



RV-9/9A General Information

[General Info](#) [Specifications](#) [Performance](#)

[RV-9/9A Gallery](#)

Van's has always striven for "Total Performance"; the ability to do as many things well as possible.

But all airplanes are compromises, and no matter how versatile, each is biased toward a particular "mission."

Blazing speed and "wing-it-out" aerobatics are not important for many pilots. Their day-to-day flying consists of local trips, relaxed cross-countries, and occasional long flights. The RV-9/9A was designed to do its best in this environment. The performance it provides is useable every day. It's so easy to fly that low time pilots can make a quick and painless transition. Its short field performance permits it to easily use the same airports other RVs use. When it's time for that long cross-country, the RV-9/9A will get you there and back as quickly as any similarly powered RV.



What sets the RV-9/9A apart from other RV designs? In a word, the wing. It is longer and narrower than the wings of the RV-4/6/8 series, and uses a new Roncz airfoil. The increased span allows it to climb well on low power and glide a long way. The flaps are a long span, slotted, high lift design that allows the airplane to land slower than many primary trainers. A simplified constant-chord horizontal tail and large vertical tail are proportioned to work with the longer wing. The robust fuselage and cabin are identical to the RV-7/7A and there are the same sliding/tip-up canopy and trigear/tailwheel landing gear options.

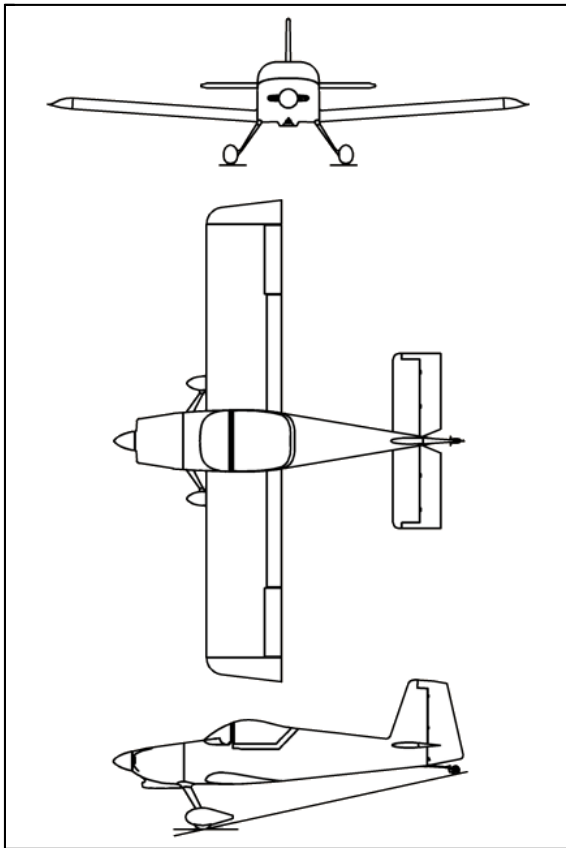
"Think about the kind of flying you really do. Is the RV-9/9A a good match? If you're a hard-core aerobatic type, perhaps not. But for most of us, the RV-9/9A will do everything we do, and do it at less expense and at a higher "fun quotient" than any competing design. We think it's a great airplane for a great many pilots."

The RV-9/9A's efficient airframe does not need a lot of power to perform well. Low overall drag means a smaller engine can pull it along at relatively high top speeds, or, more practically, at useful cruise speeds using little fuel. We demonstrated this when we chose a 118 HP Lycoming (taken from a Cessna 152) to power our prototype. The result was an efficient airplane with respectable short field capability, excellent cruise speed (165 mph on 118 hp!), and good fuel economy. But we also engineered the airframe to accept the 160 HP Lycoming O-320. With this kind of power, the RV-9/9A becomes a real performance tiger! Higher speeds and climb rates are available without sacrificing low speed performance or handling.

