

Divorce forces the sale of my Van's Aircraft RV-9A kit, Plans/Builder #90949. I am the third owner of this kit. The ownership transfers are all recorded with Van's Aircraft. This is the third plane I have built. I previously built a Cozy MKIV, and a Van's Aircraft RV-10. I am a meticulous, and detail oriented builder. This was to be my forever plane and I went all in on this build. The plane is very close to first flight. I would estimate that an experienced builder could have it flying with around 200 hours of completion work, except for paint. Most of the fiberglass work is done. I fabricated fiberglass slider skirts, and fiberglass rear canopy skirt.. The forward windscreen needs the fiberglass done, and some of the fiberglass parts need final fill and sanding to be ready for paint. I made the lower cowl air intake snorkel removable with Skybolt fasteners. Most all wiring is complete. The control sticks need to be wired, along with the trim servos.

I did most of the AntiSplat mods: Almost a 14 mod, vertical stabilizer mod, crankcase vacuum kit with safety valve, the nose job 2, ASA oil separator, main wheel bearing mod with brand new (last fall) Wilkerson retreads that ASA trued. The mains also have brand new Michelin Air Stop tubes. I was planning on having the nose wheel bearing mod done, but never got to it. That tire will need to be replaced, as there is cracking due to age. The interior was built by Lemke and is full leather.

The avionics are full Garmin: GDU 465 10.6" Touch, GSU 25 ADHRS, GMU 22 Magnetometer, GMC 307 A/P, GSA 28 A/P servo's that have been updated, GDL 50R ADSB receiver, GTX 35R Transponder, GTR 20R Com Radio, GTN 650 IFR Nav/Com, GMA 245 Bluetooth Intercom, GHA 15 Ground Height Advisor, GAD 29 ARINC, GAD 27 Electronic Adapter, GAP 26 Heated Pitot/AOA Probe, GTP 59 Air Temperature Probe, ACK E04 406/121.5 ELT, Flight Data Systems GT-50 G Meter/Clock. There is also a stand alone Garmin 375 Legacy Non Touch that has its own GSU 25 ADHRS, GMU 11 Magnetometer & GTP 59 Air Temperature Probe.

The engine is a Mattituck IO-320. The original ECI Cylinders/Power Assemblies fell under the AD requiring 50 hour AD compliance checks. I replaced them with new 8.5-1, Superior Cylinder/Power Assemblies sourced from Air Power. The electrical charging is a B&C L-60, governed by a B&C LR3E-14 voltage regulator. The starter is also a B&C BCS206-149-12. The fuel tanks are ER with 3 gallon capacity added to each tank, for a 42 gallon total capacity. The fuel is delivered through an Aerolabs gascolator/filter. The prop is a CS MT 3 blade: MTV-12-C/180-57. Tosten sticks, Fly LED pos/nav lights, dual LED wing landing/taxi lights, upgraded (thicker) brake discs. The cockpit floor is boxed and insulated with ceramic blanket. The main battery is EarthX 900. The backup battery is also lithium by Battery Tender. Charger is included.

The plane is located in Michigan at KGDW. I am living in Florida now. If you are just undecided on this model, and are interested in looking at the plane, I can have someone show it to you. If you are a serious buyer, I have no problem flying up to do the show and tell. The pictures were taken in haste before I moved. I had a paint scheme in my head that I planned to use. The paint is included, along with the guns and equipment. Two sets of printed plans, building plans, and a digital set of plans included. All of the printed manuals are in binders. Tons of organized hardware will also be included along with the bins.