

To Dave Prizio
From Jerry Nichols
Subject: Kit # 5717, now known as N43VG.

Here is the info I promised long ago.

My Glastar now has over 100 hours. The one of a kind (I think) Chevy light truck engine, 4.3 litre V-6 installation has been a lot of fun engineering and fabricating, and of course flying.

Here are some of the specifics: It's a trike.

It was started in April 1999

First flight was Nov.3, 2002

Empty weight W/oil and coolant: 1402 lbs

Performance: Take-off: prox 300 ft.

Climb: 1500 fpm

Cruise: 147 mph @ 6000 ft. pressure altitude

With engine at 3000 rpm, prop @ 2100 rpm.

This is 65% power per the HP/Torque curve.

Avg. fuel consumption: prox 8.5 gph.

The bits and pieces are: engine- 4.3 litre V-6 by Chevy truck. This is the "W" series engine with a balance shaft. Standard HP....not "souped up".

Prop: 3 blade Warp Drive, "paddle blades", ground adjustable.

Propeller speed reduction unit: Belted Air Power, 1.43:1 ratio (70%).

Carb.: Holly 2 bbl, 500 cfm with mixture control.

Intake manifold: Edelbrock alum.

Exhaust manifold: none...6 individual header pipes with Piccolo tubes (yeah..its loud)

Radiator: "U" shaped, custom aluminum, 13 quarts, mounted behind engine, close to firewall, with inlet air ducted to the face of the radiator, and air exhausted out the bottom via a suction vent.

Water pump: aluminum from Corvette.

Fuel pump. Facet electric, continuous duty with inline filter ahead of pump.

Alternator: automotive, 45 amp.

Distributor: Mallory dual point.

Coil: Mallory (2).

Battery: Exide (2)

General configuration: Dual ignition circuits, dual brakes, heated pitot, electric trim, hot water cabin heater, cabin fresh air vents, wing tip nav. -lights/strobes.

Cabin has: KY-97A com, Garmin transponder with mode C, Garmin GPS, SP-200 hand held nav-com, Ack ELT, intercom, cabin speaker, headsets, Full Gyro Panel, Control Vision DC Load Center, 6 gauge engine instrument cluster, gauge and panel lighting w/ dimmer, Hobbs meter, leather seats, shoulder harnesses, cargo restraints, barrier and net.

Floor boards and baggage floor are 3/16 marine plywood with one layer of fibre-glass laminated and covered with 1/8 rubber mat.

The landing gear legs have fibre-glas fairings, the wheel pants are faired over the brakes.

All the metal parts were primed before assembly, and primed/painted after assembly.

The exterior is white with dark metallic blue trim, although not all the trim paint is completed. The interior is painted in a very soft gray, with the basic panel the same. The sub-panel sections are finished in dark gray crinkle paint.

I continue to "tweak" things, especially controls (trim)...still a little left wing heavy. No cooling problems. This auto engine installation has a weight penalty of 80 lbs compared to a Lyc. O-360 with a Hartzell constant speed prop. The Warp Drive prop weighs only 7.5 lbs. The big advantage is DOLLARS. My entire FWF cost is about \$ 7500., about the cost of the Hartzell alone. And when the time comes to overhaul this V6, My cost will be a few hundred dollars for parts.

Thanks for the great job you do on the publication.

Best regards,

G. L.(Jerry) Nichols