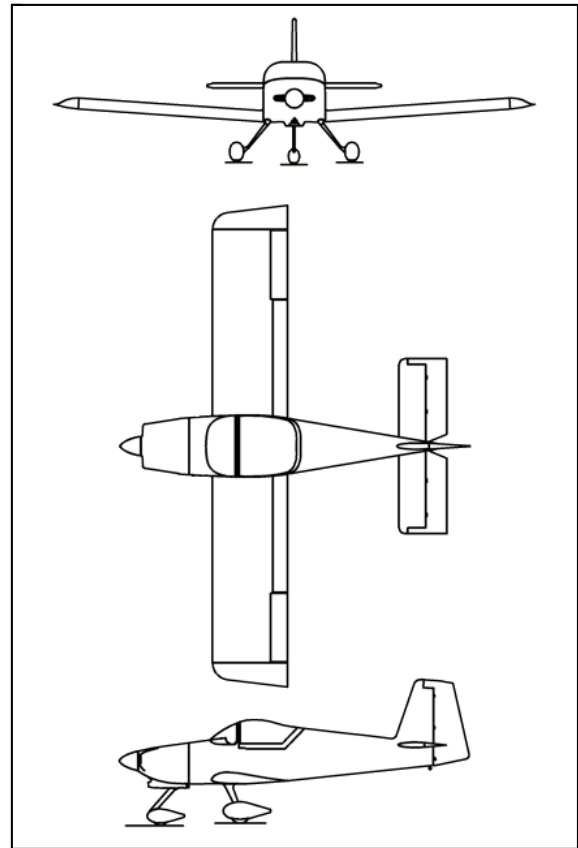
Like other RVs, you can only really begin to understand it by flying it. Handling is docile and easy, but not mushy or unpleasant. In keeping with our goal of offering a more "relaxed" airplane (one magazine writer called it "laid-back") suited to those who enjoy more leisurely flying, control forces are firmer than other RVs and response rates are slightly less rapid – although it will seem very sporty indeed to those used to production aircraft. The stall is very gentle. Everyone who has flown the airplane has remarked on the low landing speed and the low speed controllability. This is an airplane that you look forward to landing---it's so much fun, you want to do it over and over.

Thousands of RV-9/9As have been sold, and as more are finished and flown, sales have increased. We think owners are spreading the word – this is a very good airplane!

RV-9



RV-9A



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RV-9/9A Specifications

General Info Specifications Performance

RV - 9

Exterior Dimensions

Span	28 ft
Length	20 ft 5 in
Height	6 ft
Wing Area	124 sq ft

Weights

Empty Weight	1015 - 1057 lbs
Gross Weight	1600 - 1750 lbs

Loadings

Wing Loading	12.9 - 14.1 lb/sq ft
Power Loading	13.6 - 10.9 lb/hp

Powerplant/Systems

Engine "Why can't I use a larger engine?"	118 - 160 hp
Propeller	Fixed or C/S
Fuel Capacity	36 US gal

Other

Baggage (118, 160hp)	75 lbs
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RV - 9A

Exterior Dimensions

Span	28 ft
Length	20 ft 5 in
Height	7 ft 10 in
Wing Area	124 sq ft

Weights

Empty Weight	1028 - 1075 lbs
Gross Weight	1600 - 1750 lbs

Loadings

Wing Loading (118, 160hp)	12.9 - 14.1 lb/sq ft
Power Loading	13.6 - 10.9 lb/hp

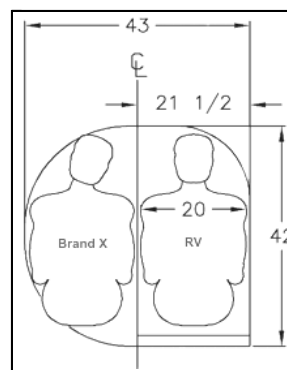
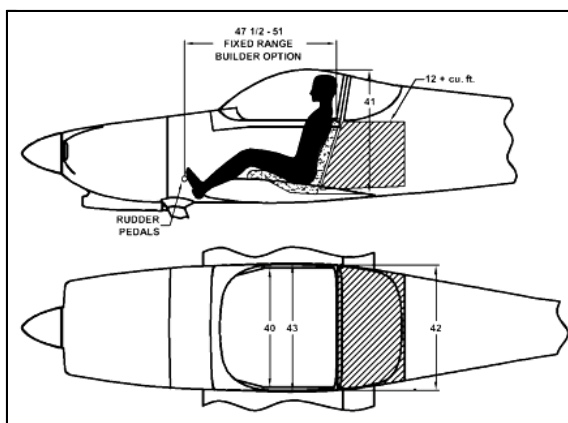
Powerplant/Systems

