



Silver Hawk Aviation

Exceptional 2012/13 GippsAero GA8-TC-320 Airvan

Registration: N87AG Serial Number: GA8-TC-320-12-186

TTAF: 2,503 Hours TTE: 1,009 Hours Asking Price: \$550,000.00



Basic Airframe:

TTAF:	2,503 Hours - as of 9 September 2022
Fleet Average:	4,000 Hours @ 400 Hours/Year
Mfg Date:	October 2012
Original CASA Certificate of Airworthiness:	May 2013
Original US Certificate of Airworthiness:	August 2013
Soloy & Summit Aviation Modifications:	August 2013 thru February 2014
Customer Delivery/Entry Into Service:	February 2014
Last 100 Hour/Annual Inspection:	August 2022 - Summit Aviation

- Meticulously and Exceptionally Maintained
- Only Ever Professionally Flown
- Very Low Time
- Always Hangared
- One Owner - a major State Law Enforcement Agency
- No Corrosion History
- No Major Damage History
- Gross Weight Increase Mod - 4,200 Pounds from 4,000 Pounds

- Original & Uninterrupted Logs
- Location/Based: Pennsylvania - USA

Build & Export Standards, Certificates, & Approvals:

- Civil Aviation Safety Authority - Australia
- GippsAero Pty Ltd CASA Production Certificate No. 0793691
- Civil Aviation Safety Regulations - 1998 - Part 21 - Australia
- Type Certificate: VA 503 Issue 4 - Australia
- Engineering Release: GA8-970004 - GippsAero Pty Ltd
- Master Drawing: GA8-010003 - GippsAero Pty Ltd
- United States FAA Type Certificate Number: A00011LA

Engine - Factory Remanufactured - 2019:

Make:	Lycoming
Model:	TIO-540-AH1A
Horsepower:	320
S/N:	RL-10670-61A
Re-Man By:	Lycoming Factory - Williamsport, PA - Zero Time
Re-Man/CoC Date:	11 February 2019
Installed Date:	26 March 2019 - Summit Aviation
TTAF at Install:	1,494 Hours
Current TTAF:	2,503 Hours - As of 9 Sept 2022
TSMOH:	1,009 Hours - As of 9 Sept 2022
TBO:	2,000 Hours
Last Engine Inspection:	26 August 2022
Last Compressions:	Excellent - 77/78/75/78/74/76
Date of Compressions:	26 August 2022

Propeller - Original:

Make:	Hartzell - 3-Blade - Variable Pitch
Model:	HC-C3YR-1RF
Hub S/N:	PA347B
Blade Model:	F8068
Blade #1 S/N:	L23190
Blade #2 S/N:	L23196
Blade #3 S/N:	L23197
Mfg Date:	7 May 2012
8130 Date:	11 July 2012
Installed Date:	22 October 2012
AFTT at On/Install:	Nil/Zero Hours
OH Date:	9 February 2019
OH Installed Date:	26 March 2019
TTAF at OH:	1,494 Hours
TTP at OH:	1,494 Hours
Current TTAF:	2,503 Hours - As of 9 Sept 2022
TTP:	2,503 Hours - As of 9 Sept 2022
TSPOH:	1,009 Hours - As of 9 Sept 2022
TBO:	2,400 Hours

Governor - Original:

Make:	Hartzell
Model:	S-1-25
S/N:	G1045NJ
Mfg Date:	12 October 2011
Installed Date:	22 October 2012
AFTT At/On Install:	Nil/Zero Hours
OH - 8130 Date:	18 February 2019
OH Installed Date:	26 March 2019
TTAF at OH:	1,494 Hours
TTG at OH:	1,494 Hours
Current TTAF:	2,503 Hours - As of 9 Sept 2022
TTG:	2,503 Hours - As of 9 Sept 2022
TSGOH:	1,009 Hours - As of 9 Sept 2022
TBO:	2,400 Hours

Primary Avionics & Panel:

- GippsAero Avionics Package Number 44 - Option 172
- Garmin G500 Dual-Screen - Primary & Multifunction Displays
- Garmin GTN-750 GPS Touchscreen - MFD/WAAS/TIS/TAWS-B/Nexrad Weather
- Garmin GTN-650 Touchscreen GPS
- Garmin GTX-345R - ADS-B In & Out - New June 2021 (w/Dual Garmin GA-35 WAAS Antennas)
- Garmin GDC-74A - ADC - Air Data Computer
- Garmin GSR-77 - AHRS - Attitude and Heading Reference System
- Garmin GMA-35 Remote Audio Panel
- Bendix King KFC 225 - Auto Pilot & Flight Control System
- J P Instruments EDM 800 - Engine/Fuel Management System - New August 2021
- Standby: Air Speed Indicator/Altimeter/Tachometer/VSI/ Artificial Horizon
- Electronics International VA-1A Panel Volt/Amp Meter
- Kannad AF Compact 406 MHz ELT w/Panel Switch - Option 142 - Battery January 2025
- Electric Pitch Trim
- Alternate Static Source
- Control Wheel Steering
- Crew Dimmable Overhead LED Map Light
- Hour Meter-Omron Digital - w/Air Switch
- Whelen LED Landing Lights - Option 169

