COMING SOON

2014 RANS S-10 Sakota

Kägiswil, Switzerland



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	No

LOT	AUCTION	BRAND	CATEGORY
#219	#190	Rans Inc	Aircraft

BIDDING CLOSES	SELLER
—	C****s

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DESCRIPTION

2014 RANS S-10 Sakota: owner-built two-seater, approx. 263 h since new, enclosed trailer included, Kägiswil (CH) This is not an ordinary kit aircraft. HB-YGY is the only RANS S-10 Sakota ever built in Switzerland . It was built and continuously improved by an aeronautical engineer who spent his career in the aircraft industry and served for many years on the board of Experimental Aviation of Switzerland (EAS). He built it under EAS supervision to the high standards of the Swiss homebuilder community and completed it in 2014.

Since then it has been flown only by him and always kept in a hangar. It has just 210 hours in the air in twelve years, and every inspection is recorded in the official Swiss technical records.

Over the years he took the S-10 well beyond the basic kit:

- Propeller: electrically adjustable in flight
- Mixture control: reduces fuel flow by 20–25% in cruise at altitude (tested and documented)
- Carburettor heat system: properly engineered
- Cabin heating: water-cooled radiator
- Landing gear: reinforced
- Rescue system: ballistic parachute (BRS)
- Avionics: complete set with an 8.33 kHz radio, transponder, intercom, ELT and FLARM

The aircraft comes with its own flight manual and maintenance manual, written by the builder for this airframe. For a homebuilt, that's rare and valuable.

The Sakota is a sporty side-by-side two-seater with a fun, responsive tailwheel character. The 80 hp Rotax runs on regular unleaded car fuel. According to the flight manual it cruises at about 92 KTAS at 75% power, climbs at 710 ft/min, and has a range of up to 424 nm with VFR reserve. The aircraft is sold together with its purpose-built enclosed trailer, so the new owner can take it home by road and keep it without a hangar.

Maintenance and inspections

- Annual / 100-hour inspections: every year since 2015 according to the builder's maintenance manual; the latest in September 2026 found nothing to correct
- Engine: maintained to the Rotax Line Maintenance Manual; the builder holds a Swiss aviation authority (BAZL) maintenance permit and Rotax line maintenance training
- OCM checks, September 2026 (Swiss On Condition Maintenance programme for experimental aircraft): engine run-up and compression test
- borescope inspection, with the inside of the cylinder heads found in good condition
- oil filter inspection, with no residues found
- Blackstone Laboratories oil analysis, with no contamination
- propeller check
- BAZL inspection, June 2026: inspection statement valid until 17 July 2029; the only finding, an overdue transponder test, was corrected in August 2026
- Journey log: no defects recorded on any flight

The aircraft

- Registration: HB-YGY, serial number 0193153, completed 2014
- Category: Swiss Special Category "Homebuilt", Permit to Fly valid until revoked
- Configuration: mid-wing, tailwheel, side-by-side two seats; steel and aluminium frame, fabric covered

- Hours: 263 h total (hour meter), 210 h flight time, 283 landings (September 2026)
- Engine: Rotax 912 UL2, 80 hp, S/N 4.409.370, 263 h since new, never overhauled next overhaul due at 1,200 h or January 2029, and can be extended on condition under OCM
- runs on unleaded Mogas 95
- Propeller: Woodcomp SR3000/2/W, two-blade, electrically adjustable in flight, 1.72 m, 263 h since new
- Rescue system: Junkers Magnum LightSpeed Softpack; next repack and rocket replacement due July 2029
- Dimensions: wingspan 7.14 m, length 5.42 m, wing area 9.08 m²
- Weights: empty weight 287 kg, MTOW 475 kg, baggage 10 kg
- Fuel: 66.6 litres in two wing tanks
- Exhaust: original RANS
- Damage history: none

Performance

- Cruise at 6,000 ft: 92 KTAS at 75% power (15.2 l/h, full rich); 91 KTAS at 55% power (12.8 l/h)
- Range: 353 nm at 75% power / 424 nm at 55% power, with 30 min VFR reserve
- Rate of climb: 710 ft/min
- Stall speed: 40 KIAS (power on, flaperons 10°)
- Vne: 130 KIAS
- Load factors: +3.8 g / −1.5 g

