

Glair II S TD N20TD Specifications

Updated 8/28/21

Glair II – was the designation made when Stoddard-Hamilton introduced a 2.5" wider, 1" taller fuselage with flange joggles at the firewall, belly panel, wingtips, cowl, inspection holes, windshield, canopies, etc. The canopy frames, gear box structures, stabilizer and elevator ribs and spars were included as formed assemblies and reduced hundreds of hours of work. The fuselage length remained the same as the Glair I. **Glair II-S** – The fuselage was lengthened in the aft end and it was given the designation II-S (for stretch). Unfortunately, the II-S ended up with the CG slightly aft. These builders were given several options to pick from to make CG and stability and control improvements which included; adding 12" to the span of the horizontal stabilizer and moving the wing slightly aft by 1.5".

Important Notes From The Seller:

1. This aircraft had flown .4 hours with no anomalies with flight characteristics but experienced higher than expected oil temps and one cylinder not producing power. The builder was in the process of installing either a larger or possibly additional oil cooler and making modifications to the fuel system on the underside. All cylinders were sent to LyCon where new sleeves and lower compression pistons were installed, cylinders reinstalled and engine test ran. Sometime after this, the builder became ill and subsequently passed away. The airframe workmanship is as perfect as I've ever seen and would certainly win awards. The prospective buyer should be familiar with the Glair 2 and if possible the Franklin engine.
2. Last condition inspection was 9/26/2013
3. This aircraft comes with all logs, build manuals, build log, schematics, and owner's manuals for all electronics, engine and airframe along with a valid special Airworthiness Certificate and Registration.
4. Included is a dynafocal engine mount for Lycoming engines, 2 wing jacks.
5. Keep in mind that this aircraft has not flown off the required 40 hours of phase 1 flight testing as required by the FAA to obtain the final airworthiness certificate.

Cabin Width: 42"

Pilot and Passenger 340# and Up to 6' 7" (with cushion removed)

Dual Brakes Pilot and Passenger

Slotted electric flaps

Wing Span: 23.3'

Length: 20.2'

Horizontal Empennage: 10.8' vs 8.75'

Baggage Space: 10 sq ft. 80 lbs

Fuel Capacity: 50 gal – Main tanks = 20 gal, Aux tanks = 20 gal, header tank = 10 gal

Tire size: 500 X 5

Empty Weight: 1311

Gross Weight: 2100

Useful Load: 789

Aerobatic weight: 1900 lbs +6 -4G