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GLASAIR NEWSLETTER PREVIEW

This letter is a preview to the actual newsletter that will he offered quarterly. The basic information in the newsletter will consist of builder hints, answers to general questions, progress reports, and updates. Revisions to the Instruction Manual will he sent separately or will be included with the newsletter if the time coincides.

THE 150 HP PROTOTYPE

At this time the 150 hp version should be flying in the next two weeks. As soon as we have had the opportunity to adequately test it to obtain actual performance figures, we will let you know the results. This plane has a full 1 IFR panel with complete navigation lighting in the wing tips. We intend to put two halogen landing lights in the front of the cowling after the test flying is complete.

ENGINE OPTIONS

There have been many questions with regard to engine options. We arc using a Lycoming 0-320 E2D. The dynafocal mounts that we offer are for the Type 1 style dynafocal which have a 30° offset. Any of the carbureted 0-320 models will work as long as they have a fuel pump attachment pad on the back. Again, we offer both the flat and Type 1 dynafocal mounts. We do not offer the engine mount that fits the injected engines. This requires a Type 2 dynafocal (18) engine mount, and we are not Jigged for its production. The injected engine (IO-320) would fit except for the fuel regulator which sticks out the back, requiring a dish into the Firewall of about 1 inch. The I0-320 engine does weigh more, costs more to buy and maintain, and has the old "cold start , hot start" problems. But if yon want to make or modify the supplied mount and dish the firewall the other engine could be used.

We will provide a list of suppliers that offer first-time-runout engines with all accessories excluding alternators. We use a 40 amp Toyota alternator weighing only 7 *1/2* Ibs. that can be purchased at a local auto parts store. The part no. will be provided in the next newsletter. The first-time-runout engines are usually priced from $2,000 to $2,300 and requires about $1,000 to rebuild, if the parts are acquired through Superior Air Parts.

We feel that an inverted flight system is not worth the expense or hassle unless you intend to fly upside down alot. For the few seconds needed for sustained inverted maneuvers the added cost is not worth the hassle unless you're really in to it. For one thing our fuel system is not ideally setup for inverted flight because the dihedral in the wing causes the fuel to flow outboard away from the, fuel sump. A header tank could be installed in the cockpit area. An elaborate vent system would be required with check valves, drains, filters vapor barriers, etc. Either a fuel injected engine or pressure carburator ($1,000+) would also be needed. Then there's the inverted oil system. We recommend hanging in the straps in a Decathalon for about an hour every three months to get it out of your system.

PROPELLER OPTIONS

Several options have been brought to our attention for discussion Many people have questions on whether the constant speeds can be used. All of our testing and engineering was for the use of a wood propeller weighing 11 Ibs. on a 4 inch extension. The propeller we have currently on the 150 hp version is 68" in diameter and has a 79" pitch normally measured. Until we do further testing it is not recommended for structural reasons to use the constant speeds. After we fine tune the proper propeller pitch necessary, we will forward to the builders all the recommended size dimensions so your favorite propeller manufacturer can get started on a prop for you.

SUPPLEMENTAL PACKAGES

Supplemental packages will he offered that will give the build er the option to buy the parts from us or from other reputable dealers such as Aircraft Spruce and Specialty, Ken Brock

Manufacturing, Wicks Aircraft, Wil. Neubert, etc. There are several advantages to purchasing these items from us: we are able to obtain quantity discounts, and we have OEM status. Consequently, the prices will reflect this. Items that will be offered are as follows:

4" propeller extensions
5x5:00 Cleveland wheels and brakes
5x5:00 axles
A-049 Gerdes master brake cylinders
Antennae installation kit
wing tip lenses
exhaust ("four-into-one" collector system)
possible instrument packages
Dynafocal Lord Mounts, for the 2 3/4 I.D. retainers

Other items such as throttle cables, fuel lines, axle nuts, carb heat lines, etc. are available through the already mentioned suppliers. It is really worthwhile to obtain an Aircraft Spruce and Specialty catalog to get an idea of what these supply houses offer. Please do not call us on prices or availability of items that we will offer; they will be announced as soon as all of the information is gathered.

INSTRUCTION MANUAL

The majority of the Instruction Manual is complete and in final form, with the remainder in rough draft form. It seems appropriate to finish the Manual completely before it is shipped to people who have not received their kits. A conservative estimated date for completion is May of this year.

Our local builders are moving along at a good pace and we have two that have their engines mounted. These should be completed for people to see at Oshkosh '81. We have found that builder input is very valuable and we welcome comments, corrections, etc. Correspondence is best done by mail. Thank you in that regard. If something is critically important, our telephone number is (206) 432-0724. Business hours are Monday-Friday, 8:00 A.M. 5:00 P.M., and Saturdays 10:00 A.M. 5:00 P.M., Pacific Time. The public is welcome (no appointments are necessary) to visit the facility and for demo, rides (depending upon the weather, of course) on Saturdays only.

Which airshows that we will attend in the coming year is not certain. The only airshow planned at this time is Oshkosh '81 in August. While it is certainly possible that we will attend other airshows. It is dependent upon our work load, which is rather hectic at this time. If we decide to attend any other airshows or events, we will inform the builders in the newsletter.

PRODUCTION NUMBERS

Apparently there has been some confusion with regard to Production Numbers. A Production Number is not the same as a kit serial number, and is not indicative of the total number of current kit orders. A Production Number can be considered similar to a "Purchase Order" number, and it is to be used as a reference number in correspondence, invoices, statements, receipts, etc. It is merely an aid for paperwork. Due to our current backlog of over 280 kit orders, and the possibility of cancellations, it is not possible to assign a kit serial number upon receipt of a deposit. Serial numbers can not be "skipped" should a builder choose to cancel. A serial number will be assigned to your kit shortly prior to shipment.

To date, there have been only 2 cancellations. When cancellations do occur, everyone behind moves up in the production line.

SHIPMENT OF KITS

We have tried just about every angle to reduce the shipping costs of the Glasair. Unfortunately, fuel prices make freight charges quite high. Whenever a crate is shipped across the country it must be classified. Our shipments are classified "Aircraft" which means a higher rate due to insurance reasons. The crate has to be quite strong to protect the parts from the abuse of the shippers. The actual parts weigh about 500 Ibs. and yet the total crated weight runs around 1360 Ibs. The approximate rates for various areas are shown below.

- Chicago $690
- New York $830

- Miami $920
- Houston/Dallas $690
- Denver $530
- Los Angeles $430
- Alabama $695

The rate item number is "11760-1, class 200". The crate size is 44" wide x 55" high x 23.5' Long. The crating charge remains at $380.00.

We welcome people to come and pick up their kits but highly recommend letting us crate it. If anybody has a way to beat the motor freight costs, please let us know.

Until our next Newsletter..... Happy Flying!!!!

STODDARD HAMILTON AIRCRAFT, INC

P.S. the gross weight of the Glasair has been increased to 1475 Ibs. to accommodate the fuel capacity increase from 24 to 36 gallons.