

WHAT ABOUT SERVICE?

Van's is establishing a national network of service centers. The conventional construction and widely used Rotax engine make maintenance straight-forward. LSA regulations permit some maintenance to be performed by owners.

WHAT WILL A NEW FLY-AWAY RV-12 COST?

The Base model sells for \$115,000, with fully optioned models pricing up to \$125,450. Many accessories are also available. Pricing is fly-away Aurora Oreogn. Delivery or shipping charges are extra.

WHEN CAN I HAVE AN S-LSA RV-12 AND HOW DO I BUY?

Lead times run about 3-4 months. Sign up to buy now by visiting the Van's S-LSA Sales page at:

www.flyrv12.com/how-to-buy

WHERE CAN I GET A DEMONSTRATION RIDE AND MORE INFO?

For info and Demo Rides visit:

www.flyrv12.com or call
541-515-8009



On the 'Other' Coast? Van's is located in the Northwest corner of America, so we've enlisted an East Coast Representative. **Mitchell Lock** offers sales assistance and demo rides in the RV-12 from his home base at St. Mary's Regional Airport (2W6), Hollywood, Maryland, near Baltimore and Washington, D.C. Contact Mitch for an appointment.

E-mail: mitchl@vansaircraft.com Phone: 240-427-8847

TOTAL PERFORMANCE
VAN'S AIRCRAFT

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12SLSAFLY 3/17/15

MADE IN THE USA...

VAN'S FLY-AWAY RV-12



TOTAL PERFORMANCE IN AN S-LSA

TURN THE KEY AND FLY

For more than forty years, Van's Aircraft, Inc has been the gold standard in kit aircraft. From the RV-3 to the RV-14, pilots have raved about the performance, handling and pure fun of flying an RV. *Thousands* of airplanes have been built from Van's kits.

Now there's something different...an RV you *don't* have to build. Just turn the key and fly away. When you do, you'll have an airplane no other Light Sport aircraft can match. Whether it's visibility, useful load, speed or handling characteristics, there's just nothing quite like the RV-12.

WHAT MAKES THE RV-12 SO GOOD?

There are several features that make the RV-12 something special:

- RV-12 wings are quickly and easily removable. Using a system proven over decades in high-performance sailplanes, two people can have the wings off an RV-12 in less than five minutes. This makes the airplane easy to transport on a trailer and keep off-airport, or to tuck into the corner of a hangar where no other airplane will fit. Controls and wiring connections hook up automatically — it is virtually impossible to install the wing incorrectly. No fuel or pitot connections are necessary.
- The RV-12 is powered by a Rotax 912ULS 100 hp engine. This rugged little engine is the world-wide standard in light aircraft: durable, reliable, and economical. It is designed to use unleaded autogas with up to 10% ethanol. With slightly more attention, it is happy on 100LL.
- The RV-12 is equipped with a new Sensenich composite ground-adjustable propeller — light, smooth and durable.
- The RV-12 is light. The low empty weight allows a generous useful load. It will carry two 200 lb people, 20 gallons of fuel and 40 lbs of baggage — a combination rare in the Light Sport Category.
- The RV-12 is fast. It will cruise easily at the LSA maximum of 120 knots.
- The RV-12 has a modern "glass" panel. The Dynon Skyview or Garmin G3X system high-resolution full-color touch screen displays complete flight instrumentation (including synthetic vision), full engine monitoring/recording, commands an optional 2-axis autopilot, contains an internal GPS, w/moving map, a Mode S transponder/encoder. A Garmin GTR-200 comm radio with internal intercom is standard. There's an input for a iPod or similar device and a jack to charge iPads, cell phones, etc.
- The RV-12 is fully equipped for night flight. The panel display is beautifully illuminated. There are LED position lights, wing-tip strobes and a landing light.
- The RV-12 is comfortable. It will handle occupants up to 6'4" without difficulty. The cabin sidewalls and floors are upholstered and carpeted with durable fabrics and the adjustable seat cushions support people in relaxed, upright posture.
- The RV-12 was designed in the USA by an American designer who understands American conditions and requirements. It is manufactured and assembled in the USA and is licensed to American standards.

