

VANS RV6 AND RV6A

Issue 6 Optional aerobatic clearance details added

12.02.08

1. UK contact

There is no UK agent. Contact Vans direct: Van's Aircraft Inc, PO Box 160, North Plains, Oregon, 97133. USA. Tel. 001 (503) 6475117. UK Vans owners club - RV Squadron, run by Harry Hopkins, Cheltenham Tel. 01242 260242. Enthusiast and 2 x RV Builder, Nigel Reddish, Nottingham. Tel. 01623 752330.

2. Description

The RV6 and 6A are all-metal low-wing two seat sporting/touring aeroplanes which have been built in numbers in many countries. They have now been superseded by the RV7 and RV7A which are slightly improved versions. The RV6 and 6A could be built from a standard or fast-build kit. Pre-built wing spars were also available. All are acceptable subject to the inspector being entirely satisfied with the quality of workmanship of part-built assemblies. Solid-riveted sheet aluminium construction is used throughout. The aircraft is fitted with integral wing fuel tanks and sealed during construction using a proprietary sealant. For UK-built examples recommend suitable corrosion protection of aluminium airframe throughout, e.g. epoxy primer on aluminium parts and assembly compound where steel parts are assembled to aluminium parts.

The RV6 is similar to the RV6A except that the RV6 has a tailwheel rather than nosewheel undercarriage.

150-180 BHP Lycoming O-320, IO-320, O-360 and IO-360 engines may be fitted as recommended by Vans. Also accepted with equivalent 'XP' type engines manufactured by Superior Air Parts. Consult LAA regarding acceptable models of Superior Air Parts engines, in particular choice of ignition system, in particular use of dual electronic ignition system only accepted if type-certified electronic system used. Single non-certified electronic ignition plus certified magneto is acceptable.

3. Fast Build Kit 51% Compliance

The contents of the standard fast build kit is accepted as compliant with the 51% 'major portion' requirements on the basis that it is the same kit standard that has been accepted as 51% compliant by the FAA.

4. Build Manual

RV6/6A Assembly Manual and RV6/6A drawings. Vans's newsletter, the RVator, provides useful additional guidance. A useful compilation of the content of past 'RVators' is also available from Vans.

VANS RV6 AND RV6A5. Maintenance Manual

Nil. In the absence of a manufacturer's schedule, LAMS can be used as a guide to required inspections and this is reflected in the check list in Section 1 of the LAA's Permit renewal application form.

6. Build Inspections

Build inspection schedule 44 (Vans RV Aircraft).
Inspector approval codes A-A, A-M, or K. Inspector signing off final inspection also requires 'first flight' endorsement.

7. Flight Manual

Nil. Build manual contains section with advice on flight testing.

8. Mandatory Permit Directives

None applicable specifically to this aircraft type, but note

MPD: 1998-019-R1 Flexible Fuel Tubing Applies to all permit aircraft
MPD: 1999-003 and -004 applies to MTV-9 and MTV-3 propellers

9. LAA Mandatory Modifications/Operating Restrictions

MOD-181-002 Mandatory addition of aural artificial stall warning device

The RV-7 / 7A type engine mount may be fitted to RV6 / 6A aircraft but not vice-versa.

Note also LAA advisory note regarding water leakage past fuel filler caps dated 3.9.02

Aerobatics and spinning prohibited.

10. Service information

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. Copies of service information can be downloaded from Vans' Website.

Service Letters

#2 Battery cables	18.10.06
60 amp alternator	13.2.06
Filtered Airbox advisory	10.05
Nose gear design (tricycle u/c models)	10.3.05
Buying a second hand RV kit	11.8.04
Buying a flying RV	30.6.04
GAS-3 gascolator recall	4.9.03

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Hartzell HC-C2YR prop	3.03
Hartzell HC-C2YK prop	3.03
CT 82F and CT 83F	14.11.01
Fuel pickup tube anti-rotation bracket	12.6.00

Service Bulletins

SB 07-11-09	Nose gear leg and fork upgrade
SB 07-4-12	Securing flap motor rod end bearing
SB 07-2-6	Affixing the passenger control stick permanently.
SB 06-9-20	Replace manual elevator trim cable rear attachment WD-415 by improved version
SB 06-2-23	Safetying of standard and flop-type fuel pickup tubes
SB 04-3-1	Electric flap motor recall
SB 04-2-1	Fuel tanks
SB-02-12-1	Pre-manufactured hoses
SB 99-6 -1	Weld insp on overhead style rudder pedals
SB 98-10-1	NLG fatigue failure at lower socket land
SB 98-3-1	Rudder pedal recurring inspection for cracks
SB 96-10-3	Recall of electrical flap motor/drive assy
SB 96-10-2	Full swivel tail wheel
SB 96-10-1	Filtered airbox
SB 96-09-1	Nosewheel fork cracking

11. Standard Options

Vans offer a great number of options in their catalogue of accessories, the majority of which are accepted by the LAA. Refer to LAA technical leaflet TL3.08 for details.

Some examples of the RV 6 and 6A may be cleared for limited aerobatics. This is subject to a number of special requirements and special flight test. A g meter must be fitted for aerobatic clearance.

