GLASAIR II-S RG ADVANCE NOTICE OF REVISION

NOTE: We would normally publish a complete revision for the Glasair II-S RG at this time. Since we are still working out some of the details of changes that will be required for the repositioned wing on kits with serial numbers 2178 and later and for the stretched forward fuselage on kits with serial numbers 2200 and later, we will delay publishing the revision until these details have been finalized.

SECTION B, Horizontal Stabilizer-Elevator Assemblies:
Because of the larger stabilizer and elevators for Glasair II-S kits with serial numbers 2200 and above, there will be several changes to this section. The most obvious changes will be the placement of the ribs and hinges. We are also revising the elevator counterweight system for the new empennage; the size of the tip counterweights will be reduced, and a central internal counterweight will be added to the elevator actuator arm. The new system will use less total weight to counterweight the elevators.

Page C-63, FIGURE (C-44); **Page C-64**, last paragraph:
Change "AB3-2A rivet" to "700-0003-002 rivet".

Page C-139, 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-14, first paragraph; **Page D-16,** last paragraph:
Since the fuselage forward of the windshield has been stretched 6" on Glasair II-S kits with serial numbers 2200 and above, segment AB of the upper fuselage seam requires six 3-1/2" x 26" pieces of bidirectional cloth.

Page D-19, first paragraph in Step B-10, third paragraph in Step B-11:
For Glasair II-S kits with serial numbers 2200 and above, each of the two JH segments of the belly section seams requires six 3-1/2" x 24" pieces of bidirectional cloth.

Page D-35, FIGURE (D-16); **Page D-36,** Step C-2:
For Glasair II-S kits with serial numbers 2200 and above, position the fuselage reinforcement rib 20-1/2" aft of the cowling attach flange joggle.

Pages D-58 and following, Nose Gear Wheel Well Installation:
For Glasair II-S kits with serial numbers 2200 and above, the size and shape of the nose gear wheel well will be changed to accommodate the rudder pedal assembly center support bracket. Also, the position of the wheel well relative to the fuselage reinforcement rib will change for these II-S kits. Details of these changes have not been finalized at this time.

Pages D-147 and following, Rudder Pedal Assembly Installation:
For Glasair II-S kits with serial numbers 2200 and above, the rudder pedal assembly is positioned 6" farther from the firewall than shown in the existing instructions. This difference requires multiple changes to the instructions. Again, the details of these changes have not been finalized at this time.

Page D-161, FIGURE (D-98) and first paragraph:
For later Glasair kits, the brake master cylinder push rods are already drilled to size.

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 E-41, FIGURE (E-31); **Page E-42,** Step F-11:
The seam tape is no longer supplied in Glasair kits. For the bottom seam on later Glasair kits, use four 2" x 24" pieces of bidirectional cloth cut on the 45° bias. For the top seam, use four 2" x 27" pieces of bidirectional cloth cut on the 45° bias. When applying the seam laminates, be careful not to stretch them; maintain the full 2" width.

Page F-13,, FIGURE (F-12):
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-13), without affecting the symmetry of the hinge assembly.

Page F-32, insert this note just before Step F-4:
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-21, FIGURE (G-9):
For Glasair II-S kits with serial numbers 2200 and above, this illustration will change to show the new shape of the nose gear wheel well and the revised relationship of the rudder pedal assembly to the firewall.

Page G-32, Step C-7:
For Glasair II-S kits with serial numbers 2200 and above, extensions will be installed between the rudder pedals and the springs.

Page G-49, FIGURE (G-24) and Step E-7:
For Glasair II-S kit serial numbers 2178 through 2184, position the leading edge of the wing 17.5" aft of the cowling attach flange joggle. For Glasair II-S kit serial numbers 2200 and above, position the leading edge of the wing 23.5" aft of the cowling attach flange joggle.

Pages G-95 and following, Seat Back Fabrication and Installation:
Since the wing is moved aft 1.5" on Glasair II-S kits with serial numbers 2178 and above, but the seat back remains in the same position, the lower edge of the seat back will be angled aft to meet the relocated aft edge of the seat pan for these kits.

Page G-143, FIGURE (G-80):
For Glasair II-S kits with serial numbers 2200 and above, the distance from the firewall to the instrument panel will be 30-3/4".

Page G-200, FIGURE (G-115); **Page G-201,** FIGURE (G-116):
Add this title to both illustrations: "STANDARD 150/160 HP BACK PLATE SHOWN."

Page G-377, FIGURE (G-217); **Page G-378,** last paragraph:
Use an AN5-7A bolt, instead of an AN5-6A bolt, for the upper end of the 110 lb gas spring.