Panel

- ICOM IC-A220 radio, 8.33 kHz
- Garmin GTX 328 transponder with altitude encoder
- PS Engineering PM1000 intercom
- ACK E-04 ELT, battery replaced 2024
- LXNAV FlarmMouse and FlarmView
- Dual EGT gauge and HACman Gen3 mixture control
- Mostly analogue flight and engine instruments

Trailer

The enclosed metal trailer was built specifically around this aircraft and is registered in Switzerland as a sport-equipment trailer for aircraft transport.

- Weights: empty weight 420 kg, payload 305 kg, maximum total weight 725 kg
- Brakes: overrunning brakes, fitted for safety although not required at this weight
- Renovated in April 2026, including a complete repaint
- Ventilation: solar-powered system keeps the air circulating inside

The aircraft and trailer are sold only together.

Good to know

- Engine history: the engine was manufactured in 2008, delivered factory-new to Switzerland in 2009, and stayed sealed until its first run in 2014.
- No aerobatics or spins. They are prohibited by the aircraft's flight manual.

- Tailwheel landing gear. Three-point take-offs and landings are recommended because of propeller ground clearance.
- Other documented work: 2016: fuel collector tank replaced
- 2017 and 2022: exhaust weld repairs
- 2019: landing-gear modification
- 2022: propeller pitch mechanism serviced; 200-hour Rotax inspection by Swiss Aviation Support; aircraft weighed by EAS
- Swiss registration: the aircraft is registered in Switzerland as a homebuilt, and its Permit to Fly covers Swiss airspace. Buyers from other countries should clarify registration, operation and import with their own authority before bidding. CollectAirs can help with export, customs and registration after the auction.
- Collection: the aircraft and trailer are collected at the seller's home airfield, LSPG Kägiswil. We recommend a pre-buy inspection.

Logs and documents

The following are available to download:

- Aircraft Flight Manual including Maintenance Manual (aircraft-specific)
- Swiss technical records 2014–2026: maintenance records for airframe, engine, propeller and equipment
- Journey Log Book
- Aircraft and engine inspection reports (September 2026)
- OCM reports for engine and propeller (September 2026)
- BAZL inspection report (June 2026)
- Mixture control modification report and EAS certification
- Certificate of Registration and Permit to Fly
- Rescue system type certificate and inspection certificate (2023)
- Trailer registration document

RANS S-10 Sakota kaufen, RANS S10 kaufen, Sakota kaufen, Experimental Flugzeug kaufen, Eigenbau Flugzeug kaufen, Homebuilt Flugzeug, Spornradflugzeug, Taildragger kaufen, Rotax 912 UL, Zweisitzer Flugzeug, Flugzeug mit Anhänger, Flugzeuganhänger geschlossen, Flugzeug Schweiz kaufen, Motorflugzeug gebraucht kaufen, Flugzeugauktion, Flugzeug ersteigern

SPECIFICATIONS

General Information

Year	**2014**
Empty Weight	**287 kg**
Damage History	**None**
Serial Number	**0193153**
Registration	**HB-YGY**

Engine & Power Systems

Engine Type	Rotax 912 UL2
Engine Total Time	263 h
Horsepower	80 hp
Propeller Type	Woodcomp SR3000/2/W, in-flight adjustable
Propeller Time	263 h

Avionics & Equipment

Avionics	COM: ICOM IC-A220, Transponder: Garmin GTX 328, Intercom: PS Engineering PM1000, ELT: ACK E-04, FLARM: LXNAV

Airframe & Exterior

Airframe Total Time	263 h

Maintenance & Records

Maintenance Highlights	BAZL inspection June 2026, statement valid until 17.07.2029

Performance & Specifications

Passengers	2
MTOW	475 kg
Landings	278 (June 2026)

