
GLASAIR

NewsNewsletter No . 5
Second Quarter, 1982"GOINGS-ONS"

Essentially, (as mentioned in the previous Newsletter) we're working hard on getting the retract ready so we can get some numbers and costs. We're getting ready to do the drop tests along with the side and drag load pull tests to verify the strength of the installation. The gear itself is good for a 2,000 Ib. gross plane, but the installation is designed for a 1,600 Ib. gross Glasair. We are getting a tremendous response by the builders who want to go in this direction, so R & D is really humming. Anyway, at Oshkosh we hope to have something for you to see.

DUAL INSTRUCTION

It is our policy at Stoddard-Hamilton Aircraft to give all builders a chance to go for a check ride and get some dual instruction in one of our prototype planes. The only requirements we have are; 1) you carry a valid current pilot's license, 2) you pay for the fuel used, and 3) give us plenty of advance notification so we can arrange the time. Keep in mind that it is best put to use as close to your completion date as possible. We will be hesitant to give dual to anyone not within thirty days of a first flight.

If you want a checkout in the Glasair by us, and don't have any current taildragger time or none, we require that you show us five to ten hours current taildragger time. We feel this is necessary in order to optimize our time as well as yours. We want to show you how to fly your Glasair, not instruct on the basics of flying a taildragger.

FLUTTER TESTING AND ANALYSIS

A ground vibration test (GVT) was done on the N89SH Glasair prototype on February 27, 1982. Preliminary calculations show that some modifications to the empennage control surface counterweights are in order.

If you have not made the lead weights for the counterweight assemblies yet, you're in luck. These weights will be reduced on the internal arms and additional counterweights added to the tips of the elevator and rudder. Also, if you haven't installed

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the tips to your stabilizer and elevator, don't. The tips to the stabilizer, elevator, rudder, and vertical fin will all be modified to accommodate the changes in the empennage control surface counterweights.

The revised empennage counterweights will be detailed and described in the forth coming Revision D to the Instruction Manual, and are mandatory prior to flight.

INSTRUCTION MANUAL - A NOTE ON REVISIONS AND ADDENDUMS

Any revision to the Instruction Manual concerning construction is optional unless specified as a mandatory change by a cover letter along with the revision, or as listed in a newsletter. For example, if you have just finished your wing and a revision comes up changing the pitot tube location and no cover letter says that this is a mandatory change, you don't have to change it. Some revisions would be impractical to adhere to if you are beyond that point in the manual. Some revisions, however, are easily adhered to and we recommend that you do comply with these.

There is no need to worry if you haven't received all the addendums. All addendums are eventually incorporated into the manual via the revision system. Addendums I thru V have already been incorporated. Addendum VI is the only outstanding addendum and it will be incorporated into the Manual in Revision D.

Revisions to the Manual dealing with typographical errors, part number errors, dimensional errors, etc. should be observed.

Mandatory revisions and addendums to the Manual as of 4-9-82:

- 1) The AN5-17A bolts that hold the landing gear attach brackets to the attach plate have been changed to AN6-20A bolts. (See Addendum VI and pages D-42 thru D-4? of the Manual.)
- 2) The aluminum splice plates on the landing gear struts are needed. (See pages D-58A thru D-59.)
- 3) The two layer laminate at the base of the canopy on the inside of the fuselage is also needed. (See pages D-101 and D-102.)
- 4) All revisions to the Canopy Latch System (See pages D-117 thru D-131.)
- 5) All revisions to the Rudder Pedal Installation. (See pages D-153 thru D-167.)

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- 6) The Rudder Trim Tab. (See pages E-17 thru E-22.)
- 7) The heat muffs on the exhaust system. (See- Addendum VI.)

INSTRUCTION-MANUAL - AVAILABILITY

Should you wish to obtain the Instruction Manual prior to the receipt of your kit, it is available for \$200, \$25 of which is a non-deductible charge to cover handling, processing, and shipping. The remaining \$175 will be deducted from the kit cost on the final invoice.

OWNER'S MANUAL

An upcoming Owner's Manual giving a general description, normal operations, emergency procedures, operating limitations, initial systems checkout, flight test procedures, maintenance/inspection, FAA record requirements, and performance data and charts for the Glasair will be available. Work load at this time makes availability hard to predict. Let's just say we're working hard on the project and hope to have it completed soon.

NEW STUFF

For those of you out there that are model airplane enthusiasts, a 1/10 scale general arrangement drawing of the Glasair showing plan, side and front views is available for \$15.00, which includes shipping. Mail checks to our P. O. Box 1222, Issaquah, WA 98027-

There has been some interest for a "Glasair" T-shirt. These will be available for \$7.50, which includes shipping. They are a pleasant two-tone blue shirt with a dynamite 3-D illustration of the Plane and our logo printed in navy blue ink. They will be available in May. Mail checks to our P. O. Box address.

There is a header tank kit option available for \$60. It includes extra core material, fiberglass, preformed fuel sump, finger screen, fuel drain, threaded aluminum inserts, and fuel cap with retainer ring.

NEWSLETTER SUBSCRIPTION

The cost of putting together and mailing the newsletter has prompted us to put a subscription rate on it. The rate will be \$7.00 for the rest of this year and for all of next year. The normal rate will be \$5-00 a year, with back issues costing \$1.75 each. In order to receive the next newsletter we must receive the appropriate payment mailed to Glasair News, P. O. Box 1222, Issaquah, WA 98027.