

# GLASTAR SERVICE LETTER 2

**Subject:** Operating limitations

**Applicability:** All GlaStar aircraft

**Discussion:** Work on the *GlaStar Owner's Manual* has been postponed pending completion of Revision C to the *GlaStar Assembly Manual*. In the interim, with several GlaStars already flying and many more nearing completion, we felt it important to issue an official statement of operating limitations for the aircraft.


<b>Speed:</b>	<b>m.p.h.:</b>	<b>kts.:</b>
Best angle of climb speed (Vx)	75	65
Best rate of climb speed (Vy)	90	78
Stall speed at gross weight (no flaps) (Vs)	56*	49*
Stall speed at gross weight (full flaps) (Vso)	49*	43*
Maximum flap extension speed (Vfe)	86	75
Maneuvering speed (Va)	113	98
Maximum structural cruising speed (Vno)	166	144
Never-exceed speed (Vne)	186	162

The following airspeed indicator markings are prescribed:

<b>Marking:</b>	<b>m.p.h.:</b>	<b>kts.:</b>
White arc	49*–86	43*–75
Green arc	56*–166	49*–144
Yellow arc	166–186	144–162
Red line	186	162

Maximum approved gross weight is **1,960 lbs.** Structural limit loads at gross weight are **+3.8/-1.5 Gs.**

\*See important Note on following page.

	REVISION:	DATE: 1/9/97	PAGE: 1 of 2
---	-----------	-----------------	-----------------



**Note** The stall speeds listed are derived from flight tests of the Stoddard-Hamilton GlaStar prototype, N824G. Slight variations may be experienced in customer-built aircraft. Actual stall speeds should be determined for each individual aircraft, and the airspeed indicator markings should be adjusted appropriately.