

S-7S COURIER: THE POPULAR CHOICE

July 1985 is when the original S-7 Courier was laid out, and has since become a popular choice among those who love a tandem tailwheel plane. Designed from the ground up to be a very capable plane for a variety of uses, the Courier boast great payload, low speed handling, rugged airframe, roomy cockpit, exciting climb performance and cruise speed. These aspects are possible because every element of the design was engineered with less weight, drag, and assembly hours in mind. You will be impressed with the level of quality and detail put into a Courier kit or ready to fly plane. Our extensive use of CNC machines to make most components, combined with expertly hand-crafted welded assemblies, results in a more premium build.

THE COURIER SPORTS SOME EXCITING NEW UPGRADES:

- Engine install uses a Rotax ring mount and saves install time, runs smooth, and allows use of all 912, and 914 Series engines.
- Simplified fuel system allows uses of flexible line, faster assembly and wing folding.
- New vertical fin and rudder geometry interchanges with the S-20.
- Expanded baggage compartment now all metal and easier to access due to changes to the Station 3 bulkhead.
- Header tank allows for install of fuel injected engines, and is the main fuel sump. Larger header tanks are in the works for added fuel capacity up to 6 more gallons.
- New control system is lighter, stronger, less friction, less time to install due to CNC machining of components. Rear control stick can be removed to allow cargo options in the rear seat area.
- New aluminum (7075-T6) landing gear is 4" taller, 3" more forward, and 7" wider. Features a groove on the trailing edge to house brake line, and machined for minimal drag.
- Landing gear is two piece allowing adjustment in camber and trail, bolts externally to the fuselage for easy assembly and inspection.

RANS S-7S COURIER HIGHLIGHT



The S-7S Airframe Kit comes standard with an 8" full-swivel, steerable Bush tailwheel.



Pilot environment has everything within easy reach inside a well braced structure.



CNC machined one piece stamped aluminum ribs attach to pre-drilled spars for accurate assembly.



Upholstered seats are standard and have a 2.5" adjustment range.

BUILD TIMES

- Build time: 500-700 hours
- Quick Build time: 250-350 hours

Crating/packing costs are included in pricing. Countries requiring treated wood subject to additional crating fees. All orders are shipped freight collect unless prior arrangements have been made to pre-pay shipping.



RANS®  
S-7S COURIER  
Tradition Re-imagined.



STANDARD EQUIPMENT

AIRFRAME

- 4130 Chromoly Steel welded fuselage and tail frames\*
- Tubular aluminum wing structure\*\*
- Stamped aluminum ribs\*\*
- Sheet aluminum leading edge\*\*
- Pitot static system
- Molded Acrylic Windshield
- Cabin skylight
- Aero-Servo differential ailerons\*\*
- Ball bearing aircraft control pulleys
- Cable operated rudder and ailerons
- Push-pull tube operated elevator
- Double stainless steel tail braces
- Pre-drilled streamline aluminum struts\*\*
- Adjustable aft lift strut
- 4130 streamline jury struts
- Exit fairings for control rods and cables
- Molded fiberglass wing tips (carbon fiber optional)
- 26 Gallon fuel system (13 gal. in each wing with sight gauges), Flush Fuel Caps
- 60” wide curved doors with double vents
- Upholstered, adjustable seats
- Interior Finishing Panels
- Lap and shoulder belts (4-point) w/front seat inertia reel
- Dual control sticks, rudder pedals and brakes, (rear control stick is removable)
- 2 position flaps
- Electric elevator trim mounted to pilot controlstick with indicator on panel
- 7075-T6 Aluminum landing gear
- Hydraulic 6.00 X 6 wheels and brakes
- Full-swivel steerable tailwheel
- Park brake
- Easy access baggage compartment with cargo net
- Station 3 bulkhead closeout
- Aft rudder cable guard
- Side mounted battery service hatch
- AN hardware, fasteners, placards and decals
- Molded plastic throttle guard
- 1 piece fiberglass boot cowl with flush joggle seams for cowling (carbon fiber optional)
- Pre-cut floor boards w/aluminum wear plate
- Pre-fabricated battery cables
- Monster gear bushings

\*Fuselage, tail, and other components come completely welded. No welding required!  
\*\*Precision CNC machined parts.

KIT AND OPTION INFORMATION

AIRFRAME KIT LESS FIREWALL FWD

Airframe kit including all standard features available as a taildragger only.

