GLASAIR GlaStar Model Guide

GLASAIR GlaStar is a single-engine piston kit aircraft from Glasair Aviation USA, LLC. of Arlington, Washington. The supplied documents give no performance, weight or price figures, only its service-bulletin history, so this guide covers what to check before buying. The bulletins mention tricycle and taildragger gear and Lycoming O-320 and O-360 engines.

KEY TAKEAWAYS

- No specs, weights or performance figures were supplied. Get them from the aircraft's own documents and the builder's records.
- The advisory index, revised 10/31/16, lists service bulletins up to number 73. Not all apply to every kit, so check by kit number.
- Bulletins cover the welded cage and seats, fuel system and tank vents, landing gear, control cables and exhaust cracking.
- The newest bulletin, 73 (10/31/16), requires a pre-flight check of Garmin GSA 28 autopilot servo cables.

CHECK THE SERVICE HISTORY

Ask the seller to show compliance with every bulletin that applies to the kit number. The index prints mandatory bulletins in boldface and marks bulletins already folded into the Assembly Manual with an asterisk as obsolete. Bulletins 62, 63 and 64 supersede 44, 47 and 49 and extend coverage to Sportsman aircraft.

AREAS THE BULLETINS COVER

Fuel: Bulletin 43 Rev B (fuel system design and usable fuel quantity, all kits), 6 (main tanks), 36 (auxiliary tank sump drains), 45 (molded plastic auxiliary tanks) and 68 (tank vents and icing). Exhaust: 32 and 33 (cracking and inspection on Dynafocal-mount Lycoming engines). Also: nose gear fork (tricycle kits), tailwheel springs (taildraggers), main landing gear, rod-end bearings and wing attach holes in aft spars.

AUTOPILOT SERVO CHECK (BULLETIN 73)

On a Garmin GSA 28 roll servo, the swaged cable ball can come loose from the capstan and bind in the cable guide, jamming the flight controls. With the stick neutral, the roll servo ball socket should be at the top with the cables exiting at the bottom and one complete revolution around the capstan. Inspection ports in the seat pans allow a check without removing the pans.

SAFETY NOTES

- Bulletin 73: if Garmin GSA 28 autopilot servos are fitted, inspect the capstan cable routing and ball position before the next flight. A loose ball can bind the flight controls.
- Welded cage and seat assembly inspection (Bulletins 49, now 64) applies to all flying aircraft. Bulletin 64 adds a 100 hour inspection for float plane operators.
- Bulletin 69 Rev A covers seat belt anchor points on aircraft built before 5/1/10. Confirm it was done.

AI-aggregated guide for the GLASAIR GlaStar · sources: INDEX OF GLASTAR ADVISORY PUBLICATIONS (#100339) · Service Bulletin 73 (#101054) · generated 2026-10-21 · Reference only, not for flight. Check the original documents before relying on this guide.