

GLASAIR II TD ADVANCE NOTICE OF REVISION

Page 2-7:

The shelf life of the standard Dow Derakane 470 blend vinylester resin is, at most, three months.

Page 2-17, add this text to the last paragraph:

If desired, add just enough Cabosil to the mill-fiber mixture to thicken it to help prevent the mill-fibers from separating from the resin.

Page 2-18, replace the first sentence in the second paragraph with this text:

Cabosil is mixed into catalyzed resin for use as a filler or as an adhesive for non-structural bonds.

NOTE: Cabosil mixture is no longer specified for structural bonds, such as for bonding the stabilizer panels together. Use Cabosil only for non-structural bonds, such as for the wingtip lenses and the wing root fairings. The Instruction Manuals will be revised to reflect this change. If you have already used Cabosil for a structural bond, however, it is impractical and unnecessary to redo the work.

Page B-8, add this text to the end of the third paragraph:

This may lift the panel off the surface of the table, which is acceptable. It is not necessary for the stabilizer panel to contact the table as shown in View A-A of FIGURE (B-5).

NOTE: The goal in jiggging the stabilizer panel is to achieve a symmetrical finished stabilizer: both the stabilizer leading edge and the centerline of the stabilizer shearweb must be parallel to and a distance equal to the X dimension from the work table for the stabilizer's entire length. See FIGURE (B-6) for clarification. This guarantees that the upper and lower stabilizer surfaces will have the same dihedral and that the stabilizer hinges, when positioned in a straight line with each other, will all be centered vertically on the stabilizer shearweb. The leading edge of the stabilizer may not be perfectly straight, making it difficult to achieve the X dimension for its entire length. Do your best to jig the stabilizer so that a horizontal plane parallel to and a distance equal to the X dimension from the work table would intersect both the entire leading edge of the finished stabilizer and the entire centerline of the stabilizer shearweb.

Page B-19, replace the last sentence in the last note on the page with this text:

The parts of the outboard hinge brackets that contact the stabilizer shearweb can be relieved to fit the brackets into place, if necessary, but do NOT relieve the hinge brackets around the pivot bearing areas to provide trailing edge clearance. The thickness of the metal around the spherical bearing must not be reduced.

Page B-31, first paragraph; Page C-136, first paragraph:

We no longer recommend using body putty on the wing and empennage leading edges. Since body putty is flexible, it allows the surface finish to flex slightly when impacted by rain drops at high speeds. The flexing eventually weakens the surface finish, leading to chipping and erosion. Instead of body putty, use a Cabosil or mill-fiber mixture.

Page B-55, first sentence in the second paragraph:

Change the 1/4" radius to a 3/16" radius. Also, delete the note; the seam tape is no longer used.

Page B-64, FIGURE (B-40):

The reference to FIGURE (B-34) should be to FIGURE (B-39).


STODDARD-HAMILTON
AIRCRAFT, INCORPORATED

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Page D-5:

FIGURE (D-2) will be revised to make it clear that the four-layer main wing attach reinforcements extend down over the unidirectional roving wing cutout stiffeners and are trimmed even with the stiffener's lower edge.

Page D-41, last paragraph:

Change "medium Q-cell mixture" to "thin Q-cell mixture."

Page D-158, FIGURE (D-94):

Change the 1/8" dimension to 1/4" to agree with the text.

Page D-162, replace the first sentence in the fourth paragraph with this text:

Square the stabilizer to the fuselage by measuring equal distances from a point on the fuselage centerline near the firewall to the tips of the stabilizer.

Page D-169:

The tail tie-down installation instructions will be added before Step P-12. If you need these instructions before the next revision is published, contact our builder support department.

Page E-60, FIGURE (E-41):

Section B-B will be revised to correctly show the upper end of the vertical fin without a foam core.

Page G-131, last sentence in third paragraph:

The new address for the AeroElectric Connection is: AeroElectric Connection, Medicine River Press, 6936 Bainbridge Road, Wichita, KS 67226-1008.

Page G-230:

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

Page G-354, first paragraph:

If thinner washers are needed to assemble the actuator bars onto the latch handle pegs, use AN960D10L washers instead of AN960-10L washers.

Page G-412:

The information contained in Service Bulletin 115 will be added here.



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