

ADVANCE NOTICE OF REVISION

(This notice **supplements** all earlier notices)

Section V: Elevator Assembly

Pages 75–75.2: The text and illustrations for Step 61 will be changed to specify that the trim tab counterweight is necessary for **manual trim installations only**. Builders installing electric elevator trim may omit all work involving the **trim tab counterweight arm** (Key No. 23). Because the counterweight arm will not be installed, builders using electric trim may also fabricate their trim tab control horn per the dimensions in Figure A, rather than those given in manual Figure 39.1.

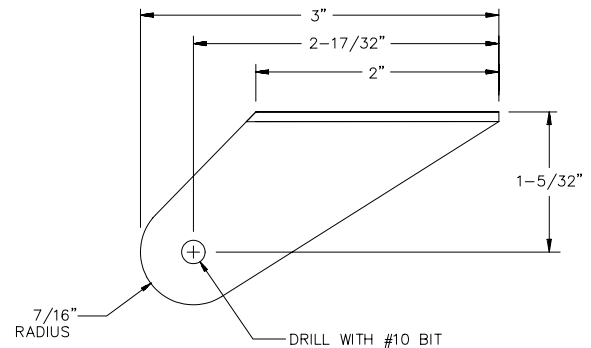


Figure A: Trim Tab Control Horn Dimensions for Electric Trim

Page 86: A Note will be added to Step 67 specifying that it applies to **manual trim installations only**.

Page 93: A Note will be added to Step 77 specifying that it applies to **manual trim installations only**.

Section VI: Wing Assembly


Page 194: A note will be added to Step 59 calling attention to the maximum allowable clearance between the cotter pin cable guard and the pulley.

Page 195: A dimension will be added showing the 1/16" maximum allowable clearance between the cotter pin and the AN210-3A pulley in Figure 90. The 1-1/8" dimension will be changed to 1-3/32".

Section IX: Systems Installation

Page 8: The Part No. for "Lower tailwheel spring" (Key No. 222) will be changed to 401-09001-13. (Dash 07 springs supplied in earlier kits are still serviceable parts.)

Page 61: In Figure 24, the 1-7/8" dimension for both the inboard and outboard guards will be changed to 1-27/32". A note will be added to reference the maximum allowed clearance shown in Figure 24.

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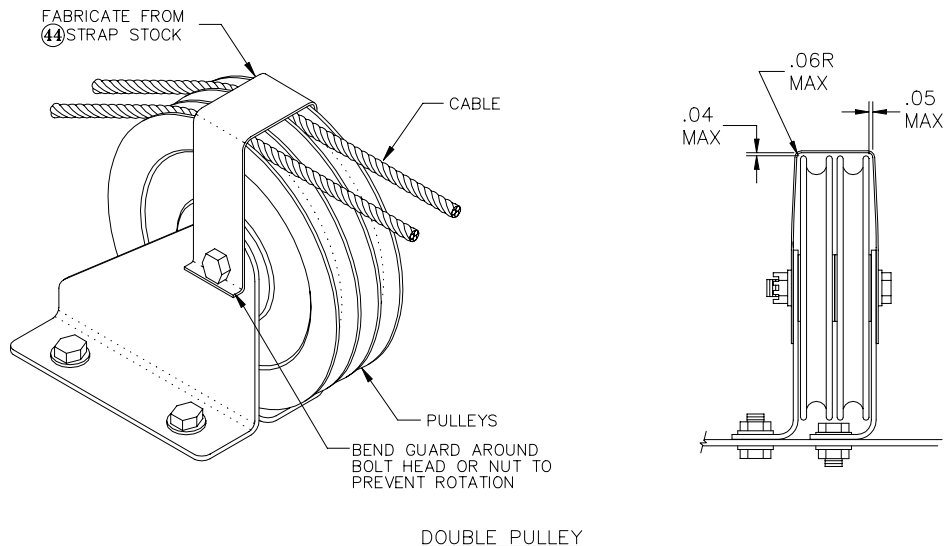
Page 64: The 1-7/8" dimension shown in Figure 27 will be changed to 1-27/32". The 1-1/8" dimension will be changed to 1-3/32". A note will be added to both dimensions referencing the maximum allowed clearance as shown in Figure 29.