Engine "Why can't I use a larger engine?"	118 - 160 hp
Propeller	Fixed or C/S
Fuel Capacity	36 US gal

Other

Baggage (118, 160hp)	75 lbs
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Interior Dimensions and Baggage Area



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RV-9/9A Performance

General Info Specifications Performance

RV - 9

Solo Weight 1350 lbs
Gross Weight 1600 lbs-1750lbs.

118 hp 135 hp* 160 hp

["Why can't I use a larger engine?"](#)

Speeds and ranges in statute mph (sm)

Empty weight and performance measured with fixed pitch propeller

Speed - Solo Weight

Top Speed	173 mph	180 mph	197 mph
Cruise [75% @ 8000 ft]	167 mph	175 mph	189 mph
Cruise [55% @ 8000 ft]	151 mph	158 mph	169 mph
Stall Speed	44 mph	44 mph	44 mph

Speed - Gross Weight

Top Speed	172 mph	178 mph	196 mph
Cruise [75% @ 8000 ft]	166 mph	174 mph	188 mph
Cruise [55% @ 8000 ft]	150 mph	157 mph	168 mph
Stall Speed	48 mph	49 mph	50 mph

Ground Performance - Solo Weight

Takeoff Distance	350 ft	325 ft	300 ft
Landing Distance	250 ft	275 ft	300 ft

Ground Performance - Gross Weight

Takeoff Distance	525 ft	500 ft	475 ft
Landing Distance	355 ft	410 ft	450 ft

Climb/Ceiling - Solo Weight

Rate of Climb	1,200 fpm	1,450 fpm	2,000 fpm
Ceiling	17,500 ft	20,500 ft	24,500 ft

Climb/Ceiling - Gross Weight

Rate of Climb	1,000 fpm	1,150 fpm	1,400 fpm
Ceiling	14,500 ft	16,000 ft	19,000 ft

Range

Range [75% @ 8000 ft]	875 sm	745 sm	710 sm
Range [55% @ 8000 ft]	1,035 sm	910 sm	860 sm

RV - 9A

Solo Weight 1350 lbs
Gross Weight 1600 lbs-1750lbs.

118 hp 135 hp* 160 hp

["Why can't I use a larger engine?"](#)

Speeds and ranges in statute mph (sm)

Empty weight and performance measured with fixed pitch propeller

Speed - Solo Weight

Top Speed	171 mph	178 mph	195 mph
Cruise [75% @ 8000 ft]	165 mph	173 mph	187 mph
Cruise [55% @ 8000 ft]	149 mph	156 mph	167 mph
Stall Speed	44 mph	44 mph	44 mph

Speed - Gross Weight

Top Speed	170 mph	176 mph	194 mph
Cruise [75% @ 8000 ft]	164 mph	172 mph	186 mph
Cruise [55% @ 8000 ft]	148 mph	155 mph	166 mph
Stall Speed	48 mph	49 mph	50 mph

Ground Performance - Solo Weight

Takeoff Distance	350 ft	325 ft	300 ft
Landing Distance	250 ft	275 ft	300 ft

Ground Performance - Gross Weight

Takeoff Distance	525 ft	500 ft	475 ft
Landing Distance	375 ft	410 ft	450 ft

Climb/Ceiling - Solo Weight

Rate of Climb	1,150 fpm	1,400 fpm	1,900 fpm
Ceiling	17,000 ft	20,000 ft	24,500 ft

Climb/Ceiling - Gross Weight

Rate of Climb	950 fpm	1,100 fpm	1,400 fpm
Ceiling	14,000 ft	15,500 ft	18,500 ft

Range

Range [75% @ 8000 ft]	865 sm	735 sm	700 sm
Range [55% @ 8000 ft]	1025 sm	900 sm	850 sm

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