

GLASAIR II RG ADVANCE NOTICE OF REVISION

Page C-13, FIGURE (C-8):

Cut the foam core for the inboard section of the rear spar shearweb 4-1/2" high at the center, tapering to 3-1/2" high at the ends.

Page D-17, first sentence, third paragraph in Step B-10:

Inverting and leveling the fuselage is described in Step B-6.

**NOTE:** The changes described below for pages D-114 through D-125 are not necessary if those parts of the construction procedure have already been completed.

Page D-114, Step L-10:

Bulkheads C and D are to be cut from 1/2" 4.5 foam instead of 1" foam.

Page D-115 and D-116, Step L-11:

Apply two-layer laminates, rather than four-layer laminates, to the faces and inside edges of bulkheads A and B.

Page D-119 and D-120, Step L-13:

Use two-layer laminates, rather than four-layer laminates to bond bulkheads A and B to the inside of the fuselage and to the leading edge of the horizontal stabilizer.

Page D-121, Step L-14:

After fitting shearwebs C and D to the fuselage, apply two-layer laminates to just the forward sides of the shearwebs.

Page D-122, FIGURE (D-73):

This illustration will change to show the shearweb made with 1/2" thick foam without the two-layer laminate on the aft side.

Page D-122, add this note:

**NOTE:** The notches in shearwebs C and D must be 1/4" wide to provide an adequate bond of the forward shearweb laminates to the insides of the vertical fin. The notches must not be any larger than 1/4", however, as the extra volume of mill fiber mixture required to fill them would add unnecessary weight.

Pages D-123 through D-125, Step L-16:

Apply two-layer laminates, not four-layer laminates, to the aft sides of shearwebs C and D and the inside of the vertical fin.

Page D-149, FIGURE (D-93):

Aluminum sheet with stock number 750-0240-004 is not supplied in the kit.

  
**STODDARD-HAMILTON**  
AIRCRAFT, INCORPORATED

MODEL GLASAIR II	ASSEMBLY NAME RG ADVANCE REVISION NOTICE	REVISION	DATE 4/01/92	VOLUME	PAGE 1 of 2
---------------------	---	----------	-----------------	--------	----------------

Pages E-4 through E-7, Steps A-2 through A-4:

After fitting the vertical fin shearweb foam core to the fin, apply two-layer laminates to just the forward side of the foam. Cut away the foam for 3/8" around the perimeter of the shearweb and bevel the remaining foam to a 45° angle. Use small dabs of body putty or hot glue to bond blocks cut from 1/4" foam or balsa wood to the inside of the vertical fin at the position of the shearweb's forward face. These blocks will support the shearweb in its proper position while the aft laminates are applied. Use small dabs of body putty to bond the shearweb to the support blocks. Form a 1/8" Q-cell radius in the corners where the vertical fin shearweb meets the inside of the vertical fin and let cure. Apply two-layer laminates, not six-layer laminates, to the aft side of the vertical fin shearweb and the insides of the vertical fin trailing edges. Trim the two-layer laminates even with the vertical fin trailing edges in the green cure state. Finally, apply an additional four-layer laminate to the inside of the right vertical fin trailing edge aft of the vertical fin shearweb as reinforcement for the hinge rivets. If you have already completed the vertical fin shearweb installation, there is no need to redo it.

Page G-150, FIGURE (G-76):

The correct alloy designation for the angle used in the firewall ground bus is 2024-T3 (not 2024-73). Use AN526-8R7 screws and MF1000-08 nutplates to mount the ground bus.

Page G-209, second note:

Use standard vinylester resin for all laminating and bonding to the cowling described in subsections R and S. Dow Derakane 510C350 fire retardant vinylester resin is supplied with our optional engine air induction system kits.

Page G-237, first paragraph:

Engine air inlet and filter systems for both carbureted and injected engines are available from the Glasair Options Catalog.

Page G-376, FIGURE (G-204):

The mounting for the lower end of the 110 lb gas spring is similar, but not identical, to the mounting shown for the upper end. Use an AN5-20 bolt at the lower end, as described in the text on page G-377.

  
**STODDARD-HAMILTON**  
AIRCRAFT, INCORPORATED

MODEL GLASAIR II	ASSEMBLY NAME RG ADVANCE REVISION NOTICE	REVISION	DATE 4/01/92	VOLUME	PAGE 2 of 2
---------------------	---	----------	-----------------	--------	----------------