

GLASTAR SERVICE BULLETIN 6

MANDATORY

Subject: Main fuel tanks

Applicability: Kits #5022, 5026, 5051, 5120, 5121 and 5130

Discussion: Due to a design oversight, the first-run, main fuel tanks are about 1/4" too long to fit between Main Ribs 1 (the root rib) and 2 with sufficient clearance for the silicone rubber bumpers specified in the *Assembly Manual*. It is unacceptable for the aluminum tanks to come into direct contact with either rib, and so the wing assembly procedures must be altered slightly to accommodate the longer tanks.

Required Action: The solution to this problem is simply to swap Main Rib 2 from the left wing to the right and vice versa. In "SECTION VI: WING ASSEMBLY" of the *Manual*, Figure 31 specifies that a **left-flange main rib** [Key No. 3] be used for Main Rib 2 in the **left wing**. Instead, substitute a **right-flange main rib** [Key No. 4] in this position. On the **right wing**, use a **left-flange main rib** in the Main Rib 2 position.

The effect of this swap is to move the **web** of Main Rib 2 **outboard** by the width of the rib flange, which is 0.63". Not all of this gain is useable by the tanks, because the flared edges of the lightening holes in the rib web will now point **inboard**, but this nevertheless provides sufficient clearance for the tanks, which should be installed according to the standard procedures described in the *Manual*.

The rib swap does introduce two minor complications you should be aware of. First, because the lightening hole edges now point inboard, you should take extra care when forming your silicone bumpers to ensure that these edges are adequately cushioned. Second, when riveting on the upper wing skins, you will have to reach through the lightening hole in the spar web **and** a lightening hole in the rib web in order to buck the rivets through the upper flange of Main Rib 2. This will be slightly more awkward than the standard bucking procedure but not overly difficult.

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