Other - Powered:

- Main Cabin Intercom System - 6-Way Mono
- Microphone Expansion Unit - Option 74
- Cabin Headphone Jacks - Option 12
- Dual USB Charging Ports
- Dual 14 VDC Outlets
- Intervolt Gen II Maxi 24/24 Power Conditioner to 20 Amp Breaker
- Lone Star Cigarette Lighter Adapter - 12 Volt - FAA TSO
- PulseLite Model 1210 - Installation - Option 27

- 100 Amp/28 Volt Dedicated Mission Power
- Mid Continent Dual USB Charging Port - FAA TSO
- AmeriKing AK-550 28/14 DC/DC Converter - FAA TSO - Option 24

Other - Engine:

- Electric Tanix Engine Pre-Heat
- Mahindra Oil Catch Can System Installed
- Heavy Duty Starter - Option 160
- Concord RG-35A AGM - Lead Acid Battery
- Airwolf Remote Mounted Oil Filter - w/Gipps Approved Modification - See Endnote (last page) ⁱ

Other - Interior & Airframe:

- No Air Conditioning
- 2 x Leather Crew Seats - Option 80
- 4 x Leather PAX Seats
- Direct Vision Window Kit - Openable Sliding Cargo Door Hinged Window
- Tinted Windows - Option 157
- Aeromat Blue Vinyl Floor Covering - Option 46
- Main Vertical Cargo Net
- Cargo Pod
- Gross Weight Increase - From 4,000 Pounds to 4,200 Pounds
- Large Nose Fork and Wheel
- Cleveland Wheels & Brakes
- Wind Deflector for In-Flight Main Sliding Door Open Operations - Option 2
- Seat Removal Clips

Potentially & Optionally Available ISR/Surveillance Equipment - See Endnote - (last page) ⁱⁱ :

- FLIR 380 HD Star SAFIRE - HD Infrared Sensor - HD EO Sensor - HD LL Sensor - Overhauled < 1 Year
- Belly Pod Retraction - 109 Pound Capability
- Churchill ARS-700 Augmenter Reality Mapping System w/Wireless Interface WIFI - May 2019
- Airborne Displays AB-17 17" Color Monitor w/2 Channel HD/Touch-Screen Display - May 2019
- Honeywell Sky Connect LLC Sat Phone
- IMT Microwave Downlink - 6.5 GHz Transmitter (Updated for HD July 2020)
- IMT Microwave Downlink - 2.4 GHz Transmitter
- Sierra Wireless Router
- Airlink MP-70 High Performance Router
- Electronics International VA-1A Panel Volt/Amp Meter - at Mission Console

Maintenance:

INSPECTION BASIS: Strict 100 Hour/Annual Inspection Program

NOTE: The vast majority of all Maintenance performed on the Aircraft throughout its entire life has been meticulously and very professionally accomplished at & by **Summit Aviation - Middletown, DE** - No expense has ever been spared with regard to any and all scheduled, unscheduled, and pro-active maintenance items

Maintenance (cont'd):

- All FAA AD's and GippsAero SB's & MSB's Fully Documented & Complied With - to Include:
 - ✓ FAA Airworthiness Directive: 2019-07-08 - **Wing Struts & Wing Strut Fittings**
 - ✓ GippsAero Mandatory: SB-GA8-2017-174 Issue 2 - **Wing Struts & Wing Strut Fittings**
- Oil Samples consistently pulled for Blackstone analysis with exceptional findings & reports
- New Magnetos - December 2021
- New Alternator - December 2021
- OH'd Standby Attitude Indicator - December 2021
- New Roll Servo - April 2022
- New LH MLG Wheel - August 2022
- New Starter - August 2022
- New Ignition Switch - August 2022
- Last 100 Hour/Annual Inspection: August 2022 - Summit Aviation
- Last 14 CFR 91.411 & 91.413 IFR Certification: **June 2021**

Weight & Balance - Last - March 2019:

Gross Weight:	4,200.00 Pounds
Empty Weight:	2,975.66 Pounds
Usable Weight:	1,224.35 Pounds

Paint:

- Original - in EXCELLENT Condition - ALWAYS Hangared
- Overall Matterhorn White w/Las Vegas Gold, Garnet, & Black Accent Stripes

Interior:

- Original - Quick-Change Interior - VERY good condition
- Delivered w/6 Pax Seats in VERY good condition
- Some PAX Seats are Essentially Unused - Never Installed and remain boxed
- Full Cabin Width & Height Cargo Net Provided
- Custom Window Blackout Covers for all Pax/Cabin Windows
- Passenger Safety Briefing Cards
- No Air Conditioning System
- No Crew or Passenger Oxygen System or Provisions