12. Special Inspection Points

- The flaps are operated by rod-ends on the operating pushrods without any back-up capturing feature and therefore the rod-ends must be checked carefully for wear to ensure that there is no possibility of a rod-end coming adrift from a flap.
- Check that fuselage fairing around rear of tailplane is well secured since if this fairing comes loose it could cause the elevator to jam.
- Take care to minimise operating friction in flying controls by careful attention to hinges, rod-ends, lubrication etc.
- Note that the trailing edge profile on control surfaces is critical to control characteristics.
- Engine mount cracks have been reported in the vicinity of the undercarriage leg sockets on tailwheel RV-6 model, especially when operated from grass fields.
- With the RV-6A model, to avoid problems with the nosewheel jamming in the spat it is important to trim the nosewheel spat to ensure generous clearance between the tyre and the wheel aperture in the spat (circa half an inch), and to maintain the correct nosewheel tyre pressure. It is also important to maintain suitable preload on the nosewheel axle bearings, torquing up the

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axle nut gently as required in the absence of a conventional spacer between the bearings. Note that the wheel spats may be used as part of the locking system for the axle nuts, so if the aircraft is operated with spats removed, alternative means of locking the axle nuts is required. Later type nosewheel forks provided by Vans seek to improve this issue by raising the ground clearance of the noseleg.

- If manual elevator trim fitted, refer to SB-06-9-20 regarding problems with rear attachment of trim cable.

13. Operating Limitations and Placards

Maximum number of occupants authorised to be carried: Two

The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:

Aerobatic Limitations

Intentional spinning is prohibited

Aerobatic manoeuvres are prohibited

Loading Limitations

Maximum Total weight Authorised: RV-6: 1600 Lbs RV-6A: 1650 Lbs

CG Range: 68.7 inches to 76.8 inches aft of datum.

Datum Point is: a point 60.0" forward of leading edge of wing

Engine Limitations

Maximum Engine RPM: 2700

(2600 rpm when Sensenich 70CM 2 blade metal propeller fitted to O-320 or IO-320 engine)

Airspeed Limitations

Maximum Indicated Airspeed: 184 Kts

Maximum indicated airspeed flaps extended: 87 Kts

Other Limitations

The aircraft shall be flown by day and under Visual Flight Rules only.

Smoking in the aircraft is prohibited.

Additional Placard

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

In addition, when certain types of propeller are fitted to the RV-6/6A, RPM 'avoid bands' are necessary as specified by the propeller manufacturer, in which case these must also be placarded.

Fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

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Alternative limitations for those aircraft cleared for limited aerobatics:

Aerobatic Limitations

Intentional spinning is prohibited.

The following aerobatic manoeuvres only are permitted not exceeding +6g or – 3g.

Maximum airspeed for full control deflection VA=134 mph

<u>Manoeuvre</u>	<u>recommended entry speed</u>
Inside loop	150 mph
Aileron roll	138 mph
Slow roll	138 mph
Barrel roll	138 - 150 mph
Stall turn	138 mph
Roll off the top	160 mph
Cuban eight	160 mph

Maximum Aerobatic Weight: 625 kgs (1375 lbs)

CG Range aerobatic category: 68.7" to 75.37" aft of the datum point.

Aircraft cockpit to be placarded:

"Warning: this is a high performance aircraft in which care is required particularly during aerobatic manoeuvres to avoid exceeding structural limits and/or maximum permitted airspeeds".

"In the event of an inadvertent erect spin, the aircraft responds to standard recovery actions ie throttle closed, check ailerons centred, apply full opposite rudder followed by progressive forward stick until rotation ceases".

"Aerobatics prohibited with baggage in baggage compartment".

14. Special Test Flying Issues

- VP Prop flight test schedule required if VP prop is fitted.
- Adjustments to lateral trim can be made by lightly dressing aileron trailing edges.
- These are high-performance aircraft but nevertheless the designs are well developed and thanks to good handling characteristics they have achieved a good accident-free record.
- The engine compartments of these aircraft are fairly cramped and care should be taken to avoid overheating problems, charring of the cowlings near the exhaust, vapour-lock due to pre-heating of fuel in gascolator etc. Insulating the exhaust pipes has been found to help, but can cause problems with premature and hidden corrosion of the exhaust pipes underneath.
- Problems have been experienced with the RV-6A noseleg, especially when operating off grass, with instances of the nosewheel bending back and the strut

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digging into the ground, causing a rapid stop and further damage. In order to avoid this risk, it is important to maintain the correct nosewheel tyre pressure, and to trim the spat to ensure generous clearance between the tyre and the wheel aperture in the spat (circa half an inch). It is also important to maintain suitable preload on the nosewheel axle bearings, torquing up the axle nut gently as required in the absence of a conventional spacer between the bearings. It is also important to land the aircraft on the mainwheels first and hold the nosewheel off the ground during the initial part of the landing roll, rather than landing on all three wheels together which encourages wheelbarrowing and overloading the nosewheel.

15. Control surface deflections

Ailerons	Up: 25 - 30 degrees
	Down: 15 - 17 degrees
Elevators	Up: 25 - 30 degrees
	Down: 20 - 25 degrees
Rudder	Left 30 - 35 degrees
	Right 30 - 35 degrees
Flap	Down 40 degrees
Elevator tab	Up and down TBD degrees

16 Significant LAA Airworthiness Approval Notes

LAA-181-261 issue 1	RV6, O-360 engine
LAA-181-261 supp 1	RV6, IO-360 engine
LAA-181A-334 issue 1	RV6A O-320 engine
LAA-181A-334 supp 2	RV6A IO-360 engine

Approved:



F.R. Donaldson
Chief Engineer

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