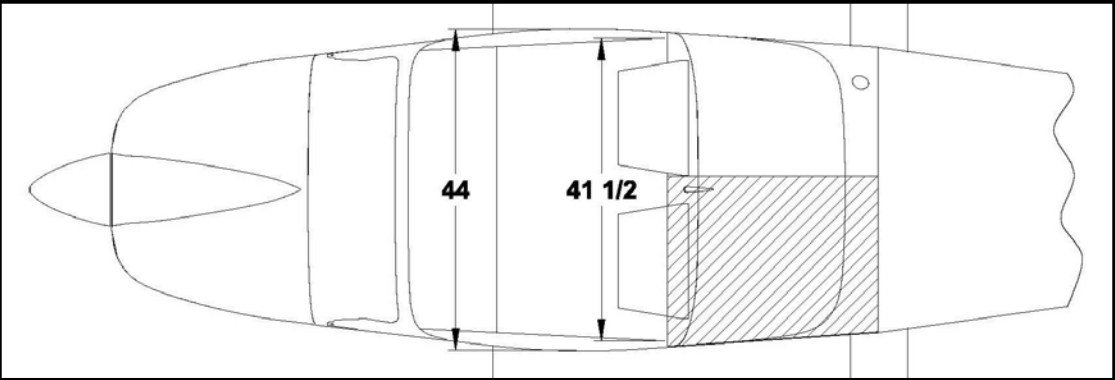
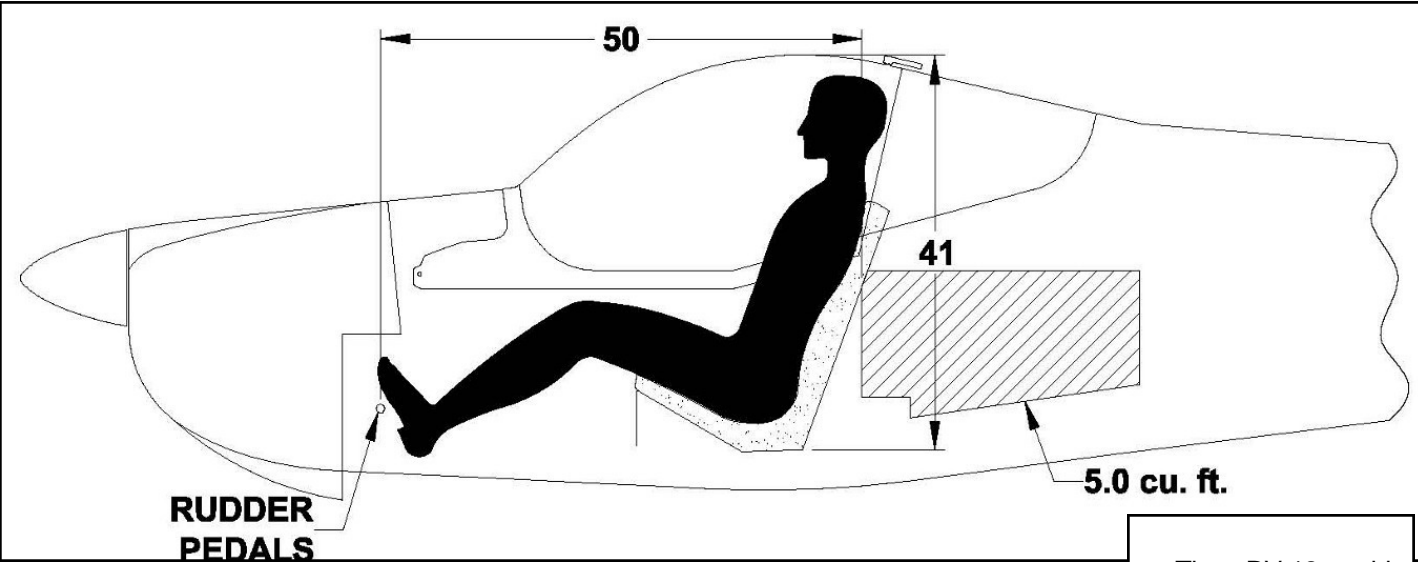
WHAT'S THE RV-12 LIKE TO FLY?

