

US Registrered 2000 Glasair Super II-S FT

~1300h TT, ~20h only on High-Compression IO-360 (Ported/Polished/Flow-Matched), 170+ kts @ 10.5 GPH, CS Prop, SDS EFII, Loaded IFR Glass - *Delivery Included USA/AK/PR*

CURRENTLY USA Registered

Why buy a legacy steam-gauge plane when you can fly the highest-spec technology package on the market with a brand new engine? This 2000 Glasair Super II-S FT (Stretched Fuselage) has 1,300 hours on a proven, structurally sound airframe. It is a mechanical and electronic masterpiece wrapped in a cosmetically poor exterior.

The paint is an honest 1/10 and needs a strip/repaint or vinyl wrap. However, beneath the skin is an ultra-modern, zero-timed cross-country speed machine built for serious, redundant IFR flight.

Performance

- **Cruise Speed:** 170+ Knots True Airspeed (TAS) at 8,000 feet.
- **Fuel Burn:** Highly efficient 10.5 GPH thanks to optimized digital engine management and advanced flow dynamics.
- **LoP:** Simply press a button for Lean-of-Peak

Delivery

I'm confident in this aircraft's reliability and redundancy: **Delivery is available anywhere in the mainland USA, Alaska or Puerto Rico.**

I crossed Canada and the USA many times in that aircraft, both under its current US registration and its Canadian registration. Would love to do it again one last time.

Firewall Forward & Propulsion (Only ~20 Hours!)

- **Engine:** High-performance Lycoming IO-360 build. Features high-compression cylinders, custom ported, polished, and flow-matched for maximum horsepower, efficiency, and speed.
- **Propeller:** 2-Blade Constant Speed Hartzell Propeller, perfectly matched to the high-compression engine curve for ultimate cruise performance.

- **Fuel/Ignition:** Race Tech SDS EFII system with full dual-computer redundancy. No magnetos, flawless hot starts and cold starts, and perfect digital engine management at all time. No mixture.
- **Electrical Reliability:** Dual alternators providing completely independent backup power lines.

Avionics (IFR Glass Suite)

- **Primary Flight Display:** Dynon Skyview + Garmin 696 Glass Cockpit backed by dual ADAHRS redundancy.
- **Navigation & Comm:** Fully integrated Dynon + Garmin dual radio and navigation stack.
- **Autopilot:** Coupled multi-axis autopilot featuring Vertical Navigation (VNAV) integration.
- **ADSB:** In and Out
- **ELT:** Brand new 406 ELT

Airframe & Configuration

- **Airframe:** ~1,300 Hours Total Time. Super II-S configuration (Stretched fuselage for superior CG envelope, cabin room, and longitudinal stability).
- **Flaps:** Electric slotted flaps
- **Gear:** Fixed Tricycle (FT)—simpler maintenance, no retraction hardware headaches, and highly favorable insurance rates.
- **Fuel Tanks:** 8 gallons header tank + 62 gallons wings (yes, you read that correctly! One of the rare Glasair II with 62 gallons wings) for a total of 70 gallons.
- **Paint:** 2/10. Peeling/faded composite finish. I was planning to repaint it and started removing some stickers. Structurally sound fiberglass but cosmetically poor. Perfect candidate to fly as-is or wrap/paint to build instant equity.

Asking Price: \$139,500 OBO