Glass:

- Windshield and All Side Glass are Remarkably Clear & Without Cracking, Hazing, or Discoloration

Damage History:

No Major Repairs:

- Hangar Rash - Replaced Vertical Stabilizer w/Factory New - No 337 - 30 August 2018
- Hangar Rash - Replaced L/H Elevator Skin w/Factory new - No 337 - 26 March 2019

Exterior Photos





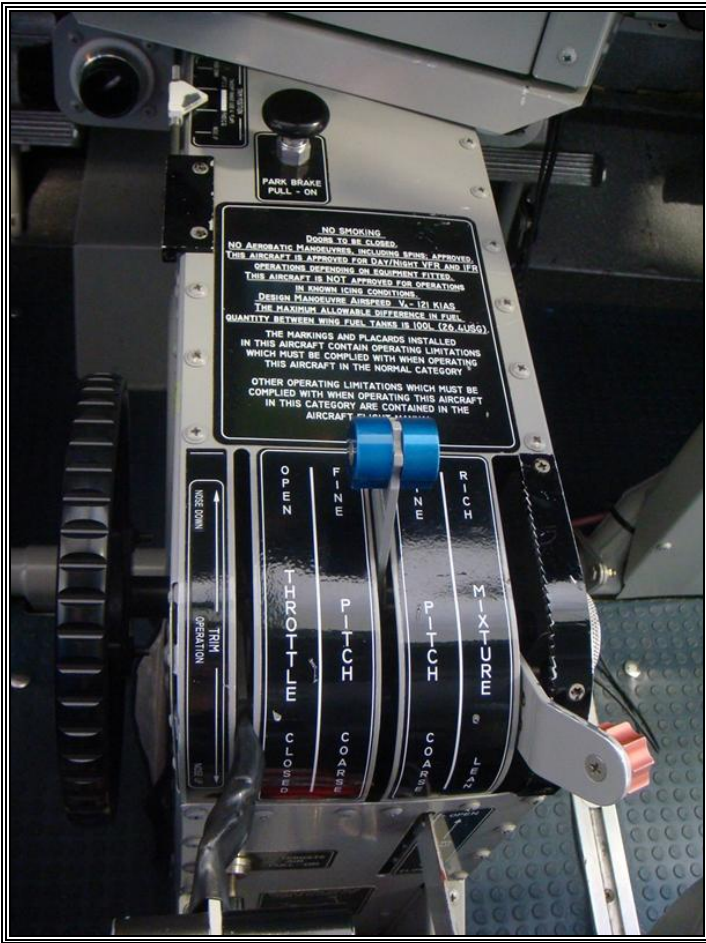
Panel & Avionics













Exterior





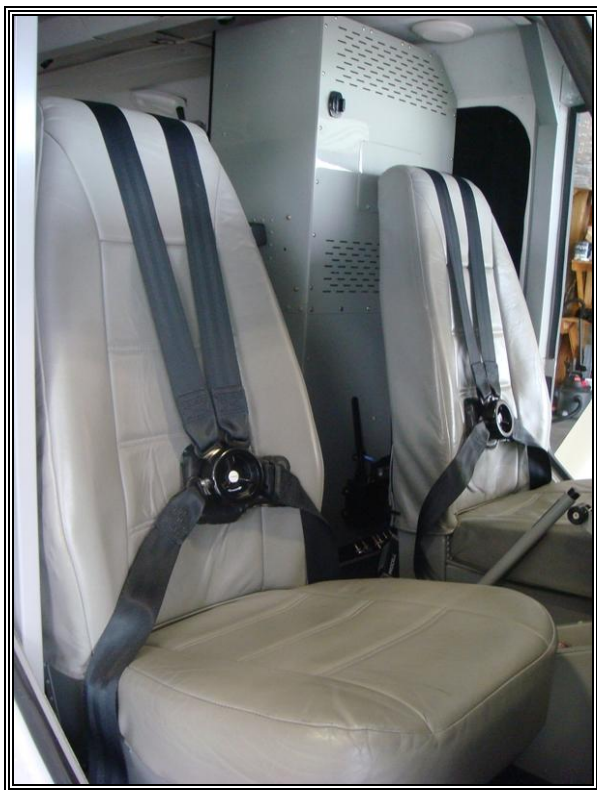
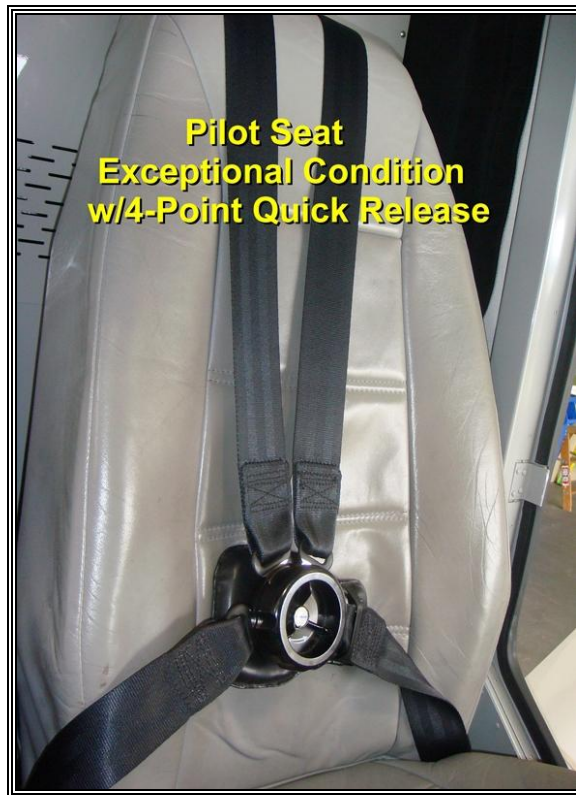


