Title:

100% Transparent Hangar Find: 1977 Sheldon Kingfisher "A" (N8ES) – High-Power Lycoming O-235 Restoration Project.

Description:

Up for sale on the open market is a historically rich, remarkably preserved 1977 Sheldon Kingfisher "A" amphibious aircraft (Original Registration: N8ES**)**. Handcrafted by amateur artisan Edgar A. Sheldon as a custom build of the famous Earl Anderson EA-1 Kingfisher design, this experimental shoulder-wing flying boat is Serial Number 100.




EXPERIMENTAL



The aircraft completed its maiden flight in 1977 and was officially granted its FAA airworthiness certificate in September 1984. It features a robust flying boat hull,

outrigger pontoons, and a high-mounted engine configuration optimized for homebuilt amphibious operations. [1]

Safely tucked away in dry hangar storage, the aircraft has been inactive and flown zero hours since 2000. While the airframe and structure are in good cosmetic condition, it has not been inspected or certified for flight since 2000.

This Kingfisher is being sold strictly **as-is, where-is, as a restoration project.** This is an incredible find for an EAA builder or seaplane enthusiast who wants a complete, premium-power amphibian project without spending thousands of hours scratch-building a hull from blueprints.

Specifications & Status:

- **Airframe:** Sheldon Kingfisher "A" (Anderson EA-1 Custom Design, Serial #100)
- **Registration:** N8ES (Currently registered to a private individual in Delaware)
- **Total Time (TTAF):** Unknown
- **Engine:** High-performance **Lycoming O-235 Series reciprocating engine (115 HP)** — *Note: Inactive since 2002; buyer must assume it requires a full teardown inspection and overhaul before operation.*
- **Propeller:** 2-bladed fixed pitch, 6 ft 0 in (1.83 m) diameter
- **Logbooks:** Contains continuous historical documentation covering the original 1974–1982 build timeline by Ed Sheldon, past ownership records.
- **Avionics:** Legacy package (State: "Legacy VFR panel / instrument cluster").



General Dimensions & Factory Benchmarks:

- **Length / Wingspan:** 23 ft 6 in (7.16 m) / 36 ft 1 in (11.00 m)
- **Weights:** Empty Weight: 1,032 lb (468 kg) | Max Takeoff Weight: 1,600 lb (726 kg)
- **Fuel Capacity:** 20 US Gallons (76 L)
- **Historical Performance Targets:** Max Speed 120 mph | Cruise Speed 85 mph | Stall Speed 45 mph | Rate of Climb 500–600 ft/min. [1]

Condition & Restoration Notes:

The structural components, hull integrity, and control surfaces present beautifully with no obvious signs of trauma. However, due to a 24-year hibernation, the buyer must plan to refresh all rubber elements, fuel lines, gaskets, and tires, flush and overhaul the fuel and braking system, and perform a complete top-to-bottom airframe and engine condition inspection.

Terms of Sale:

Sold strictly as-is, where-is. The buyer is entirely responsible for coordinating local logistics, de-mating the wings for transport, and trailer removal from the Delaware Coastal Airport - Georgetown, DE. No ferry permits will be sought, and the aircraft cannot be flown out.

Asking Price: $24,500 OBO
Terms: Sold As-Is, Where-Is. Buyer is strictly responsible for all pre-purchase inspections, maintenance required to achieve airworthiness, or securing an FAA registration.

Serious inquiries only. To schedule a hangar viewing or to review the 1972–2002 construction records. Aircraft is hangered at the Delaware Coastal Airport - Georgetown, DE,

Contact:
Paul Reichert
(360) 516-8622 (text or voice)
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For Sale: Sheldon Kingfisher “A” N8ES

- **The Origin:** This is an individual custom build of the popular **Anderson EA-1 Kingfisher**. The Anderson Kingfisher was designed by Pan Am captain Earl Anderson in 1969 specifically as a two-seat amphibious aircraft for homebuilders.
- **The "Sheldon" Name:** In the experimental aircraft community, the FAA officially registers homebuilt planes using the last name of the amateur craftsman who physically constructed the kit (in this case, Edgar Sheldon).
- **Design:** It features a shoulder-wing monoplane design with a flying boat hull, outrigger pontoons, and an engine mounted high above the wing. Wooden framed with glass over ply construction. Piper cub wings.

- **Operation**: Very comfortable to operate on land and water.
- **Transport**: Easy to disassemble and shift with the fuel tank located in the nose. Can easily pack and ship nationwide.
- **Location:** N8ES is located at Delaware Coastal Airport - Georgetown, Delaware USA

Specifications

- **Aircraft Type:** 1977 Sheldon Kingfisher A
- **Airworthiness Class:** Experimental (Fixed-wing single-engine, 2 seats)
- **FAA registered:** Original registration N8ES. (FAA Registration expired 2020).
- **Serial Number:** 100
- **Engine Specs:** Lycoming O-235 Series reciprocating engine (115 horsepower)
- **Ownership Type:** Registered to a private individual.

General characteristics

- **Crew:** 1
- **Capacity:** 1 passenger
- **Length:** 23 ft 6 in (7.16 m)
- **Wingspan:** 36 ft 1 in (11.00 m)
- **Height:** 8 ft 0 in (2.44 m)
- **Empty weight:** 1,032 lb (468 kg)
- **Max takeoff weight:** 1,600 lb (726 kg)
- **Fuel capacity:** 20 US gal (17 imp gal; 76 L)
- **Powerplant:** 1 × Lycoming O-235 four-cylinder horizontally-opposed engine, 115 hp
- **Propellers:** 2-bladed fixed pitch, 6 ft 0 in (1.83 m) diameter

Performance

- **Maximum speed:** 120 mph (190 km/h, 100 kn)
- **Cruise speed:** 85 mph (137 km/h, 74 kn) at 1,000 ft (300 m)
- **Stall speed:** 45 mph (72 km/h, 39 kn)
- **Range:** 200 mi (320 km, 170 nmi) with maximum fuel

- **Service ceiling:** 10,000 ft (3,000 m)
- **Rate of climb:** 500–600 ft/min (2.5–3.0 m/s)
- **Takeoff run to 50 ft (m):** 1,000 ft (300 m)

Ownership Record

Current Owner: John Reichert, Rehoboth Beach, Delaware (2001 - Current)

Previous Owner: Norman Grossberg, Jacksonville Beach, FL (1985-2001)

Previous Owner: David Mitchell, North Liberty, Iowa (1982 - 1985)

Aircraft Builder: Edgar A. Sheldon of Addison, Illinois (1974-1982)

- Filed for FAA registration as N-8ES December 1975
- Records from the Kingfisher Newsletter indicate that Ed Sheldon completed building the Serial #100 aircraft in 1977.
- N-8ES completed the maiden flight in summer 1977.
- The aircraft was certified airworthiness in September 1984.