PHOTOGRAPHS

24 of 25 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




HB-YGY

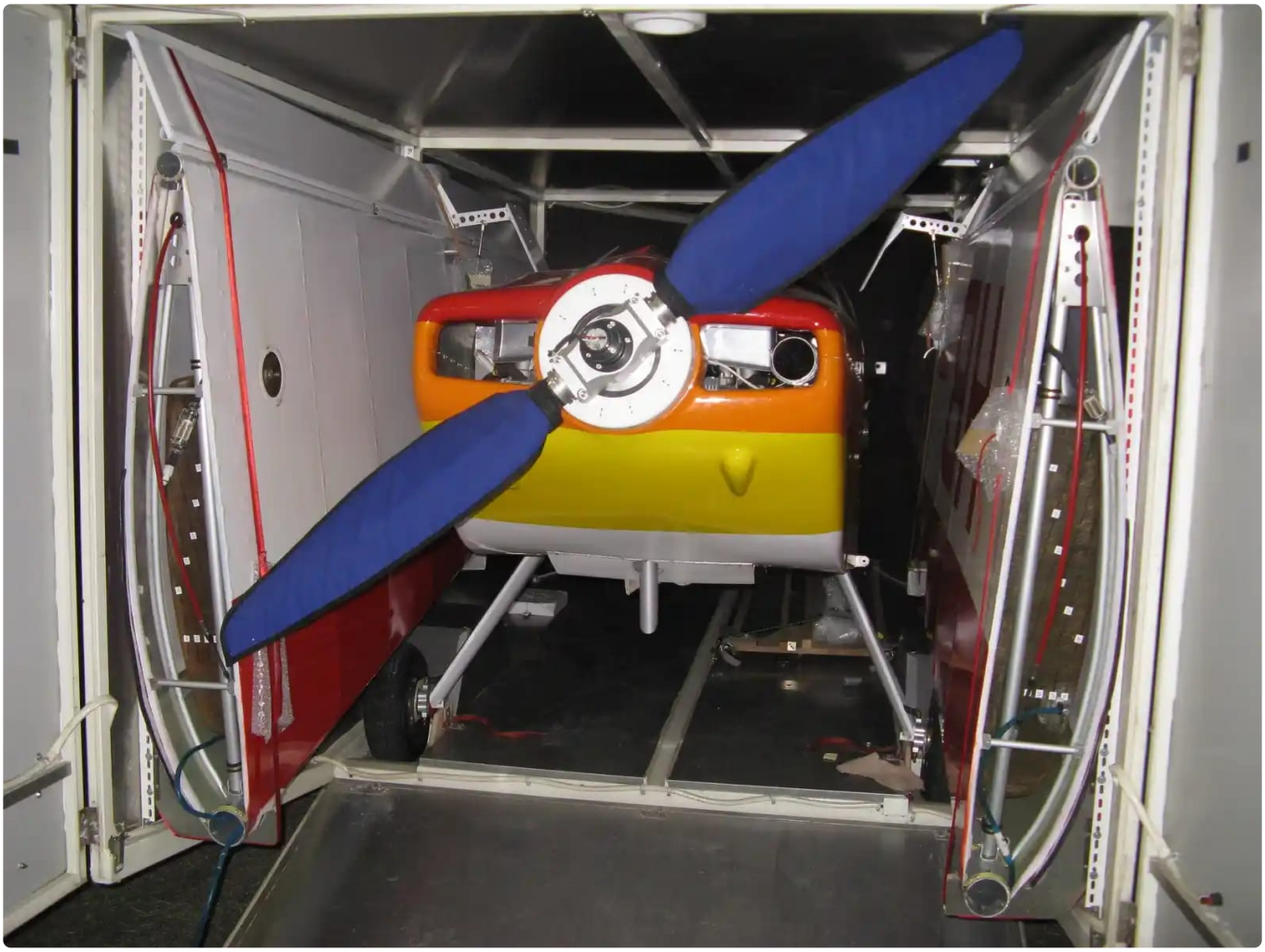


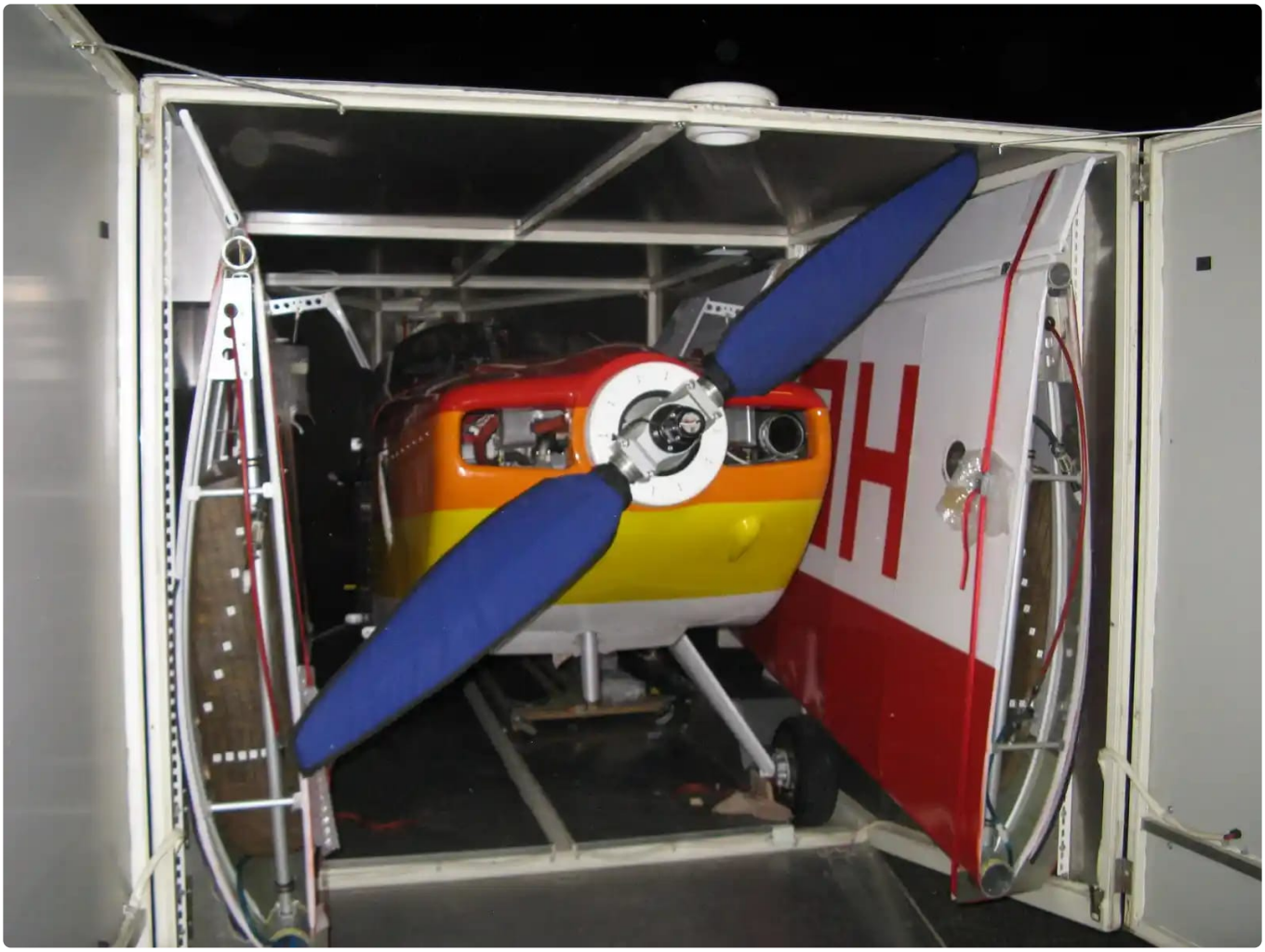