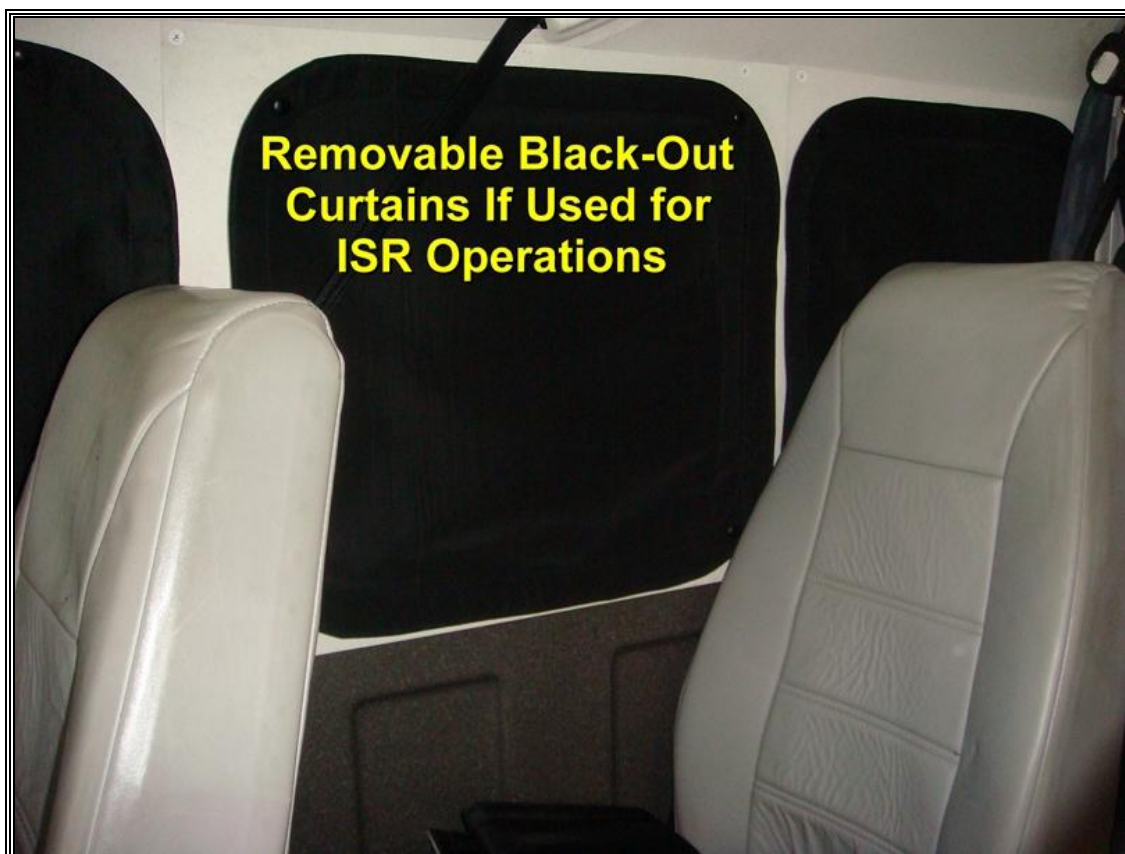






Seating





Interior Items





Pilot Pedal Area - Emblematic of a Low Time & Very Well Maintained Aircraft



**Stowable & Quickly Removable
Entrance Step Doubles as Aft
Seat Armrest**

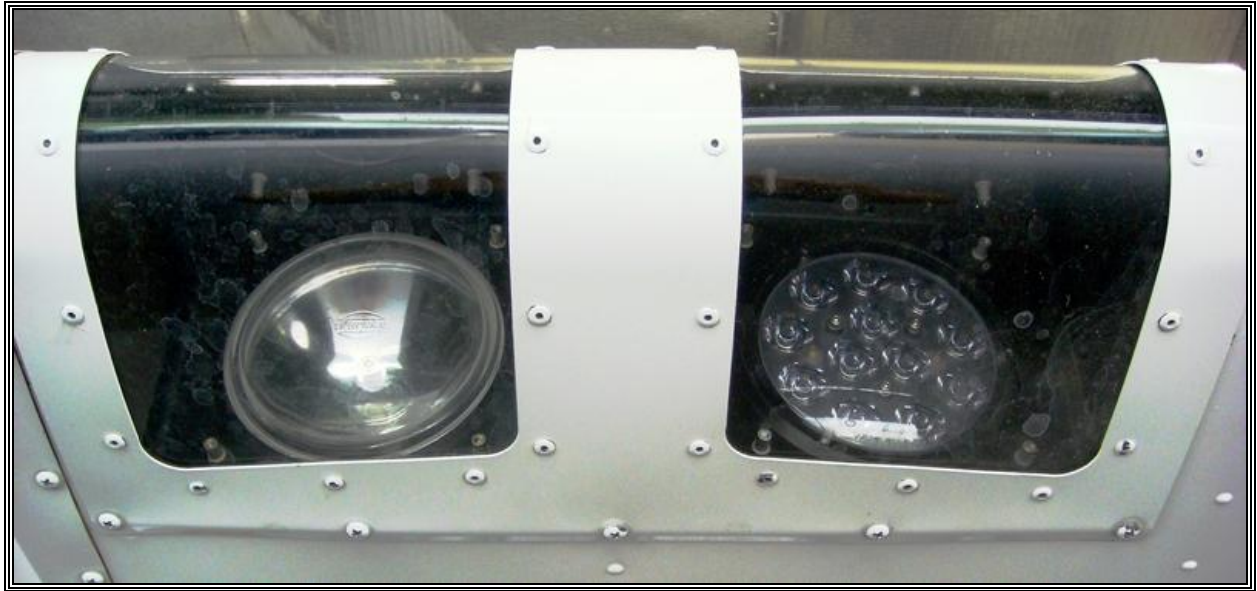


**Optional Durable & Functional
Aeromat Blue Vinyl Floor Covering**



Exterior Details







Cleveland Wheels & Brakes







**Detail Showing the Original Paint, that's
Very Low Time, has been Meticulously
Maintained, has Always been Hangared,
and in Remarkable & Exceptional Condition**



ISR - Special Mission Items







Essential Spec's At-a-Glance

AIRCRAFT ENGINE:	
MAKE	Lycoming
MODEL	TIO-540-AH1A
HORSEPOWER	320
S/N	RL-10670-61A
RE-MAN BY	Lycoming Factory - Williamsport, PA - Zero Time
RE-MAN/CoC DATE	11 February 2019
INSTALLED DATE	26 March 2019 - Summit Aviation
TTAF AT INSTALL	1494
CURRENT TTAF - AS OF 9 SEPT 2022	2503
TSMOH - AS OF 9 SEPT 2022	1009
RECOMMENDED TBO	2,000 Hours
LAST COMPRESSIONS	77/78/75/78/74/76
