

## GLASAIR II FT ADVANCE NOTICE OF REVISION

**Page C-74, FIGURE (C-53); Page C-75, last paragraph:**  
Change "AB3-2A rivet" to "700-0003-002 rivet".

**Page C-115C, add this NOTE at the end of the text:**

**NOTE:** Space for attaching the fuel line to the fuel pickup assembly on the aft side of the main spar shearweb is very limited. To provide the maximum clearance between the fuel line and the control stick interconnect linkage, install the fuel pickup assembly as low as possible in the main spar shearweb. Also, it will be easier to fabricate the fuel line later if you raise the forward end of the pickup assembly slightly so that the aft end of the assembly angles downward. Angling the pickup assembly will require forming a tapered mill-fiber pad between the main spar shearweb and the mounting plate on the pickup assembly. Also, longer pop rivets will be needed to secure the mounting plate.

**Page D-82, third sentence in second paragraph:**  
Drill the holes 11-1/2" down from waterline 100.

**Page E-10, FIGURE (E-8):**

The 35" long rudder hinge is positioned with its upper end 1" below the top of the vertical fin. FIGURE (E-8) will be revised to accurately illustrate the hinge location.

**Page E-11, FIGURE (E-9):**

Delete the title, "SECTION A-A", from this illustration.

**Page E-23, first sentence:**

The rudder actuator rib template is shown in FIGURE (E-19), not FIGURE (E-16).

**Page F-11,, FIGURE (F-11):**

A 1/4" dimension for the length of both of the end knuckles of the hinges will be added to this illustration. In other words, the knuckles at both ends of the hinge assembly are cut in half. By cutting the hinges in this manner, one half of the hinge can be inverted, as shown in FIGURE (F-12), without affecting the symmetry of the hinge assembly.

**Page F-31, insert this note just before Step F-3A:**

**NOTE:** When cutting the slots for the counterweight arms, it is normal and acceptable to cut through the ends of the outboard aileron hinge reinforcement wedges.

**Page G-42, FIGURE (G-22):**

The elevator bellcrank pivot is located 4-1/4" (not 3-1/4") above the fuselage belly.

**Page G-51A, FIGURE (G-26A):**

Change the height of the elevator bellcrank bolt support from 4-3/8" to 5-3/8". The location of the hole through the elevator bellcrank bolt support should be 4-1/4" from the bottom, instead of 3-1/4".

**Page G-184, FIGURE (G-91); Page G-185, FIGURE (G-92):**

Add this title to both illustrations: "STANDARD 150/160 HP BACK PLATE SHOWN."

  
**STODDARD-HAMILTON**  
AIRCRAFT, INCORPORATED

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