

GLASAIR II FT ADVANCE NOTICE OF REVISION

Page 2-7, add this text under the heading "RESIN STORAGE":

The standard resin supplied for use in Glasair kits after November 18, 1991, is a Dow Derakane 470 blend high-temperature vinylester resin. The 470 resin is shipped unpromoted and must be promoted by the builder according to the instructions in the following section. We now supply Dow Derakane 510C350 fire retardant vinylester resin for use in the induction system kits. The fire retardant resin, when shipped by the quart, is taken from our already promoted stock used in manufacturing and will need to be promoted by the builder. The shelf life of both the standard Dow Derakane 470 blend vinylester resin and the Derakane 510C350 fire retardant vinylester resin is, at most, three months.

NOTE: The new resins described in the previous paragraph are completely compatible with all fiberglass components manufactured with our old resin system.

Page 2-17, add this text to the last paragraph:

If desired, add just enough Cabosil to the mill-fiber mixture to thicken it to help prevent the mill-fibers from separating from the resin.

Page 2-18, replace the first sentence in the second paragraph with this text:

Cabosil is mixed into catalyzed resin for use as a filler or as an adhesive for non-structural bonds.

NOTE: Cabosil mixture is no longer specified for structural bonds, such as for bonding the stabilizer panels together. Use Cabosil only for non-structural bonds, such as for the wingtip lenses and the wing root fairings. The Instruction Manuals will be revised to reflect this change. If you have already used Cabosil for a structural bond, however, it is impractical and unnecessary to redo the work.

Page B-8, add this text to the end of the third paragraph:

This may lift the panel off the surface of the table, which is acceptable. It is not necessary for the stabilizer panel to contact the table as shown in View A-A of FIGURE (B-5).

NOTE: The goal in jiggling the stabilizer panel is to achieve a symmetrical finished stabilizer: both the stabilizer leading edge and the centerline of the stabilizer shearweb must be parallel to and a distance equal to the X dimension from the work table for the stabilizer's entire length. See FIGURE (B-6) for clarification. This guarantees that the upper and lower stabilizer surfaces will have the same dihedral and that the stabilizer hinges, when positioned in a straight line with each other, will all be centered vertically on the stabilizer shearweb. The leading edge of the stabilizer may not be perfectly straight, making it difficult to achieve the X dimension for its entire length. Do your best to jig the stabilizer so that a horizontal plane parallel to and a distance equal to the X dimension from the work table would intersect both the entire leading edge of the finished stabilizer and the entire centerline of the stabilizer shearweb.

Page B-19, replace the last sentence in the last note on the page with this text:

The parts of the outboard hinge brackets that contact the stabilizer shearweb can be relieved to fit the brackets into place, if necessary, but do NOT relieve the hinge brackets around the pivot bearing areas to provide trailing edge clearance. The thickness of the metal around the spherical bearing must not be reduced.

Page B-31, first paragraph; **Page C-178**, first paragraph:

We no longer recommend using body putty on the wing and empennage leading edges. Since body putty is flexible, it allows the surface finish to flex slightly when impacted by rain drops at high speeds. The flexing eventually weakens the surface finish, leading to chipping and erosion. Instead of body putty, use a Cabosil or mill-fiber mixture.


STODDARD-HAMILTON
AIRCRAFT, INCORPORATED

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Page B-55, first sentence in the second paragraph:
Change the 1/4" radius to a 3/16" radius. Also, delete the note; the seam tape is no longer used.

Page B-64, FIGURE (B-40):
The reference to FIGURE (B-34) should be to FIGURE (B-39).

Page C-90, FIGURE (C-66):
This illustration will be revised to show the unidirectional cap laminates in rib A.

Page C-92, second paragraph; **Page C-93**, seventh paragraph:
Drilling the holes for mounting the flap handle and the ratchet plate will penetrate the unidirectional cap laminates in rib A. This is acceptable; there is adequate strength in the remaining structure.

Page D-5:
FIGURE (D-2) will be revised to make it clear that the four-layer main wing attach reinforcements extend down over the unidirectional roving wing cutout stiffeners and are trimmed even with the stiffener's lower edge.

Page D-37, last paragraph:
Change "medium Q-cell mixture" to "thin Q-cell mixture."

Page D-84, second sentence in first paragraph:
The horizontal reference line is 11-1/2" below waterline 100, as shown in FIGURE (D-48).

Page D-129A, replace the first sentence in the fourth paragraph with this text:
Square the stabilizer to the fuselage by measuring equal distances from a point on the fuselage centerline near the firewall to the tips of the stabilizer.

Page E-60, FIGURE (E-41):
Section B-B will be revised to correctly show the upper end of the vertical fin without a foam core.

Page G-129, last sentence in the third paragraph:
The new address for the AeroElectric Connection is: AeroElectric Connection, Medicine River Press, 6936 Bainbridge Road, Wichita, KS 67226-1008.

Page G-227:
Engine air inlet and filter systems for both carbureted and injected engines are available from the Glasair Options Catalog.

Page G-414, first paragraph:
If thinner washers are needed to assemble the actuator bars onto the latch handle pegs, use AN960D10L washers instead of AN960-10L washers.

Page G-477:
The information contained in Service Bulletin 115 will be added here.


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