DATE of COMPRESSIONS	26 August 2022
AIRCRAFT PROPELLER:	
MAKE	Hartzell
MODEL	HC-C3YR-1RF
HUB S/N	PA347B
BLADE MODEL	F8068
BLADE #1 S/N	L23190
BLADE #2 S/N	L23196
BLADE #3 S/N	L23197
MFG DATE	7 May 2012
8130 DATE	11 July 2012
INSTALLED DATE	22 October 2012
AFTT AT ORIGINAL INSTALL	ZERO
PROPELLER OVERHAUL:	
OH DATE	9 February 2019
OH INSTALLED DATE	26 March 2019
TTAF AT OH	1494
TTP AT OH	1494
CURRENT TTAF - AS OF 9 SEPT 2022	2503
TTP - AS OF 9 SEPT 2022	2503
TSPOH - AS OF 9 SEPT 2022	1009
TBO	2400 Hours
PROPELLER GOVERNOR:	
MAKE	Hartzell
MODEL	S-1-25
S/N	G1045NJ
MFG DATE	12 October 2011
INSTALLED DATE	22 October 2012
AFTT AT ORIGINAL INSTALL	ZERO

GOVERNOR OVERHAUL:	
OH - 8130 DATE	18 February 2019
OH INSTALLED DATE	26 March 2019
TTAF AT OH	1494
TTG AT OH	1494
CURRENT TTAF - AS OF 9 SEPT 2022	2503
TSGOH - AS OF 9 SEPT 2022	1009
TBO	2,400 Hours
DATE	25 March 2019
EMPTY WEIGHT	2,975.66
USEFUL LOAD	1,224.35
MAX GROSS	4,200.00
LAST 14 CFR 91.411 & 91.413:	17 June 2021
LAST 100 HOUR/ANNUAL:	26 August 2022

