

GLASAIR II-S FT ADVANCE NOTICE OF REVISION

Page 1-13: Change dates for Revision A to 5/31/87.

Page C-55, FIGURE (C-42) and first sentence in Step K-2: Change "MSP-42" to "700-0042-001".

Page C-100, Steps U-3 and U-4: Delete references to static lines in the wings. The static system for the Glasair now uses fuselage mounted ports.

Page C-125, second note: Change "H ribs" to "I ribs".

Page C-210, FIGURE (C-148): Change "Cabosil/Resin Mixture" to "Mill-Fiber/Resin Mixture".

Page D-105, Step K-8; Page D-107, Step K-12: For later II-S FT kits, different hardware is used to fasten the shock truss assembly to the nose gear strut. If the rubber shock absorbers shipped with your kit do not have the molded in through-bolts, contact our Builder Support department for details.

Page D-179, FIGURE (D-107): The material for the drain valve mounting plate is .063" thick 2024-T3 aluminum sheet.

Pages E-12 through E-14: Since the shape of the aft vertical fin shearweb has been changed, as shown in FIGURE (E-5A), the installation of the foam wedges will change. Build up the right side of the shearweb with additional pieces of foam to make a flat surface for installing the wedges.

Page G-122, first sentence in first note: The instrument panel is in the same position **relative to the windshield** as on earlier Glasair kits.

Page G-285, first sentence: Use SHIELDED wire on all **magneto wire connections**, and ground to the nearest ground (-) bus.

Page G-456, FIGURE (G-268): Change "Header Tank Fuel Pickup Fitting" to "Bulkhead Fitting."


STODDARD-HAMILTON
AIRCRAFT, INCORPORATED

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