

Sportsman

GLASAIR AVIATION

TWO WEEKS TO TAXI...



A D V E N T U R E Y O U D R E A M A B O U T

ATTEND THE TWO WEEKS TO TAXI PROGRAM



Assemble your aircraft using precision fixtures and tools not available in most "homebuilder" shops.



Receive quality assistance from our friendly, professional staff of mechanics who ensure that the parts, tools and fixtures you need to accurately complete each task are in place and ready before you arrive. This alone saves you thousands of dollars on tools, and hundreds of hours of wasted, non-productive time away from your family.



Receive proprietary manuals and invaluable instruction in FAA standards of acceptable methods and techniques for maintaining and operating your Sportsman.



Study and review the pilot operating handbook and receive transition training intended to safely introduce you to the wonderful flying qualities of your new Sportsman.

Take a 2 week vacation, attend our Customer Assembly Center ("CAC") and completely assemble your Sportsman in a highly educational and recreational setting. More importantly, at the CAC you will learn about the various systems and components in your aircraft, giving you unprecedented understanding of and confidence in your Sportsman. By the end of your vacation, turn on the master switch; fire up your new Lycoming engine; marvel at the intuitive, state of the art avionics; and then proudly taxi to perform a run-up. What an amazing accomplishment. A few more days and you should have your FAA Airworthiness Certificate!

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TAXI YOUR SPORTSMAN!

• **FAA Inspection & Airworthiness Cert.**





TWO WEEKS TO TAXI TO UNLIMITED ADVENTURE



The Sportsman comes standard with the venerable 180 hp Lycoming or Superior IO-360 engine, which reliably takes you to your destination at close to 160 mph, while burning only 8.5 gph.

With the optional 210 hp Lycoming IO-390 or Superior IO-400 engine, experience truly breathtaking performance and cruise at speeds as high as 172 mph. All the while, the Sportsman has the agility to get you in and out of rough gravel bars, short dirt strips, or other remote get-away destinations.

Pilots who demand a conventional tail-wheeled aircraft will find the Sportsman rugged and tough, yet easy to take-off and land with fantastic forward visibility in the 3-point attitude. On 31" tundra tires and V-frame, strut braced tundra gear, the Sportsman has up to 32" of prop clearance, providing you with access to the most rugged landing strips.

Float-plane enthusiasts find that the Sportsman is unmatched in its class, not only for its very impressive water performance, but also for its astonishing speed on floats, its hauling capacity, useful load, and long range capability to get deep into and out of the back-country.





STRONG HERITAGE

The Sportsman is manufactured by Glasair Aviation, one of the largest, most well-established and respected general aviation kit aircraft manufacturers in the world. Our reputation for innovative design, thorough engineering, quality components and conscientious customer service is unequalled in the industry.

The Sportsman design itself has a unique history. It is founded upon the Glastar, one of the most proven and successful kit aircraft ever introduced. The Glastar entered production in 1994, and currently there are over 1000 of them being assembled and flown around the world. The Glastar was so well designed that it went through the rigorous certification process in a record 18 months, emerging slightly changed, as the Symphony 160.

Taking all that we've learned from these proven designs, we developed the larger, stronger, more advanced Sportsman aircraft. It is designed for the pilot who seeks safe, enjoyable, and continually rewarding adventure.

With the *Two Weeks to Taxi* program, you can start flying in less than a month! Join the revolution and begin unlimited adventures in *your Sportsman* today!

www.glasairaviation.com
360-435-8533 Ext. 3



AWESOME PERFORMANCE

PERFORMANCE	180 Hp	210 Hp
Top Speed (TAS, sea level)	167/145 mph/kts	186/162 mph/kts
Cruise Speeds (TAS)		
75% power @ 8,000 feet	158/137	172/150
65% power @ 8,000 feet	154/134	167/145
Stall Speeds (Max gross weight)		
Full Flaps (V _{so})	48/42	48/42
No Flaps (V _s)	58/51	58/51
Rate of Climb Solo	1850 fpm	2100 fpm
Rate of Climb Max Gross	1000 fpm	1200 fpm
Standard 50 Gallons Fuel		
Range 65% w/VFR reserve	829sm/721nm	733sm/638nm
Fuel Consumption (65%)	8.5 gph	10.2 gph

SPECIFICATIONS

Fuel Capacity	50 gal.
Baggage Area	37 cu ft
Baggage Capacity	300 lbs
Cabin Width	46 in
Wing Area	131 sq ft
Wing Loading (Max Gross)	17.5 lbs/sqft
Aspect Ratio	9.1
Empty Weight (Typical)	1360 lb 180Hp 1410 lb 210Hp
Max Gross Weight on Wheels	2500 lbs
Max Gross Weight on Floats	2650 lbs
G-Limits	
Limit Load	+3.8/-1.5
Ultimate Load	+5.7/-2.25

