

Spec Sheet RV-4 N621RS

Engine

Lycoming 180 hp IO360, (S/N L-559-77T, 180 hp O-360-A1A with fuel injection added).

Exhaust: Dual 2-1 header system.

Ignition: Currently flying with dual Bendix Mags, but comes with Electroair Electronic Ignition system from Smooth Power LLC for future installation.

TTSMO: 42.8 (Field overhaul by Chris Bolle July 2020 w/new cylinders).

TTE: Engine total hours unknown



Airframe

Rear control stick, passenger foot wells (similar to RV-8), leather seats, both fuel tanks rebuilt/sealed by Weep No More in 2021 and 2022, Cabin heat, manual flaps, manual trim, short gear with 68" very high-performance prop (lower angle so more stable and better vis for taxi). Leather seats, 5pt harness in front, 4pt rear, All Van's SB complied with.

S/N: 1438

Year and Manufacturer: 1988 Robert Stauter

TTAF: 962

Weight and Balance: 4/18/2024 (Empty wt 1079 (GW 1500), CG 75.43 aft of datum).



Propeller

Factory new constant speed Hartzell 68" high performance HC-F2YR-1F/F8068-2 installed at the time of engine overhaul. Special high-performance prop designed for experimental aircraft for increased cruise speeds and reduced diameter. This was a perfect match for this aircraft's high performance engine and gear.

Model: HC-F2YR-1F/F8060-2

S/N: CM 1534B

TTSN: 42.8

Avionics

Radios: MX-170B Nav/Comm (TKM)

Navigation: Garmin 496 GPS with MX-170B CDI

ADSB: echoUAT ADSB In/Out (View traffic on Ipad/Phone app with ForeFlight)

Transponder test: 5/1/2025

