

# 2006 RANS S-7S Serial #: 0903350 \$68,500



Airframe: 763 TTSN  
Engine: 912 ULS; 763 TTSN: 154 STOP  
Registered: Amateur Experimental

## ORIGINAL / STANDARD CONFIGURATION

- Slanted panel
- Analog Instruments
- 18 ga fuel Capacity

## CHANGES & UPGRADES

- KT97A COM / KT76A Transponder
- Garmin 396
- Alt Encoder Mode C (No ADSB)
- Acrylic Pre-formed Windscreen
- Billy Hawk Soft Start Module
- Vortex Generators
- 75" Whirlwind Prop (323 hours TTSN)
- Edge Performance Big Bore Kit (1484cc **114 HP**)
- 8" Matco Tailwheel
- 850x6 Dresser Turf Tires w/tubes (800x6 spares)
- Evans Coolant
- EarthX Lithium Battery (ETX680)
- Koger Sunscreen
- Sun Visor



## MAINTENANCE

- Always Hangared
- Sprague Clutch rebuilt by Lockwood Aviation at 418 Hrs
- Gearbox inspected by Lockwood Aviation at 418 Hrs
- Rubber Replacement completed 2/24
- New Muffler installed 2/24
- Current Compression (8/6/25): 1)74/80, 2)75/80, 3)77/80, 4)75/80

**Contact: Randy Crawford 512-470-9858**

#### ADD'L MODS AVAILABLE (MOST POPULAR)

- Header Tank (adds capacity thus distance per tank)
- 12 ga fuel tank replacement (replaces original 9 ga)
- Roberts Gear or TK1 Shocks (for Off Airport Ops)
- Aileron Mod (eliminates need for spades)

#### SQUAWKS

- Excellent paint, but a few hairline cracks and small chip in paint on top of fuselage (minor)
- Rotax engine case is not heavy duty making "fretting" a possibility, but only if engine is stressed/lugged