

# Sonex vs RV-12:

Let's be clear, the best airplane for you cannot be determined just by comparing numbers. If it were that easy everyone would be flying a Sonex or Waix. The right airplane for you fits your mission, fits your budget, fits your flying and building skills, and hopefully strokes your ego. **When you tie it down do you want to vanish in the crowd, or do you want to attract one?**

**MYTH #1:** The Sonex is too fast to be an LSA.  
**FACT:** This is the most widely misunderstood or purposely misquoted of the LSA rules. The 138 mph maximum speed is defined for these specific conditions: level flight, at sea level, on a standard day, at the engine manufacturer's maximum continuous RPM. Go higher, go faster. Advance the throttle, go faster. Do both, go Sonex!

	VAN'S RV-12	SONEX / WAIX		
<b>PERFORMANCE</b>	Landing Distance	420 feet	400 feet	
	Rate of Climb	906 fpm	800 - 1400 fpm	
	Stall	47 Vso	40 Vso, 46 Vsi	Huge flaps deliver slow, short landings and make any approach a breeze.
	Take-off Distance	600 feet	250 - 500 feet	Why get in short if you can't get back out?
	Cruise	131 mph @ 7500'	150 to 170 mph @ 8500' 130 - 138 mph @ Sea level	A Sonex can cruise as slowly as an RV-12, but an RV-12 can not cruise as quickly as a Sonex. We give you the cake and the fork.
	Range	555 - 620 miles	400 - 550 miles	On a 1200 mile cross country both aircraft must make 2 fuel stops, but the Sonex can get you there over 2 hours faster, and use less fuel.
<b>SPECIFICATIONS and COST</b>	Fuel	20 gal	16 gal	The efficient Sonex airframe requires less fuel to go the same speed or distance.
	Baggage	50 pounds	40 pounds	40 is lot, 50 is more. How much do you take when you go for pancakes?
	Useful Load	580 pounds	480 - 530 pounds	Useful load depends on gear configuration and engine choice.
	Strength	Unpublished	+6 / -3 G	Even if you don't plan to do aerobatics, its nice to know the strength is there and has been proven. Over stressed, over gross, over-speed, its seen it all.
	Length	19' - 11"	18" - 1"	Great things come in small packages.
	Wing Span	26 - 9"	22 - 0"	Nestle it in with your friend's Cessna and share a hangar.
	Gross Weight	1320 pounds	1100 - 1150 pounds	Use of Jabiru 3300 allows 50 pound gross weight increase
	Removable Wings	Yes	Yes	
	Configuration Options	No	3 engine options, standard gear or tri-gear, single or dual stick, more!	The LSA certificated RV-12 allows little in the way of builder options or personalization. The Sonex, licensed Experimental Amateur Built, allows great builder flexibility. Floats? Skis? Smoke? Any instruments you want (or don't want).
	Engine	Rotax 912ULS	80 hp AeroVee, Jabiru 2200 and 120 hp Jabiru 3300 are all factory supported engines.	An engine for every budget or performance level! Rotax engines are expensive to overhaul - typical quote for a rebuild is "half the cost of new". A full rebuild on a Jabiru is \$1000.00 per cylinder by Jabiru USA. An AeroVee rebuild is about \$800 to \$1000 total, and this includes more new parts than the Jabiru or Rotax.
	Finished Cost	\$58,785	\$26k to \$39k	Deck out a Sonex and buy 4400 gallons of avgas with the money you have left.

The Bottom Line: The Sonex offers more flexibility in how it is built, flown, and maintained and does so for as much as \$33,000 less than an RV-12.

**MYTH #2:** An aircraft must be licensed E-LSA or S-LSA to be flown by a sport pilot or be a "Light Sport Aircraft".  
**FACT:** Any aircraft that fits the Light Sport Aircraft definition can be flown by a sport pilot, whether licensed in the E-LSA, S-LSA, Experimental, or Certified category. This includes all versions of the Sonex.

*Ask about the builder workshops and discounts*



**sonex**  
 The Sport Aircraft Reality Check!  
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