

GLASAIR II-S RG ADVANCE NOTICE OF REVISION

Page B-38, last note on page: Change the text to read, "Trim the curved leading edge of the elevator panel **locally, in the area of the hinges, just enough...**"

Page C-42, FIGURE (C-31) and first sentence in Step J-2: Change "MSP-42" to "700-0042-001".

Page C-132, Steps AB-2 and AB-3: Delete references to static lines in the wings. The static system for the Glasair now uses fuselage mounted ports.

Page C-155, FIGURE (C-111): Change "AN364-428A NUT" to "AN365-428A NUT".

Page C-268, FIGURE (C-174): Change "Cabosil/Resin Mixture" to "Mill-Fiber/Resin Mixture".

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-142, first sentence in first note: The instrument panel is in the same position **relative to the windshield** as on earlier Glasair kits.

Page G-312, first sentence: Use shielded wire on the **magneto wire connections**, and ground to the nearest ground (-) bus.

Page G-414, FIGURE (G-237): Change "Header Tank Fuel Pickup Fitting" to "Bulkhead Fitting."


STODDARD-HAMILTON
AIRCRAFT, INCORPORATED

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