ROTAX 912ULS ENGINE INSTALL KIT

- Low drag 2-piece fiberglass cowling, oil check door, cowling removes quickly with 1/4 turn fasteners
- 12” Spinner
- 4-Point rubber isolated engine mount
- Stainless steel exhaust system
- Cooling system
- Oil Cooler
- Pre-assembled oil lines with fire sleeves
- Fuel lines and fittings
- ACS ignition switch
- Hardware
- Pre-fabricated battery, starter and ground cables. (Does not include engine, propeller, or propeller installation hardware.)

ENGINE

Rotax 912 ULS (100 hp) available factory new. (Due to currency fluctuation, prices are updated frequently. **Please call for current pricing.**)

PROP OPTIONS

- 3-Blade Whirl Wind Ground Adjustable Composite
- 3-Blade Warp Drive Ground Adjustable w/HP-L Hub

BRAKE AND TIRE OPTIONS

The S-7 Courier comes standard with 6” hydraulic wheels and brakes. 8.00 x 6 (21”O.D.) Bush mains & 8” Bush Tailwheel

- 26” Alaskan Bushwheel option
- 10” Tire Option- 8.50 x 10 (26” O.D.) mains with 10” wheels and brakes
- 10” Tailwheel Option

FUSELAGE OPTIONS

- Powder coated fuselage, tail & door frames
- Internal corrosion protection

INTERIOR OPTIONS

- Heater - Muffler style for 912ULS
- Heater - radiant style (only with water cooled engines

UPHOLSTERY OPTIONS

- Standard upholstery (includes seat covers in gray Velvet fabric)
- Non-standard upholstery color

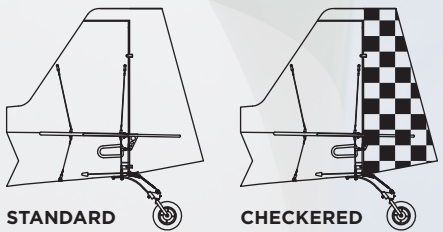
KIT AND OPTIONS INFORMATION

(continued)

OTHER OPTIONS

- Gascolator
- Winterization Kit
- Rear Seat Electric Elevator Trim
- Canopy Cover
- Carbon Fiber Cowling
- Carbon Fiber Wing Tips
- Carbon Fiber Boot Cowl
- AVEO Strobes

CHOICE OF RUDDER STYLES



PARTIAL KITS

MANUALS & SUPPLIES

Manuals, log books, raw stock, and more.

WING KIT

Main structure, fuel tanks, close outs, ribs, lift struts, jury struts, ailerons, flaps, wing tips, and more.

FUSELAGE & TAIL KIT

Fuselage, formers, main gear, wheels and brakes, rudder pedals, tail section, tail wheel, control stick assembly, baggage compartment, boot cowl, ELT antenna mount plates, floor boards, wear plates, hardware, and more.

COVERING KIT

Covering supplies, fabric, closeouts, and more.

FINISHING KIT

Seats, seatbelts, Station 3 closeout, placards, windshield, headset jack mounts, cabin fuel system, and more.

ENGINE INSTALL KIT

ROTAX 912ULS Install Kit (less engine).

SPECS AND PERFORMANCE

SPECIFICATIONS

Wing Span	29 ft 3 in
Area	147.1 sq ft
Mean Chord	5 ft
Aspect	5.85:1
Length	23 ft 3 in
Height - Taildragger*	6 ft 3 in
Cockpt Width	30 in
Headroom Front/Rear	42 in/36 in
Legroom Front/Rear	41.5 in/40 in
Number of Seats	2
Doors	2
Landing Gear**	F/TD
Baggage Volume	10 cubic ft
Baggage Capacity	50 lbs
Fuel Capacity	26 gal

POWER PLANT

Engine	Rotax 912ULS
Output	100 hp
Oil Capacity	3.0 qts
Coolant Capacity	4.4 qts
Propeller Diameter	70 in
Propeller Type	Ground Adj.
Gear Reduction	1:2.43
Fuel G.P.H @ 75%	5.0

PERFORMANCE\*\*\*

Take Off Roll	325 ft
Rate of Climb	850 fpm
Service Ceiling	14,500 ft
Cruise	110 mph
VNE	130 mph
Stall Clean	39 mph
Stall Flaps	33 mph
Roll Rate	70°/sec
Glide Ratio	8:1
Landing Roll	340 ft
Endurance	5.2 hrs
Range	572 miles

WEIGHTS AND LOADINGS

Gross Weight	1320 lbs
Empty Weight***	732 lbs
Useful Load ***	588 lbs
Wing Loading	8.9 lbs
Power Loading	13.20
Limit Load Factors	+4 -2

\*w/Standard Tires  
\*\*F/TD= Fixed Taildragger

\*\*\*Approximately