

FROM THE DESK OF

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N9129S Originally N8950R 1960 7GCB

About this Champ: No Whining. I know it seems like the most expensive Champ around, but it's not your grandma's old champ. It is almost a new Champ. This 7GCB was bought and restored after a wheel came apart and bent a landing gear leg.

The airplane was stripped to the frame, repaired and refinished as necessary. We added new floorboards, toe brakes with new Grove wheels and calipers. New aluminum interior side panels were built and installed. Seats were refinished, received new foam padding, and recovered with leather.

Installed new tail wires, hardware, strut fittings, led nav, strobe and landing lights. Panel updated to include an iPad mini dock, CGR-30 engine monitor, GTR225 radio and GTX345 transponder with ADS-B in and out displayed on the Garmin 660 GPS. Installed all new wiring ,circuit breakers, switches, ignition switch panel and engine control cables.

FWF was updated with a PennYann overhauled O-320-B2B rated at 160 hp installed by field approval. Also installed new oil cooler / hoses, and motor mounts. This Champ's performance is sporty!

Fabric covering is PolyFiber with Ranthane topcoat,
Everything works as it should and is ready to have fun.

By the way, American Champion charges over 200K to rebuild an existing Champ, which does not including the the price of an engine overhaul or panel upgrade.

My passion is vintage and unique airplanes. This aircraft was lovingly restored to keep an old airplane alive. It was updated to make it viable in the modern airspace system and improve reliability. No expenses were spared, the effort was to create an "almost new" Champ.

Sincerely yours,
Kent