 (builder's test flights) to date, including the builder's original flight-test data
- Engine logbook — including the complete 2007 Reliable Horse Power overhaul invoice and itemized parts list
- Propeller logbook — Sensenich 70CM series, S/N 38975K
- Weight & balance — current (August 2023) reweigh with empty CG computation
- Certificate of Registration (issued November 19, 2025) and Special Certificate of Airworthiness with operating conditions (June 17, 2010)
- Canadian Civil Aircraft Register extract (current)
- Photo set and walk-around videos of the aircraft

9. Ownership & History

C-FQVG was built by D. Kingsley, an experienced builder (not his first aircraft, per the seller), around a Lycoming O-320-D2A that was freshly major-overhauled by Reliable Horse Power Inc. in 2007 specifically for this installation. The airframe was completed in 2008, received its Special Certificate of Airworthiness on June 17, 2010, and first flew in May 2010.

The aircraft has been flown lightly and consistently since — roughly 30 hours per year on average — and the journey log shows an unbroken record of flights and inspections. The current owner, Richard Guay of Lévis, Quebec, has been the registered owner since November 19, 2025 and is a repeat Red Beacon client. The general standard of construction is described by the seller as good, consistent with an experienced builder.

10. Pricing

Asking price	USD \$84,500 (CAD \$117,500) — offers welcome
Market positioning	Priced against recent confirmed RV-6A sales and active sub-600-hour listings; supported by an August 2026 written market evaluation
Markets	Canada and U.S. (Van's Air Force classifieds, Barnstormers, Trade-A-Plane, Controller, COPA)
Terms	To be discussed directly between the prospective buyer and the broker

Pricing is subject to negotiation and a satisfactory pre-purchase inspection. Contact the broker to discuss offers and terms.

11. Recommended Buyer Due Diligence

- Arrange a pre-purchase inspection by a qualified AME (or A&P for U.S. buyers) familiar with Van's RV types.
- Engine: borescope all four cylinders, compression check and oil analysis, given the 2007 overhaul date and low annual utilization; verify magneto performance at run-up.
- Verify continuity of the journey log, engine log and propeller log, and review the 2007 overhaul invoice and parts list.

- Confirm the rigging items (rudder trim tab, right flap position) and the wheel-pant finishing parts included with the aircraft.
- Review the Special C of A operating conditions (VFR only, 1,600 lbs, no aerobatics) against your intended operations.
- U.S. buyers: verify import eligibility for an FAA Experimental/Amateur-Built certificate early in the process — the FAA will look for the builder's documentation; the broker can walk you through the importation steps (Red Beacon regularly exports Canadian aircraft to U.S. buyers).
- Inspect the vinyl wrap's condition and factor your own paint/wrap plans — remembering the airframe underneath has never been painted.

Next steps: the aircraft is located at CSG5, Quebec — viewings by appointment with the broker. Pre-purchase inspection is welcome and encouraged.

12. Photo Gallery

Exterior



Side profile — full vinyl wrap, never-painted airframe.



Rear three-quarter view and empennage.



Head-on — Sensenich fixed-pitch metal propeller.



Left side — wheel pants installed (finishing parts included).



UAvionix TailBeacon.

Cockpit & Interior



Panel detail — Dynon FlightDEK D180, uAvionix AV-30, Dynon AP74, dual Icom radios.



Cabin and seats.

Contact

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This report is prepared in good faith from owner-provided information and documentation; specifications and condition should be verified by the buyer's own inspection. It does not constitute a warranty or a substitute for a pre-purchase inspection.