

1991 RV-6, N69TX, S/N 00323 asking \$75,000, TTAF 851 hrs; Firewall forward TSN 170 hrs. Own a piece of EAA history. Originally constructed by legendary builder Tony Bingelis and featured in many of his books. Built light weight as Van recommended to optimize performance.

Low time firewall forward:

Continental/Titan XIO 340, 9-1 pistons (dyno'd at 184HP) Due to high compression, MOGAS is not recommended.

Whirlwind 200RV constant speed composite propeller.

Duel P mags

Airflow Performance fuel injection

SkyTec Starter

B&C 40 amp alternator with external regulator

The airframe is pretty original with a few upgrades

Pressure recovery wheel pants

Grove wheels and brakes

Overhead rudder pedals (brakes in both cockpits)

Crow seat belts (5 point in left/4 point right)

Electric Flaps

Manual elevator and aileron trim

Cockpit is configured for day VFR:

iLevel 3AW provides wireless AHARS, pitot/static, and ADS-B in to most popular electronic flight bags. (I use Ifly EFB)

Guardian Avionics panel dock with 8th generation, 10.2 inch Ipad

MGL eXtream engine monitor with fuel flow

Garmin GNS 430W

Garmin GTX 327 transponder

Terra AT-300 encoder

uAvionix tail beacon ADS-B out

Weight and Balance

Operating weight: 1050 lbs

Useful Load: 550 lbs based on Van's recommended max gross weight of 1600 lbs

Fuel: 38 gals. (228 lbs)

Max aerobatic weight: 1375 lbs

Baggage area: 60 lbs

Performance: After completing the condition inspection, I flew a flight check profile and updated performance numbers

Weight: 1468#

Altimeter: 29.86 OAT 29 C Alt: 10,000MSL DA: 13,432

WOT: 20.8 in MP RPM: 2500

25 deg. Lean of peak IAS: 145Kts TAS: 178Kts

Stall speed: 46 kts clean

The airframe has the original paint (with some touch-ups) so if you're looking for a show plane, this isn't it. What it is is a no-nonsense, solid aircraft with exceptional firewall forward, offering outstanding performance, whether for gentleman's aerobatics or cross county travel. If you check current pricing, you'll find that you are essentially buying the firewall forward and getting the airframe for free.

I'm retired, now on a fixed income, and I just can't justify the fixed expenses for an airplane I'm simply not flying enough. I'd much prefer it to be in the hands of someone that appreciates it's performance and excellent handling characteristics. Insurance premium for me is \$956.00 thru Global Aerospace. Airplane is located in NW Georgia at Barwick/LaFayette airport (9A5).