

2-3 PERFORMANCE DATA**

Top Speed (Sea level)230 mph

Cruise Speeds:

75% @ 8000 ft.224 mph

65% @ 8000 ft.200 mph

55% @ 8000 ft.180 mph

Rate of Climb (from sea level):

Solo1900 ft/min

Gross.1300 ft/min

Stall Speeds:

Clean Solo 63 mph

Flaps Dn, Solo 58 mph

Flaps Dn, Gross. 62 mph

Recommended Glide Speed (engine out). . .110 mph

Best Rate of Climb Speed.130 mph

Best Angle of Climb Speed 75 mph

Approach Speeds 75 mph

Range @ 55% (approx.)1000 miles

Never Exceed Speed (red line)260 mph

Maximum Structural Cruising Speed ** . . .200 mph

Maneuvering Speed ***145 mph

Service Ceiling (approx.)20,000 ft

Roll Rate***130°/sec

Takeoff Ground Roll

Solo (1200 lb) 390 ft

Gross (1600 lb). *** 790 ft

Takeoff Over 50 ft. Obstacle

Solo (1200 lb) 775 ft

Gross (1600 lb).1425 ft

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2-6 LANDING GEAR

The conventional (taildragger) landing gear configuration is used on the Glasair SH-2. All landing gear struts are of the spring design and made out of uni-directional and bi-directional fiberglass cloth laminates. The main landing gear struts are fastened to supporting structure in the fuselage with the brake lines embedded in the struts. The struts have an airfoil shape which reduces drag. All tires, wheels, and brakes are enclosed by wheel pant fairings.

Cleveland 5 x 5.00 wheels and brakes are used on the main gear and a 6 inch diameter tire is used for the tailwheel. The tailwheel locks in the straight position for takeoff and landing and is free 360° castoring when unlocked. There is a lever on the instrument panel that either locks or unlocks the tailwheel. Toe-in is set at 1° in-board on the main gear.

- Turn on electric fuel boost pump - check fuel pressure
- At high density altitude lean mixture appropriately for best power during takeoff

ATTITUDE - Trim set at neutral position (for takeoff)

RUN-UP - Brakes set, face into wind.

- Check left and right mag individually @ 1,500 RPM for RPM drop (no more than 175 RPM per magreto and no more than 50 RPM between magnetos.)
- Pull carburetor heat and check for perceptible RPM drop.
- Set flaps at 20° (first notch)
- Set tailwheel in locked position when lined up with runway and ready for takeoff.
- Check canopies (closed and latched.)

NOTE: Do not overheat engine by excessive ground run up and taxi on hot days.

4-5 TAXIING

Weather permitting, the Glasair can be taxied with either the slider or gull wing canopies open. Use standard taildragger taxi procedures paying close attention to what is in front of you due to the limited visibility over the nose. We recommend either poking your head out of the cockpit to see while taxiing or making "S" turns every now and then. Taxi defensively.

The tailwheel locks in the straight position for take-off and landing. In the unlocked position the tailwheel full swivels 360°. At slow taxi speeds steer with differential braking. One wheel can be locked up so that the airplane can be turned around very easily when checking for pattern traffic.

Always taxi with the stick in the full back (elevator up) position. This will keep your tail on the ground when taxiing. Only in the instance of a strong tailwind should you taxi with the stick forward (i.e. a strong enough wind to move the aircraft itself).

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