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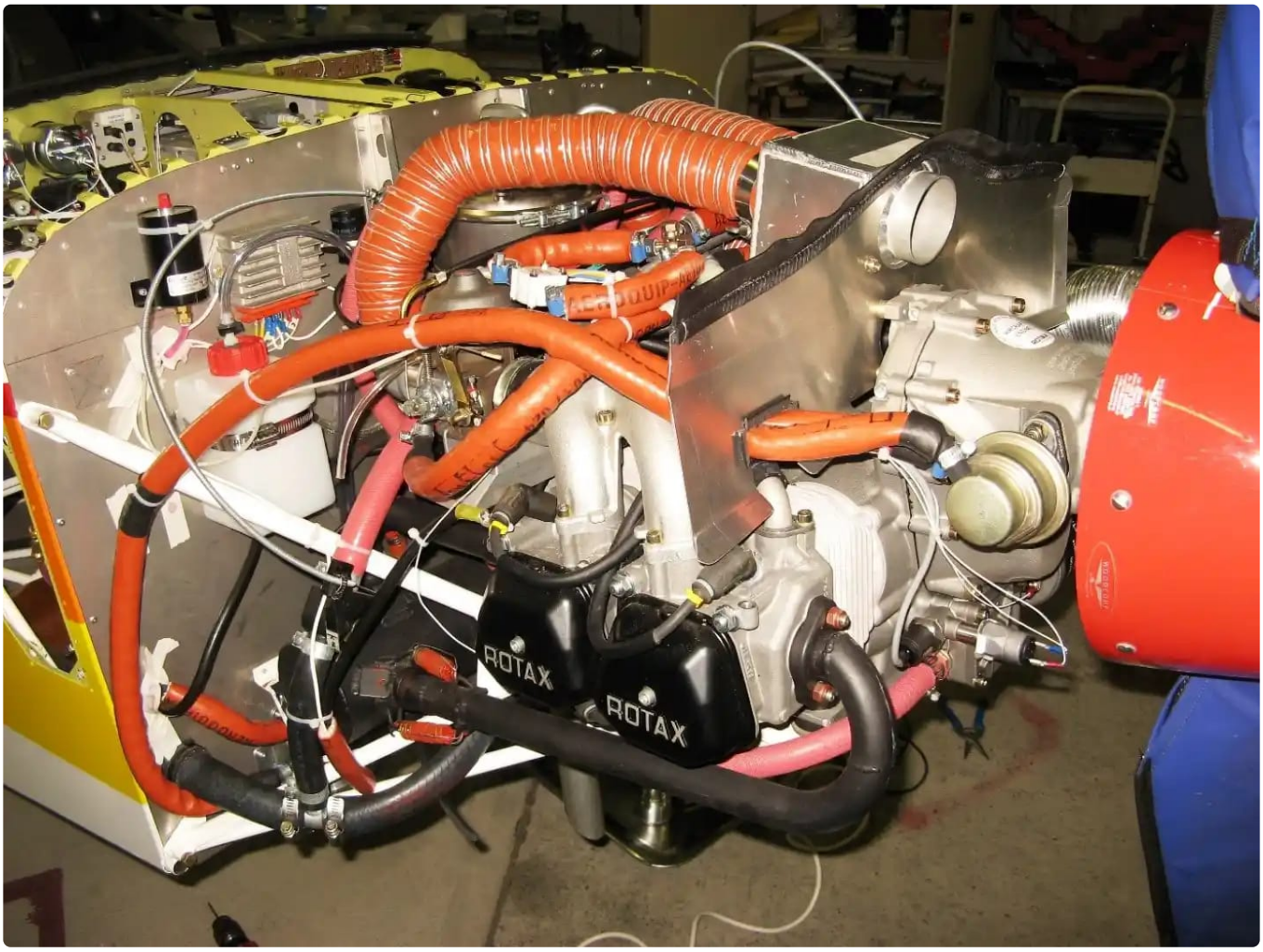


