

SCOOTERINFO

WINGS: 23012 airfoil. Ribs are contour sawn from "k" marine plywood. Spars are spruce. Wood cross-hatching is used between spars and ribs rather drag and anti-drag wires. Leading edges are aluminum, wingtips plywood, and trailing edges wood.

FUSELAGE: Spruce longerons and braces are reinforced with plywood gussets and side

TAIL SURFACES: Marine grade spruce and

MOTOR MOUNT: Center section/motor mount is fabricated from 4130 steel.

LANDING GEAR: Tempered spring steel is used for the gear with lightweight go-kart wheels and tires.

POWERPLANT: 1500cc Volkswagen with Vertex magneto.

COVERING: Glider weight Ceconite.

FITTINGS: 4130 steel.

RIGGING: Externally braced 1 x 19 aircraft

TIME REQUIRED: Approximately 500 hours.
ESTIMATED COST: Approximately \$1500

to \$2000.
TOOLS REQUIRED: Table saw, band saw or saber saw, drill press or hand drill alignment attachment, misc hand tools, and assortment

SCOOTERFLYING

Sitting in the cockpit you quickly realize: SKYSCOOTER is an apt name. You can reach down and touch the ground on either side. The cockpit is close but comfortable and controls and instruments are the bare essentials.

The engine kicks off easily, thanks to the Vertex mag, and taxiing to the runway gives the first pleasant surprise: she's as docile as a CUB with much better visibility due to the high mounted engine.

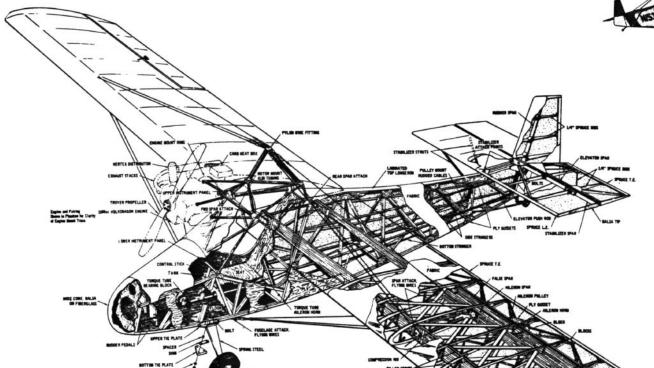
Mechanical Go-Kart brakes hold her steady during runup and the little VW sounds like she was always meant to be in the air. Takeoff is short and quick with very good rudder control. Any CUB or CHAMP pilot would have no trouble.

Climbing out you quickly realize that low power flying doesn't have to go hand in hand with poor response. She is very alive and responsive and a few medium turns show her eager to pivot around a wingtip. Stalls are straightforward and spin recovery normal. You realize this little plane was made for just kicking around, weekend and evening flying. (It is not made for aerobatics.)

On landing approach, she sinks readily with power off and flairs nicely to a full stall landing. On the ground again the SKYSCOOTER taxis easily with good rudder and tailwheel control.

She's a fun airplane; in the same league with open cockpit bi-planes, motorcycles, and vintage roadsters.

FLAGLOR SKY Scoote,



CONSTRUCTION: Marine-grade materials can save considerable expense and are readily available. However, aircraft quality materials may be used and are recommended for the spars. Metal fairings and leading edges can be made of hardware store variety aluminum. Wire wing braces were selected for simplicity, low weight, and low drag. Rigging and de-rigging is a simple and not cumbersome or difficult.

HISTORY: Designed in 1967 by Ken Flaglor, the SCOOTER achieved the goal of an airplane that would fly with the least amount of effort or expense. Upgrades (spring steel gear, 40 HP VW engine, brakes, and improved cockpit comfort) have further increased the safety and enjoyment of this delightful aircraft.

On December 17, 2024, Adams Aeronautics Company became the proud new owners and caretakers of Ken Flaglor's SCOOTER. We are thankful for the opportunity to support the SCOOTER and to be a part of this wonderful aircraft's vital history. We look forward to supporting the SCOOTER and her builders for years to come.

SCOOTERSPECS

Wingspan,								٠			. :	27	7	ft		10	in	,
Chord			. ,										.4		ft.	2	in	١
Wing area.													1	1!	5 :	ıq.	, fi	t
Wing loading	ng.										,ŧ	5,	4	It	1/1	sq	. f	t
Length					,						+		1	5	ft.	. 6	ir	1
Empty wei	gh	ıt.					,							.;	39	0	lb	
Gross weig	ht						,								62	5	lb	1
Cruise														7	70	m	hpł	1
Top Speed														8	30	m	hpl	,
Rate of cli	mi	ь												6	00	1	pn	n
Takeoff ru	n					ě				,					2	54	0 f	t
Fuel capac	it	y			 0			,								5	ge	ı
Range					 				1	71	5 1	n	i.	(no	n	es.	1

Approximate Building Time

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Complete cover i													
Gas tank			٠									7	hour
Instrument panel	١.		٠					٠			٠	30	hour
Landing gear													
Metal fairings												19	hours
Varnish wing												12	hours
Alum, leading ed													
Align & rig wing		•				+		٠	٠	+		15	hours
Wing assembly .												68	hours
Wing ribs									,			20	hours
Metal fittings	•	٠	٠	٠		٠	٠	•	٠	٠		50	hours
Tail												35	hours
Fuselage												95	hours

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