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS N87AG	2 MANUFACTURER AND MODEL GippsAero Pty Ltd. GA8-TC 320	3 AIRCRAFT SERIAL NUMBER GA8-TC 320- 12-186	4 CATEGORY NORMAL
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5 AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:
NONE

6 TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE AUG/06/2013	FAA REPRESENTATIVE William Humburg	DESIGNATION NUMBER DART-833766-NM
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both.
THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.
FAA Form 8100-2 (04-11) Supersedes Previous Edition

SIGNIFICANT INSTALLED AVIONICS

GARMIN G500 - DUAL DISPLAY - PRIMARY AND MULTIFUNCTION:



Dual 6.5-inch LCDs, mounted side-by-side in the bezel, put both Primary Flight Display (PFD) and Multifunction Display (MFD) capabilities directly in your field of view to help streamline instrument scanning. See real-time True Airspeed calculations and selectable Winds Aloft data — as well as aircraft ground speed, GPS active waypoint, distance-to-waypoint, desired/actual track, and more. The screens are even Class B night-vision goggle friendly for use with a wide array of optics.

On the left-hand side, the PFD consolidates all primary situational information regarding your aircraft's position, speed, attitude, vertical rate, altitude and flight progress. For added visual orientation, a scaled version of our SVT is also available as an upgrade option — creating a 3-D “virtual reality” perspective view of flight and enroute terrain features.

Situational Awareness

On the right-hand side, the MFD provides detailed moving-map graphics of your aircraft's current position in relation to ground features, chart data, nav aids, flight plan routings and more. Smart Airspace conveniently highlights the airspace nearest your current altitude and de-emphasizes non-pertinent airspace so you can quickly identify their location relative to your flight path.

Optional TAWS is available with a GTN 750 navigator. What's more, AOPA Airport Directory data comes pre-installed, putting FBO and fuel/service listings right at your fingertips.

Experience the AHRS Advantage

In place of sensitive gyro instruments, G500 uses our super-reliable GRS 77 Attitude and Heading Reference System (AHRS). Combining inputs from GPS, magnetometer and air data computer, the AHRS provides an accurate digital referencing of your aircraft's dynamic orientation in space. Also, unlike some competitive attitude/heading sensors, it's even able to restart and properly realign itself while the aircraft is moving.

GARMIN GTN-750 TOUCHSCREEN GPS/NAV/COMM/MFD:



Tap into a World of Navigation Capability

- Visualizes your entire flight plan, including departures, arrivals, visual/instrument approaches, holding procedures and more
- Overlays approach charts and potential hazards such as terrain, weather and traffic on a rich, dynamic global moving map for enhanced situational awareness
- Combines a large, intuitive 6.9" touchscreen with dedicated Direct-to button and dual concentric knob to access information efficiently
- Interfaces with a wide range of existing avionics and autopilots, including our Garmin TXi™ series touchscreen flight displays for an exceptionally integrated and harmonious experience
- Optional Connex™ cockpit connectivity adds wireless database updates and shares GPS position, weather, traffic and more with your mobile devices and Garmin portables²
- Advanced capabilities optionally available include voice commands, global text/voice calling and much more

GARMIN GTN-650 TOUCHSCREEN GPS/NAV/COMM/MFD:



Tap Into a World of Navigation Capability

- Visualizes your entire flight plan, including departures, arrivals, visual/instrument approaches, holding procedures and more
- Overlays potential hazards such as terrain, weather and traffic on a rich, dynamic global moving map for enhanced situational awareness

- Combines an intuitive 4.9” touchscreen with dedicated Direct-to button and dual concentric knob to access information efficiently
- Interfaces with a wide range of existing avionics and autopilots, including our Garmin TXi™ series touchscreen flight displays for an exceptionally integrated and harmonious experience
- Optional Connex® cockpit connectivity adds wireless database updates and shares GPS position, weather, traffic and more with your mobile devices and Garmin portables
- Advanced capabilities optionally available include voice commands, global text/voice calling and much more²

With its centralized, touch-controlled screen providing easy access to navigation, radio tuning, multifunction display features and more, our GTN 650 navigator offers complete GPS/NAV/COMM/MFD capability in a robust, single solution. It's approved for installation in hundreds of makes and models of fixed-wing aircraft and helicopters — putting high-resolution terrain mapping, graphical flight planning, traffic target surveillance, multiple weather options, taxiway diagrams and a host of other advanced navigation features at your fingertips.

To further streamline your cockpit management, GTN 650 integrates with other Garmin avionics to add exclusive industry-leading technologies such as Telligence voice command and Connex wireless cockpit connectivity to support data streaming between your avionics and the Garmin Pilot, ForeFlight and FltPlan Go apps running on your iPad® tablet or another compatible mobile device. Any way you look at it, GTN technology is the logical choice for your avionics stack.