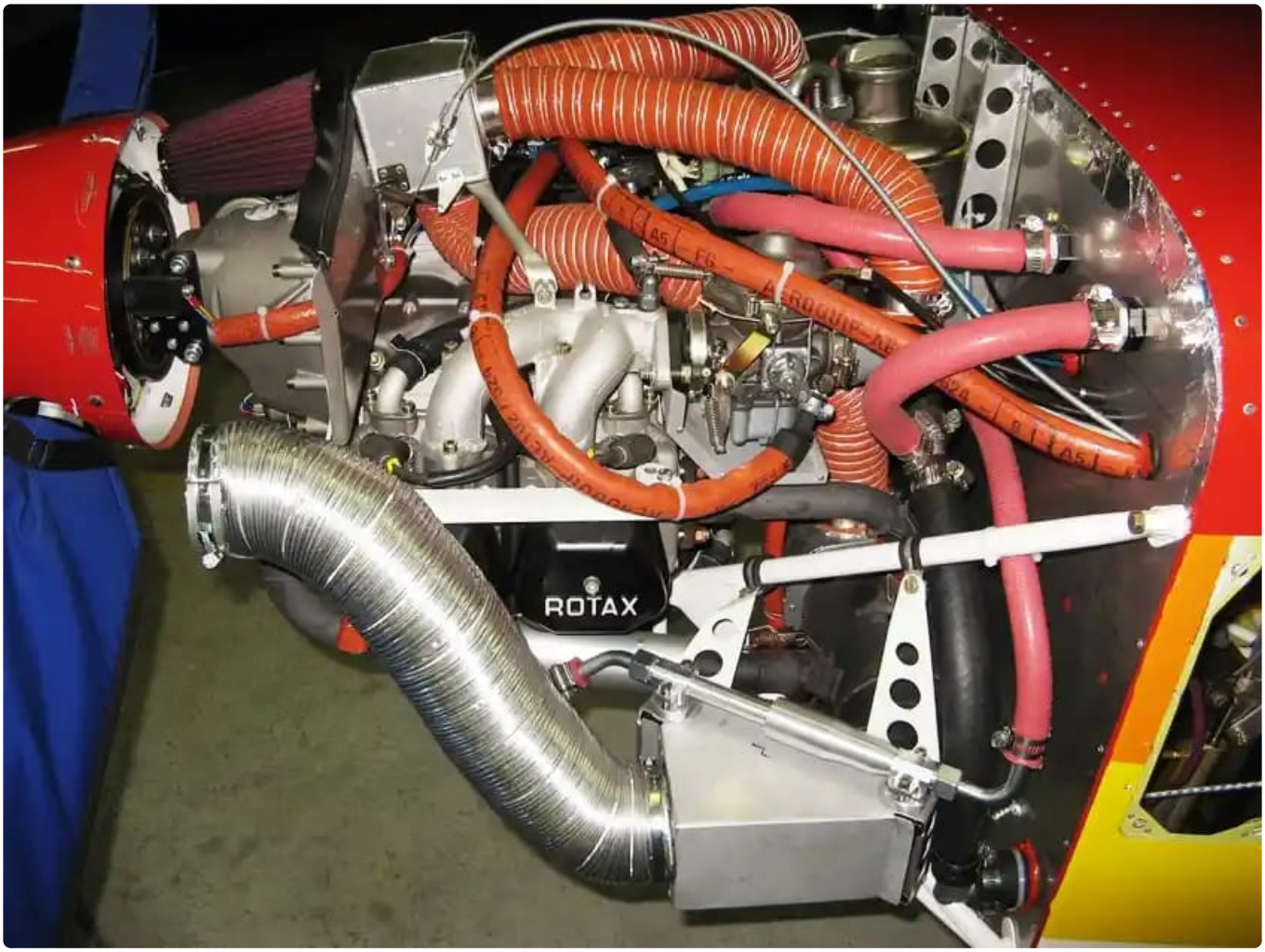


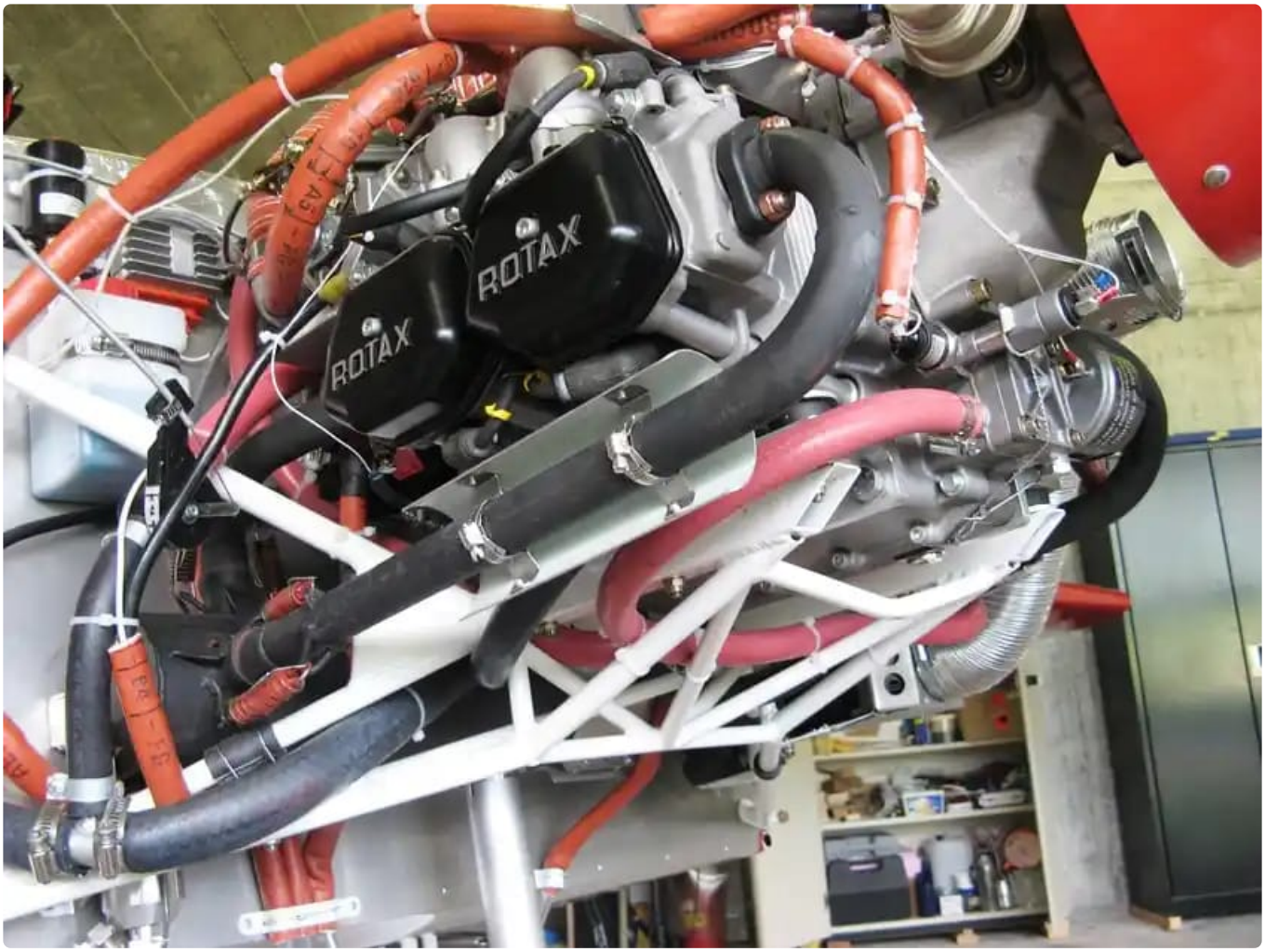
INTERIOR



MECHANICAL


ROTAX
ROTAX


ROTAX


ROTAX
ROTAX



EXTERIOR


Hersteller [redacted]
Typ FLZ S-10
Fz-Ident-Nr. GJ 001
Gesamtgewicht 725 kg
Achslast 650 kg
Stützlast 75 kg
Baujahr 2002




HB-YGY







HOW TO BID ON THIS LOT

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collectairs.com/auctions/2014-rans-s-10-sakota

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Export, registration and compliance

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Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

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