

RV-12 SPECIFICATIONS		RV-12 PERFORMANCE <small>GROSS WEIGHT, STATUTE MILES</small>		RV-12 PRICES <small>SUBJECT TO CHANGE WITHOUT NOTICE</small>	
SPAN	26' 9"	TOP SPEED	135 mph	FASTENER KIT	\$285
WING AREA	127 sq. ft.	CRUISE SPEED <small>7500' @ 5500 rpm</small>	131 mph	EMPENNAGE KIT	\$2,545
LENGTH	19' 11"	CRUISE SPEED <small>(7500' @ 5000 rpm)</small>	116 mph	WING KIT	\$6,320
EMPTY WEIGHT	740 lbs	STALL SPEED	52 mph	FUSELAGE KIT	\$5,510
GROSS WEIGHT	1320 lbs	TAKEOFF DISTANCE	700 ft.	FINISH KIT	\$10,280
WING LOADING <small>(gross weight)</small>	10.4 lbs/sq. ft.	LANDING DISTANCE	525 ft.	AVIONICS KIT <small>(depending on options)</small>	\$13,995 - \$22,650
POWER LOADING <small>(gross weight)</small>	13.2 lbs/hp	RATE OF CLIMB	900 fpm	POWERPLANT KIT	\$27,750
FUEL CAPACITY	20 US gallons	CEILING	13,000 ft.	TOTAL <small>(depending on options)</small>	\$66,685 - \$75,340
CABIN WIDTH	43"	RANGE <small>(7500' @ 5500 rpm)</small>	482 miles		
BAGGAGE	50 lbs	RANGE <small>(7500' @ 5000 rpm)</small>	530 miles		
ENGINE	Rotax 912ULS				
PROPELLER	Sensenich g/a				



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-10, RV-12, and RV-14A 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

14401 Keil Road NE, Aurora, Oregon, USA 97002
PHONE 503-678-6545 · FAX 503-678-6560 · www.vansaircraft.com · info@vansaircraft.com
Service Letters and Bulletins: www.vansaircraft.com/public/service.htm



Van's RV-12 is the Light Sport entry from the most successful line of kit aircraft in the world. It's a two-seat all-metal side-by-side airplane with a large cabin that seats the occupants ahead of the wing spar for maximum room and superb visibility. There are several features that make it a unique RV:

- The RV-12 meets the certification standards of the Light Sport Aircraft category and has been certified as a Special Light-Sport Aircraft (S-LSA) by the FAA. Extensive and thorough testing has demonstrated compliance with LSA performance and structural requirements.
- RV-12 wings are quickly and easily removable. Using a system similar to 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 hasn't become the world-wide standard in light aircraft by accident. Extended real-world experience has shown it to be durable, reliable, and economical. It is designed to use unleaded autogas (containing up to 10% ethanol), but if necessary it runs well on 100LL.
- The RV-12 is equipped with a new Sensenich composite ground-adjustable propeller — light, smooth and affordable.
- The RV-12 is light. The low empty weight allows a generous useful load — two 210 lb people, 20 gallons of fuel and 40 lbs of baggage — something rare in the Light Sport Category.

The best news is that it flies like an RV! The RV-12 has all the performance the Light Sport category permits as well as excellent handling qualities at all speeds. It is very docile on take-off and landing and pleasantly quick and agile in the air. Frankly, we are very pleased. We love flying the RV-12!

WHAT'S THE RV-12 KIT LIKE?

The RV-12 is the culmination of thirty-five years experience manufacturing the best aircraft kits available. The result is an exceptionally complete kit with parts that fit very, very well. All metal parts are completely formed and pre-punched with fastener holes. All hardware is included. Every detail of the engine installation, instrument panel, fuel system, landing gear and airframe is carefully designed and documented for performance and building ease. Forget the jokes — it really *does* assemble with simple hand tools. The instructions and building directions (patterned on the very successful package used for RV-10) are composed of beautifully clear computer-generated drawings with step-by-step instructions.

