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## GLASTAR PERFORMANCE & SPECIFICATIONS

Sunday, July 24, 2011

Glasair Aviation, LLC, the company that introduced the world to the concept of "fast glass" with its acclaimed Glasair line, brings you something completely different: The GlaStar—an aircraft for the pilot who rejects compromise, whose flying missions are diverse and demanding, and whose airplane had better be ready to go . . . anywhere, anytime.

Quick! Name an airplane that offers all the following features:

- 160+ m.p.h cruise speed; 49 m.p.h. stall speed at gross!
- Roomy side-by-side cabin, wider than a Cessna 182!
- Enormous 250 lb. baggage capacity!
- Take-off & landing rolls of less than 400 ft. at gross!
- 800+ n.m. range!
- Incredibly docile slow-speed handling qualities!
- Folding wings & removable tail for trailering!
- Convertible among tricycle, taildragger, float & ski configurations!
- Standard build time of 1,500 hrs.; 750 hrs. with Jump-Start options!



PERFORMANCE*	125 h.p.	160 h.p.	180 h.p.
<b>Top Speed (TAS at sea level)</b>			
	156 m.p.h. / 136 kts.	167 m.p.h. / 145 kts.	171 m.p.h. / 149 kts.
<b>Cruise Speed (TAS)</b>			
75% power at 8,000 ft.	151 m.p.h. / 131 kts.	161 m.p.h. / 140 kts.	167 m.p.h. / 145 kts.
65% power at 8,000 ft	140 m.p.h. / 122 kts.	153 m.p.h. / 133 kts.	159 m.p.h. / 138 kts.
<b>Stall Speed (at max. gross)**</b>			
No flaps (Vs)		56 m.p.h. / 49 kts.	
Full flaps (Vso)		49 m.p.h. / 43 kts.	
<b>Rate of Climb</b>			
Solo	1,300 f.p.m.	2,075 f.p.m.	2,150 f.p.m.
Max. gross	1,000 f.p.m.	1,390 f.p.m.	1,500 f.p.m.
<b>Range (at 65% power)***</b>			
Range Standard Fuel VFR Reserve mi.	597	554	436
Range Standard Fuel VFR Reserve n.m.	520	481	379
Range Extended Fuel VFR Reserve mi.	1021	953	763
Range Extended Fuel VFR Reserve n.m.	888	829	663
<b>Fuel Consumption (at 65% power)</b>			
	5.8 g.p.h.	6.7 g.p.h.	8.5 g.p.h.
<b>Service Ceiling (estimated)</b>			
	17,000 ft.	20,000 ft.	21,000 ft.

\*Performance data are taken from Glasair Aviation, LLC's prototype GlaStars. The 125 h.p. numbers are from an aircraft equipped with a Continental IO-240B engine with a Sensenich 72/57 fixed-pitch propeller. The 160 and 180 h.p. numbers are from aircraft equipped with Lycoming O-320 and O-360 engines, respectively, and Hartzell constant-speed propellers.

\*\*Stall speeds are irrespective of engine horsepower.

\*\*\*Range figures assume no wind and include VFR reserves.

SPECIFICATIONS	
<b>Fuselage Length</b>	
Continental IO-240 (rigged for flight)	22 ft., 4 in.
Continental IO-240 (wings folded)	24 ft., 6 in.
Lycoming engine (rigged for flight)	22 ft., 4 in.
Lycoming engine (wings folded)	25 ft.
<b>Wing Span</b>	
Rigged for flight	35 ft.
Wings folded & tail removed	8.0 ft.
<b>Other Wing Data</b>	
Area	128 sq. ft.
Aspect ratio	9.6
Wing loading (at max. gross)	15.3 lbs. per sq. ft.
Structural limit loads (at max. gross)	+3.8 / -1.5 Gs
<b>Maximum Height</b>	
Tricycle (on gear)	9 ft., 1 in.
Tricycle (wings folded)	6 ft., 4 in.
Taildragger	6 ft., 11 in.
<b>Cabin Dimensions</b>	
Width (at hips)	44 in.
Width (at shoulders)	46 in.
Door width	37 in.
Door height	31.5 in.
Baggage space	32 cu. ft.
<b>Weights</b>	
Maximum gross weight (on wheels)	1,960 lbs.
Maximum gross weight (on floats)	2,100 lbs.
Empty weight (typical)*	1,200 lbs.
Useful load (typical)*	760 lbs.
Full-fuel payload (standard tanks)	594 lbs.
Full-fuel payload (with auxiliary tanks)	489 lbs.



Maximum baggage capacity	250 lbs.
<b>Fuel Capacity (usable)**</b>	
Standard tanks	27.6 gals.
With auxiliary tanks	45.1 gals.



\*Weights of amateur-built aircraft will vary with construction technique and equipment. Customer-reported empty weights have varied from approximately 1,140 lbs. to 1,340 lbs.

\*\*Usable fuel quantities are lower in certain flight attitudes.

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