GARMIN GTX-345 - ADS-B IN/OUT - HANDSHAKES WITH GTN-750:



With the introduction of the GTX 345 series of Mode S Extended Squitter (ES) transponders, Garmin provides a one-box, one-swap solution that enables owners and operators to meet ADS-B requirements with minimal expense, downtime and disruption to their panels — while providing all the weather and traffic benefits of ADS-B “In.”

Your Transition to NextGen Made Simple

The IFR-certified GTX 345 operates like a standard Mode S transponder. The addition of 1090 MHz ADS-B “Out” transmission capability (using precise GPS-referenced positioning information) enables the transponder to automatically output the more accurate, more dynamic traffic surveillance data that the NextGen airspace system requires. ADS-B “In” reception unlocks even more capabilities for pilots, enabling them to display ADS-B traffic, weather and more on a variety of installed or portable displays.

Your WAAS, Your Way

The extra-precise GPS position reference needed to meet the traffic monitoring requirements of ADS-B can be provided either by the WAAS/SBAS-compliant navigation system that you may already have in your panel. However your aircraft is currently equipped, the Garmin GTX 345 series offers a simple, minimally intrusive ADS-B solution to meet your needs. This remote mounted GTX version 'handshakes' with the GTN-750 GPS/Comm/Nav which provides built-in remote transponder code selection and control.

See the Benefits of ADS-B “In”

In addition to 1090 MHz ADS-B “Out”, the GTX 345 also makes available the subscription-free weather and traffic display capabilities enabled by ADS-B “In” — which can be interfaced with compatible cockpit displays or streamed wirelessly via Connex to tablets/mobile devices by way of the Garmin Pilot™, ForeFlight Mobile or FltPlan Go apps. The ADS-B weather link is continuously broadcast on the 978 MHz Universal Access Transceiver (UAT) frequency, and is similar to the basic services offered by leading commercial satellite weather providers. For example, you can access NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPs, NOTAMs, and more. Along with this, you can also receive ADS-B traffic position reports (and threat-level symbology) to help you see-and-avoid converging targets in busy airspace. Spoken audio alerts call out potential flight path conflicts (“Traffic, 10 O’Clock, same altitude, two miles”) to get you looking in the right direction. Meanwhile, on your display, Garmin’s patented TargetTrend™ relative motion display¹ offers a faster, more intuitive way of judging target trajectories and closure rates in relation to your flight path. As an added safety feature, available on most new Garmin products, our TerminalTraffic™ technology provides a comprehensive picture of ADS-B equipped aircraft and ground vehicles in the airport environment. ADS-B equipped aircraft in flight are easily distinguished from ground vehicles and taxiing aircraft, which are displayed using distinct colors and symbols. All of this information is presented on a simple, easy-to-understand SafeTaxi® diagram which references the location of runways, taxiways, hangar locations and more.

BENDIX KING KFC 225 AUTO PILOT/FLIGHT CONTROL SYSTEM:



For single-pilot instrument operations in light aircraft, there’s only one flight control system that borrows technology from helicopters and high-end business jets – the KFC 225 Autopilot/Flight Director.

It has a reputation for flying your plane smoothly and accurately. The integrated, all-digital system combines the functions and features of three separate avionics units – an autopilot computer, altitude pre-select/alerter, and optional yaw damper — into a single compact, lightweight unit. The KFC 225’s design simplicity and ease-of-use greatly reduces your workload in an unprecedented way.

The KFC 225's advanced algorithms provide the superior performance of an attitude based flight control system and will work with many of today’s glass primary flight displays.

J P INSTRUMENTS - EDM 800 ENGINE/FUEL MANAGEMENT SYSTEM:



The EDM 800 records, ALL 29 functions, every 6 Seconds, for up to 25hrs., or every minute for 550 hrs., including fuel used. Data downloads to any computer. USB port optional.

The EDM 800 monitors have been installed in thousands of cockpits, helping make every flight safer. Our compact reliable readout is coupled with our high quality grounded probes add up to an unbeatable EDM value. Add almost any option you can think of, including fuel flow, temp, and pressure senders. See our option list below. Think of the EDM 800 as your personal flight engineer. It's always there, working in the background, constantly watching over your engine while you concentrate on flying the aircraft.

The EDM 800 adds fuel flow and a host of additional features to the legendary EDM 700. Leaning is accomplished quickly and automatically using the LeanFind™ procedure. With the EDM it is now possible to have substantially more diagnostic information available to you in a timely and usable manner.

Percent of Horse Power: This is not a for-show calculation. It is an accurate calculation using OAT, RPM, MAP and Fuel Flow, accurate for LOP Complete fuel flow system. Not like brand-x that only displays GPH and you have to buy a second instrument to see the rest. True data recording that works. Record rate adjustable from every 2 to 255 seconds. ROP and LOP Mode. The only true LOP where you see each cylinder as it goes over lean. TSO Quality.