The RV-12 is sold in six separate subkits — there's no need to buy the whole airplane at once!

- EMPENNAGE/TAILCONE KIT:** contains all components for empennage surfaces and the fuselage aft of the rear baggage bulkhead, except the fiberglass tailcone. The accompanying **FASTENER KIT** includes rivets for the entire airplane.
- WING KIT:** contains all components for wing and flaperons.
- FUSELAGE KIT:** contains all components for fuselage between firewall and rear baggage bulkhead.
- FINISH KIT:** contains cowlings, canopy, wheels/brakes, fiberglass tailcone, nose gear components, wiring harness, fuel tank components and upholstered seat cushions.
- AVIONICS KIT:** A choice of Dynon Skyview Touch or Garmin G3X Touch screens provides engine and flight information and includes its own GPS and Mode S transponder. The Garmin GTR-200 radio/intercom handles communications. An ACK ELT and custom switch panels complete the package. ADS-B and a two-axis autopilot are also available as options.
- POWERPLANT KIT:** contains new Rotax 912ULS engine, engine installation kit w/engine mount and Sensenich propeller.

WHAT IS NOT INCLUDED IN THE KIT?

Fluids, paint, a little fiberglass, and two rubber stick grips. That's it.

HOW LONG WILL IT TAKE TO BUILD AN RV-12?

We conservatively estimate that the average builder will spend about 700-900 hours to complete an unpainted RV-12.

WHEN CAN I GET ONE?

Whenever you like. Over 1,000 Kit Starts have already shipped. As of 2016, over 500 were already flying. Order forms for all kits are available on Van's website www.vansaircraft.com or by mail from Van's office.

HOW CAN AN RV-12 BE LICENCED?

The RV-12 was designed to the ASTM standards governing Light Sport Aircraft category and intended to be licensed in the Experimental Light Sport (E-LSA) category. In July, 2009, Van's Aircraft received Special Light Sport Aircraft (S-SLA) approval for the RV-12 prototype, paving the way for individuals to receive E-LSA certification.

Although the E-LSA category does not permit builders to alter the design (no unapproved engines, propellers, avionics, etc. are allowed) it does have some attractive features. In the E-LSA category, there is no "51%" rule, and no restriction on who may assist in building the airplane. This allows any amount of assistance or even a fully professionally-built airplane.

The RV-12 kit has been evaluated by the FAA and found eligible for registration in the Experimental-Amateur Built (EAB) category. While EAB rules do allow builders to make changes, it is difficult to overemphasize the difficulties, complications and increased building time that will occur if builders choose to alter any part of the very integrated RV-12 kit.

WHAT OPTIONS ARE AVAILABLE?

Some of the optional packages are listed here. They install easily and quickly, even on completed airplanes.

- Dual screen Dynon or Garmin EFIS
- Two-axis Dynon or Garmin autopilot
- Interior upholstery/carpets
- Position/strobe/landing light package
- Wheel fairings
- ADS-B weather/traffic display

WILL THERE BE A QUICKBUILD KIT or a FLY-AWAY RV-12?

The Standard RV-12 kit builds so quickly and easily that there seems to be little need for a traditional QuickBuild Kit.

