

Glasair Super IIS FT (N74BF), was constructed by William "Bill" Owen in Starkville, MS. Bill was an A&P/IA who built a Rutan Long Ez and Nat Puffer's Cozy III, as well as restored several antique airplanes in his day. Bill was a mechanical perfectionist, and overhauled many Lycoming and Continental engines, including the one in N74BF, and one of mine in 1997. This kit, Serial No. 2274, was purchased and delivered September 1993 and then completed November 1995. During construction the extended wingtips were permanently installed. I assisted Bill in the build and assembly of N74BF, as I was building my own Glasair II RG at the time. A few years later, Bill sold his Glasair, and the new owner flew it across the Atlantic to England in 1998, where it resided for a few years before it was brought back to the United States.

This Glasair first flew with a Prince 68x75 propeller, and the current Catto 70x79 propeller was installed in 2015 and has approximately 400 hours total time. Dynamic balance was recently performed to .03 IPS at max static RPM, and it idles at .02 IPS. These are very good numbers for a lightweight composite propeller. The Catto spinner is new and just recently installed.

The engine was overhauled by Bill Owen before installation in 1995, and was overhauled again in 2002 due to a camshaft lobe issue. The engine has accumulated 562 hours since 2002, but will increase with use. We have recently installed all new SCAT hoses (5) with silicone ends. Hoses supplied by Custom Ducts, Marlborough, NH. We also installed new oil return hoses, and a crankshaft seal. The engine runs very smooth, and we've had no issues during our ownership.

One of the previous owners upgraded the main landing gear legs to the desirable aluminum gear supplied by Grove. The gear legs have internal gun drilled holes for brake fluid to feed the Cleveland Wheels & Brakes (5.00x5 tires). A previous owner also modified the air intakes with James Aircraft round aluminum rings with molded composite air ducts, and a composite top deck attached to the vertical baffles.

N74BF was recently picked up from the paint shop from having the leading edges repainted, stripes put on the main wheel pants, and small chips rectified.

The build quality of the airframe is excellent, but there are cosmetic deficiencies that will be noticeable here and there when performing a close inspection. I'd rate the paint and finish as 7.0, and the seat cushions about the same. New seat cushions would really dress up the interior panels, which are in very good condition.

My better half and I are both A&P's and professional pilots. Since purchasing N74BF, we have become seriously interested in STOL flight and flying into grass airstrips. We are purchasing a tailwheel airplane and selling this Glasair so we don't have to maintain ownership costs for two aircraft. This Glasair will be sold with a fresh Condition Inspection and is being offered for sale at a reasonable price of \$88,000. Trades, plus our additional funds, will be considered for a Bearhawk 4 or 5, a Sportsman, or Glastar.

Financing may be possible. Contact Lakeside Bank of Salina for more information, as this bank finances experimental airplanes and has loaned twice on this Glasair.

Lydia Phillips
Lakeside Bank of Salina
P.O. Box 188
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Contact me for more information about this Glasair. Sending a text with your name and number is encouraged, as I don't answer unknown numbers.

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