One of the best things you can say about an airplane is that it "flies like an RV"! The RV-12 is very docile on take-off and landing, but quick, agile and precise in the air. Even so, it isn't the least bit twitchy or unstable. Stall behavior is benign and predictable, cruise is relaxed, turns are immediate.

Remember your first time on a really good bicycle, motorcycle or sports car? Yeah... it's like that...

<u>RV-12 PERFORMANCE</u> GROSS WEIGHT, STATUTE MILES	
TOP SPEED	135 mph
CRUISE SPEED (7500' @ 5500 rpm)	131 mph
CRUISE SPEED (7500' @ 5000 rpm)	116 mph
STALL SPEED	52 mph
TAKEOFF DISTANCE	700 ft.
LANDING DISTANCE	525 ft.
RATE OF CLIMB	900 fpm
CEILING	13,000 ft.
RANGE (7500' @ 5500 rpm)	482 miles
RANGE (7500' @ 5000 rpm)	530 miles

<u>RV-12 SPECIFICATIONS</u>	
SPAN	26' 9"
WING AREA	127 sq. ft.
LENGTH	19' 11"
EMPTY WEIGHT	740 lbs
GROSS WEIGHT	1320 lbs
WING LOADING (gross weight)	10.4 lbs/sq. ft.
POWER LOADING (gross weight)	13.2 lbs/hp
FUEL CAPACITY	20 US gallons
CABIN WIDTH	43"
BAGGAGE	50 lbs
ENGINE	Rotax 912ULS
PROPELLER	Sensenich g/a



The RV-12 cabin will hold a couple of big people. Pilots up to 6' 4" or even slightly taller will find enough head-room and leg room — unusual in a small airplane. The baggage compartment can carry a couple large soft duffle bags—plenty for a cross-country trip.



a pair of pins behind the seats and the wings come off in a few seconds. All control and wiring connections are automatic. An ignition interlock prevents the engine from starting if the wings are not properly installed.

FOUR STROKE ROTAX POWER

The 100 hp four-stroke Rotax 912 ULS has become the most widely used engine in Light Sport class aircraft. And for good reason — it's proven itself in all kinds of conditions, all over the world. It's designed to operate on unleaded auto fuel, even with 10% alcohol. Altitude compensating carburetors automatically adjust mixture and a gearbox reduction drive keeps the prop in the most efficient rpm range.

Water cooled heads keep temperatures under control. A large muffler makes the RV-12 a "friendly " airplane at noise-sensitive airports. A 2000 hour TBO means it will last most pilots for a very long time.

A MODERN PANEL

The RV-12 panel features the Dynon Skyview or Garmin G3X Touch EFIS system. This includes synthetic vision, GPS, transponder/encoder functions, complete engine instrumentation/recording, checklists, maintenance records, and autopilot controls.

There's a Garmin GTR-200 radio with intercom. Panel mounted fuses and switches handle the circuitry.

A glove box keeps the cockpit tidy. The panel is finished with an attractive carbon fiber overlay.



REMOVABLE WINGS

Light, easily removable wings make it practical to keep the RV-12 on a trailer, at home, or hangar it in corners where nothing else will fit. Pull a pair of pins behind the seats and the wings come off in a few seconds. All control and wiring connections are automatic. An ignition interlock prevents the engine from starting if the wings are not properly installed.