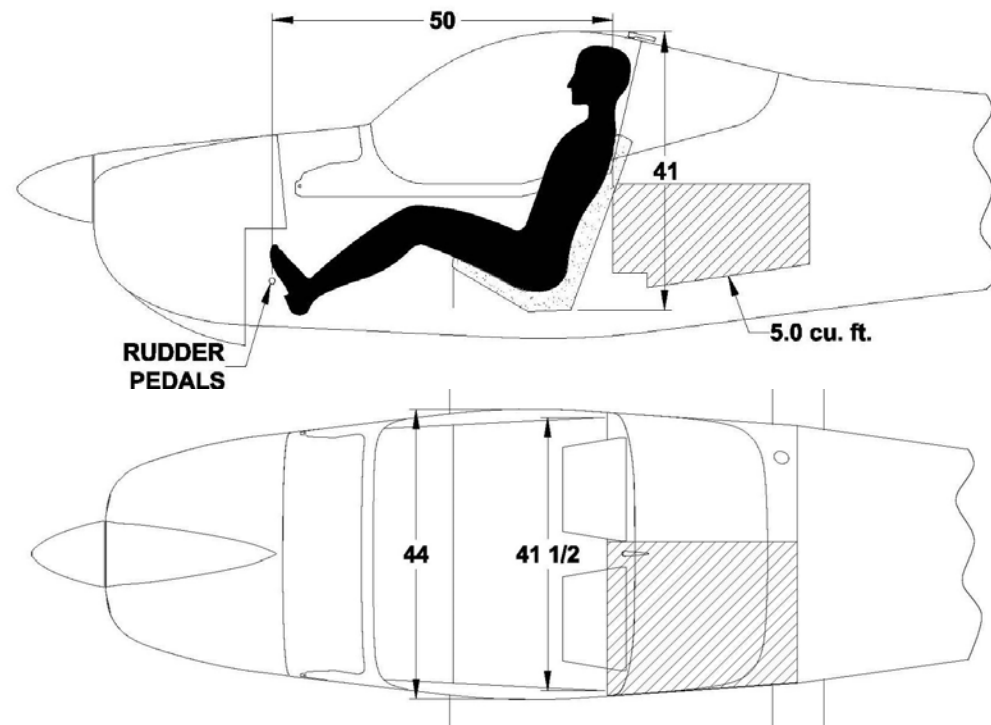
The ready to fly, RV-12 S-LSA, is available and is covered in a separate flyer.

HOW MUCH WILL AN RV-12 COST?

About \$67,000 (for the basic airplane. A professional paint job and options will, of course, increase the cost.

WHAT DO YOU GET FOR THAT?

All components are supplied in the kits are factory new, so for about \$67,000 and 800 hours of enjoyable work, you will have a brand-new airplane with a modern glass panel, wonderful visibility, the ability to operate on autogas, and, best of all... It flies like an RV!



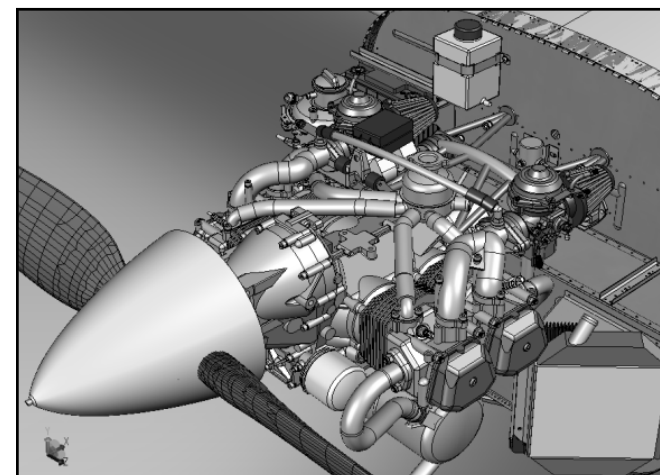
REMOVABLE WINGS

The RV-12 was designed from the start to be "trailerable." Light, easily removable wings make it practical to keep the airplane 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 and an ignition interlock prevents the engine from starting if the wings are not properly installed.

GLASS PANEL

The RV-12 kit comes with single or dual EFIS, which includes GPS, moving map, synthetic vision, Mode S transponder and more. A Garmin radio/intercom, ACK ELT, custom switch and fuse panels and labels complete the package. Optional ADS-B and a two-axis autopilot are available.



FOUR STROKE ROTAX POWER

The 100 hp four-stroke Rotax 912 ULS has become the most widely used engine in the world 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. Altitude compensating carburetors automatically adjust mixture and a gearbox reduction drive keeps the prop in the most efficient rpm range.