

GLASAIR

News

Newsletter No. 6
Third Quarter, 1982

"GOINGS-ONS"

At the present time there are 10 Glasairs flying with several others very close to their first flights. The empty weights are around 910 Ibs with VFR radios. This is encouraging. All of them have experienced good stall characteristics and even one with a very tired O-320, having 2300 hours, but still with good compression, is getting the published speed numbers. It is truly a special feeling to pull up in formation with another kit built Glasair. We've had that experience with four different Glasairs flying with 89SH. We continue to encourage all to come and get dual instruction as stated in the previous newsletter.

The flutter results have proven to be very satisfactory with good safety margins especially with the new empennage counterweight system.

A pilot report was done by Bill Cox in the August issue of Homebuilt Aircraft that might prove to be good reading.

FACILITIES MOVE

Well it looks like the move to Arlington field is actually going to happen in August. The address will be as follows. The phone number is not known at this time.

18701 - 58th Avenue N.E.
Arlington, WA 98223

TAPING THE GAPS

We have found that by taping the gaps on the hinge side of all the control surfaces helps a bit with speed. More importantly though, the aileron roll rate has been increased by about 15% with lighter control pressures.

RETRACTABLE GEAR

The retractable plane 87SH has flown! The plane flew flawlessly. The gear has not been cycled up yet but that's coming up on the agenda. The plane seems to be super easy when it comes to ground handling - take off, landing, or

taxiing. This is just what was hoped for. It feels like a cross between a Grumman Yankee and a Cherokee. A Grumman in the sense of a castoring nose wheel, which by the way works fantastic. A Cherokee in the sense of the main gear being oleos eliminating bounce problems that can occur with spring gear. It's going to be a fun airplane. The drop load, side load, and drag load tests proved positive in all respects! We were simply amazed at how the gear absorbed the energy. On the fixed gear drop tests the plane hit so hard that the wheel pants just touched the wing and bounced back about 60%. With the retractable gear we used more weight (1600 Ib gross). Using a video cassette we monitored the results and found that at the full drop height the tire, which had 37 Ibs pressure, flattened to within f inch of the rim. It looked like just solid rubber between the ground and the rim. At any rate the gear just absorbed the energy beautifully and the resultant two inch bounce was from the recoil of the tire. We used only 72 Ibs of strut pressure and the gear traveled around 5 inches within the total travel of 5 3/4 inches of the strut. The gear in our opinion is top notch and everybody who has seen it appears to have the same opinion. The numbers for both price and performance will be announced when they are firmly established. With no hitches the plane will be at Oshkosh as we are flying the time off now.

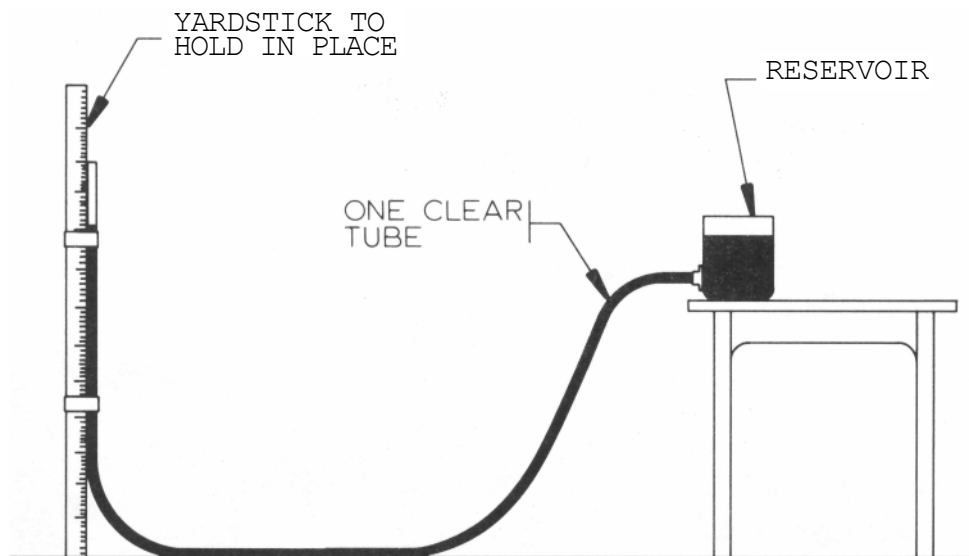
BUILDER HINTS AND IDEAS

This is an idea column with little helpful time saving hints and different ideas that were received from builders mostly. A lot of these are take it or leave it possibilities but interesting never-the-less.

- Put the pitot tube in the aileron inspection hole.
Put the pitot and static tubes on the top of the vertical fin. It works says one builder who's flying.
- Bury overhead light wiring along the base of the wind shield before laminating windshield inner layers.
- For sight gauges -- Lexan tube----- Okay
Tenite (butyrate) tube -- Okay
Acrylic (plexiglass)- --- No Good
(cracks on hard corners when bending)

Bond in small bubble balances so you can automatically level the fuselage or wing at any time.

Use a water level for leveling everything up. A water level is basically using a tube with water in it that always seeks a consistently level height to measure from. We have found that this must be done properly. One cannot assume that a tube will always give accurate results if it is used in a large U shape. For some reason the capillary action together with the way a tube is drawn when formed can cause the water level at one end of a large U-tube to be higher than the other. To combat this just use an elevated reservoir with a long clear tube hooked to the bottom. This means that the same end of the tube will be used for all measurements .



Use temporary piano hinges on the leading edge of the wing to open and close the top panel when fitting ribs. These can be either cleco'd on or pop riveted into place by aluminum pop rivets to be drilled out later. This insures alignment without the possibility of the tape slipping.

- Put safety latches on the canopies similar to what was done on the vari-ezes or similar to the safety latch on the hood of a car. This of course would only apply to the gull wing style.

PRICE INCREASE INFORMATION

We are planning a price increase to be effective August 1, 1982 of \$700 for those kits that are on order and will be delivered after this date. It should be noted that we held our previous price for the total year as had been stated at this time last year.

This Newsletter is your official notice of a Glasair aircraft kit price increase.

Any new orders taken on August 1, 1982 or after will be subject to a new kit price. In essence we are making the kit much more elaborate including most of the optional packages; fuel systems, carb heat and heater muffs, fuel lines, pre-stamped bellcranks, etc. Also all welded assemblies will come pre-welded; welding will no longer be required. The new price and kit contents will be published August 1, 1982.

