

GLASTAR SERVICE BULLETIN 2

Subject: Rudder Assembly



Note This Service Bulletin duplicates the addendum entitled "Rudder Assembly Notes" that was included in early copies of the *GlaStar Assembly Manual*. The two publications can be considered interchangeable; this Bulletin is issued solely to bring the information contained in the addendum into conformity with our standard Advisory Publication system.

Applicability: Kits #5002 through 5102, inclusive (may not apply to all kits in this range)


Discussion: Design changes occurred between the first and second production runs of rudder skins (P/N 301-00001-01) and main rudder spars (P/N 301-00003-01). These changes were minor, and the original parts were shipped with early kits since they can easily be adapted for use.

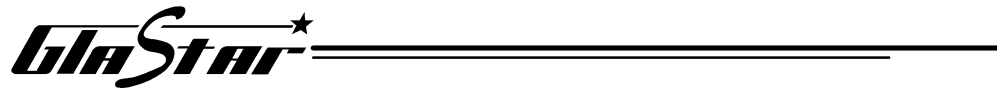


Note Kits #5002-5102 may have a **first-run skin**, a **first-run spar**, **both** or **neither**; only by inspecting the parts can you determine for sure whether this bulletin applies to your GlaStar. Descriptions of the first-run parts follow:

A) Skin: First-run rudder skins have an extra pre-punched pilot hole on each side in the bottom-most line of holes. These are the holes for the rivets that secure the skin to the **root rib**. (See Figure 1 in "SECTION III: RUDDER ASSEMBLY" in the *GlaStar Assembly Manual* to identify the parts.) Current skins have **nineteen** holes per side, while first-run skins have **twenty**. The extra hole is the **aft-most** one on each side.

B) Forward Spar: First-run forward spars are notched at the top end to accommodate the **tip rib**. However, the notch is too narrow, and if the tip rib is forced into place between the protruding "ears" of the notch, it will cause the "ears" and the overlying skins to bow outward, which is unacceptable. For this reason, the notch is eliminated in the current spar design.

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Recommended Action:

If you determine that either one or both of your rudder parts are first-run, take the following actions as appropriate:

A) Extra Pilot Holes: Fill the two extra holes with dummy rivets. Drill the holes to size with a #40 bit and deburr them as you would any other rivet holes; then install a 3/32" universal head (AN470AD3) rivet in each one. It is best to drive the two dummy rivets before installing the skin for the final time—the distance between the rudder skins at the location of the two extra holes is too small to allow easy access with a bucking bar or a rivet squeezer. If the dummy rivets interfere with the end of the root rib, trim the root rib as necessary for clearance.

B) Notched Spar: Simply cut off the "ears" of the spar to allow the tip rib to fit into place between the skins. Shorten the spar itself if necessary so that the spar does not contact the tip rib when the rib is in position between the skins. The tip rib will not be riveted to the spar, but to the skins only. You may also have to trim the **aft spar** (P/N 301-00004-01) slightly to allow the tip rib to fit into place between the skins.

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