

GLASAIR II-S TD ADVANCE NOTICE OF REVISION

Page C-114, beginning paragraph: The procedure will change slightly. Mix up a 350 gram batch of resin, paint the upper spar cap and allow it to get tacky and then position the fiberglass mat. This helps prevent the mat from slipping when pressure is applied to bond down the upper panels. Mix up a 650 gram batch and proceed as before.

Delete the second paragraph: (NOTE: Some builders... etc.).

Add to end of third paragraph: Using a caulking tube and gun, run a generous bead of mill fiber mixture down the center of the spar cap.

Change the fourth paragraph: (NOTE:) to add extra mill fiber mixture to the "I" rib, not the "H" rib.

Page D-111, Step J-9, Figure (D-63) and last paragraph: Add **NOTE**: If your gear legs measure 1.30"-1.40" thick at this point use AN4-20A bolts.

Page D-165, first paragraph (below the note): The text incorrectly refers to the rear fairing attach bracket being shown full size in Figures (D-95, 96 & 97). The correct dimensions for the bracket are 2.0" long, .50" wide and .75" tall.

Page F-6, Add this note between the others: **NOTE**: At the outboard ends the aileron counterweight arm cutout will be trimmed through the wedge.

Page G-194, the Note, after the second sentence add: It is useful to construct a "paddle" of plywood with a hole cut in one end in the shape of the propellers airfoil. This will give you leverage to twist the blades throughout their pitch range to check for the proper 1/8" clearance.



MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR II-S	TD ADVANCE REVISION NOTICE		1/19/94		1 of 1