

RV-7A - N247R

Year built: 2011

TTAF: 864

TT Engine: 864

TT Prop: 864

Hours may go up slightly as plane is still being flown.

Airframe: Quick build 2011 RV-7A with slider canopy.

Engine: Lycoming IO360 (180 HP)

Propeller: Whirlwind composite prop.

Summary:

Professionally maintained 2011 RV-7A quick build with nearly all the upgrades. TT: 864. Dual rudders/brakes, Dynon SkyView w/auto pilot, Garmin 175, ADSB in/out, wifi connectivity, and a strong Titan IO360 with dual P-mags. Constant Speed Whirlwind Prop. Electric elevator and aileron trim and flaps. Flyboy LEDs. Fully IFR capable with alternate air intakes, dual batteries, heated Dynon Pitot w/AOA indicator and Garmin 175. Andair Fuel Selector. Dynon Fuel Totalizer. Dual rudders/brakes. Paint/Decals 2023. Condition/Transponder/Pitot completed 09/2024. 147 knots @7.5gph. No squawks! Hangared. Will deliver!

Details:

Airframe is a quick build RV-7A kit completed in 2011. TTAF: 864

Engine is a Titan ECI Lycoming IO360 (180HP). TT: 864

No damage history. This plane has been babied. I monitor engine temperatures on all flights and am religious about keeping CHTs under 380 even on climb out on hot days. I always stage cool the engine during descent.

Very affordable insurance. Unlike tailwheel RVs, this plane can be insured very affordably for the full hull value even for relatively inexperienced pilots.

Professionally maintained by an experimental build shop from when I purchased in April 2022 through now. Flown regularly (about 150 hours annually for the past 3 years).

Cruises 150 knots on 7.9 gph at 8500.

42 gallon fuel tanks. (21 per side)

Condition Inspection and pitot static/transponder certs completed 09/2024.

Logs and additional photos available upon request. I'm happy to discuss the airplane with you and put you in touch with the mechanic who maintains it.

I'm happy to deliver the airplane to your home airport or fly with you to your home airport for just the cost of fuel.

Avionics:

Dynon Skyview with ADSB in/out including wifi connectivity for displaying ADSB traffic and weather directly into Foreflight or other flight software.

Garmin 175 which links to Dynon through ARINC-429. You can track an RNAV on the Dynon via the Garmin 175 connection.

Dynon radios and intercom which link to Dynon SkyView system for quick selection of key frequencies. Push to talk and trim controls on both sticks.

Heated Dynon Pitot tube includes AOA indicator and warning.

Backup Dynon ADAHRS for IFR redundancy. Constantly cross checks the primary ADAHRS and will provide a notification if a discrepancy is detected.

Dynon Fuel gauges and Dynon Fuel totalizer which I have found to be within about 3% accuracy with appropriate calibration.

Extras:

Dual rudder pedals and brakes. Perfect if you want to instruct or have a friend/partner who also likes to fly.

Dual P-mag ignitions. One installed before I owned it and the other installed around 750 TT.

Dual batteries (Odyssey PC680 Extreme).

Dual Flyboy LEDs Seven Star landing lights (one per wing) each with an output of 7000 lumens. Includes WigWag mode for safety. Also wired to run at lower output for taxi.

Flyboy LEDs wingtip NAV and strobe lights.

Retractable sunshade in canopy.

Upgraded electrical system. No fuses required. Electronically controlled electrical system.

LED cockpit lighting.

Alternate air intake.

Anti splat mods. Including sealed wheel bearing mod on nose tire to reduce shimmy.

New interior flooring in 2024 for a cleaned up look inside the cockpit!

USB A and C charger in panel.

K&N Air filter.

Andair fuel selector.

Oil changed every 50 hours by experimental build shop. Run with Camguard consistently during my period of ownership.

Freshly painted with new decals applied in 2023.

Includes Bruce Cover and cowling plugs.

Note: Small crack to nose wheel fairing. Not structural. Cracked fiberglass. Easily repairable. See photos in photo folder.