GippsAero GA8 Airvan - General Information & Characteristics

The GippsAero GA8 Airvan is an Australian designed and manufactured utility aircraft specifically engineered to meet the latest international safety standards as well as the demands of remote operations from unimproved strips. No other aircraft in its class measures up to the stringent safety, design and airworthiness requirements to which the Airvan is certified. No other aircraft in its class can match the load carrying capacity or its flight handling characteristics.

The Airvan utility aircraft are widely used for military and law enforcement surveillance ISR applications, sport parachute dropping, tourist sightseeing flights, and with the seats easily removed, for freight carrying. Powered by a 320 hp piston engine it appeals to operators who need a larger capacity aircraft than the Cessna 206 Stationair but less space than the turboprop Cessna Caravan.

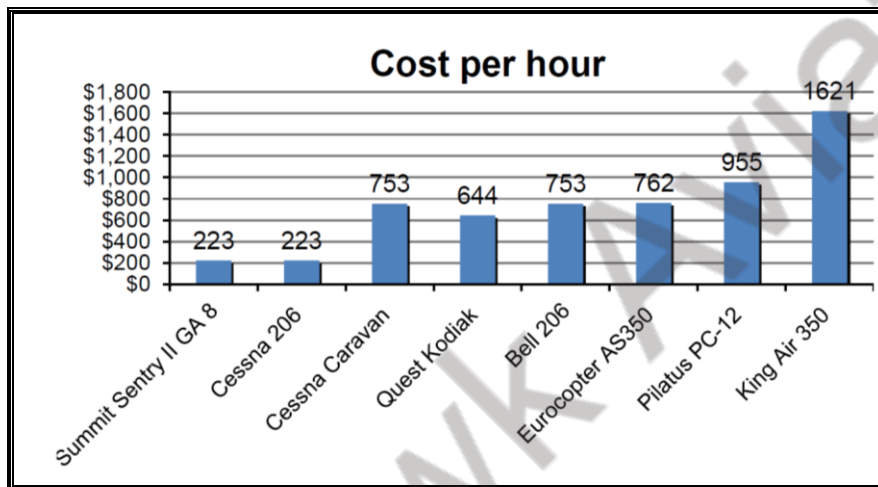
The GA8 is a the best single engine airplane in its class. From a pilot's perspective, the airplane is very practical with a full fuel payload of approximately 1300 pounds, 8 seats, 320 hp with the turbo charged Lycoming TIO-540, and a 41.5" sliding rear cargo door. In addition the Airvan has an unparalleled safety record that makes the aircraft the perfect solution for countless applications. It's considered the "flying pickup truck" of the sky.

Published General Characteristics (subject to change - subject to error):

- Crew: 1
- Capacity: 7 passengers
- Length: 8.95 m (29 ft 4 in)
- Wingspan: 12.28 m (40 ft 3 in)
- Height: 3.89 m (12 ft 9 in)
- Wing area: 19.32 m² (208.0 sq ft)
- Aspect ratio: 7.9:1
- Empty weight: 997 kg (2,198 lb)
- Max takeoff weight: 1,814 kg (3,999 lb)
- Fuel capacity: 87 Gallons Useable

Performance:

- Maximum speed: 241 km/h (150 mph; 130 knots) at 1,525 m (5,000 ft)
- Cruise speed: 222 km/h (138 mph; 120 knots) at 3,050 m (10,000 ft)
- Stall speed: 97 km/h (60 mph; 52 kn) (flaps down)
- Range: 1,352 km (840 Statue Miles - 730 Nautical Miles)
- Endurance: 6 Hours
- Service ceiling: 6,100 m (20,000 ft)
- Rate of climb: 4.00 m/s (788 ft/min)
- Takeoff: 1,000 feet
- Landing: 520 feet





FOR ADDITIONAL INFORMATION, PHOTOGRAPHS,
AND QUESTIONS, CONTACT:

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Silver Hawk Aviation, LLC
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Fax: (1) 941.349.5982
david@silverhawkaviation.biz
www.silverhawkaviation.biz

The offer for sale of this Aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specifications may contain errors, are subject to correction and verification by the purchaser, and are not guaranteed for accuracy, and purchaser should rely on their own inspection as aircraft is sold "As is - Where is"

END NOTES:

ⁱ Remote oil filter is the SCT'D Airwolf with an engineering modification authorized by Gippsland. This modification is a significant improvement and added the Lycoming oil pressure regulator valve to the Airwolf System that was excluded in their original design.

ⁱⁱ This Aircraft is currently configured and performing as a Law Enforcement Special Mission ISR Platform. For a bona fide U S Law Enforcement Agency or Organization - and subject to approval, availability, and additional price negotiations, there may be the option & opportunity to deliver the Aircraft with some or all of the currently installed Special Mission Equipment - some of which is listed above. Interested LEO's are encouraged to make a private & confidential inquiry.