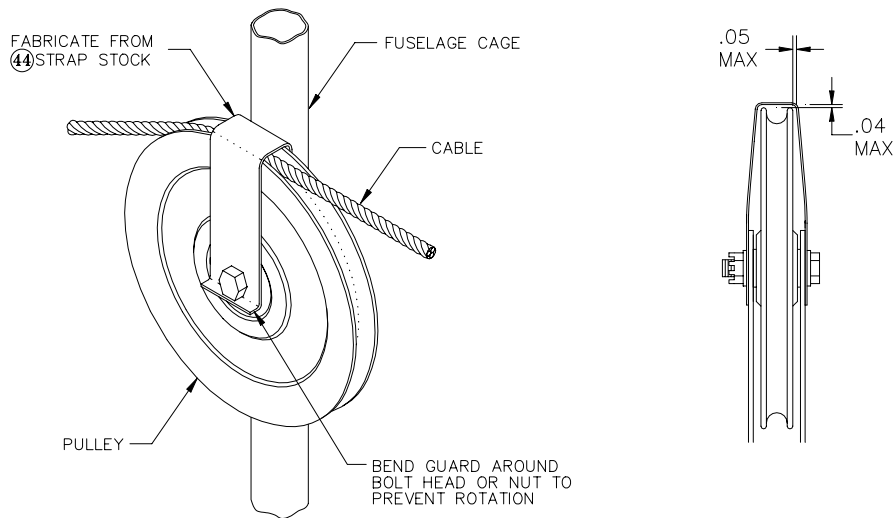
Page 79: The 1-1/8" dimension will be changed to 1-3/32".

Page 172: The highlighted note will be changed to read: Each cable guard using cotter pins, clevis pins or other welded structure must not exceed a maximum clearance of 1/16" from the edge of the pulley to effectively retain the pulley.

Step 48: The second paragraph will be changed to read as follows: Fabricate guard straps for the remaining pulleys from the supplied cable retainer strap stock [44], as shown in Figure 94. Bend the guards over a wooden or metal form block with a maximum corner radius of 1/16" using a plastic or hard rubber mallet. For guards that fit over a single pulley, use a form block that measures .48"; for guards that fit a double pulley, use a .96" form block. To Drill the holes for mounting the bolt, clamp the strap over a wooden block, and use a drill press to drill through both legs of the strap and block all at once. In all cases, make sure the finished guards meet the clearance limits as shown in Figure 94. Deburr and corrosion-proof the finished straps.

Page 175: Figure 94 will be replaced with this figure.





SINGLE PULLEY

Page 268: In the last sentence of Step 95, the reference to the 1/2" X 3/4" slot will be changed to indicate the 5/8" width of the slot in the current -13 springs.

Pages 278–279: The text of Step 101 and Figure 161 will be changed to show the new parts required for installing the tailwheel assembly on the current -13 lower tailwheel spring. In this current installation, an **AN970-8 large steel washer** is substituted for the AN960-816 washer shown indicated in the text and figure. Additionally, an **NAS75-8-011 plain steel bushing** is installed between the large washer and the middle tailwheel spring. This bushing fits into the new, larger slot in the -13 lower tailwheel spring.

Builders whose kits included the earlier -07 lower tailwheel spring should continue to follow the instructions as presented in Revision C. GlaStar Service Bulletin 42 outlines inspection, upgrade and/or replacement procedures for builders with -07 springs.


Section X: Final Assembly

Page 4: The quantity of AN364-1032A nylon self-locking nuts (Key No. 120) will be reduced to ninety-nine (99).

Page 5: The AN509-10R13 flush-head machine screws (Key No. 134) will be deleted. Also, the quantity of AN970-3 large steel washers (Key No. 156) will be reduced to seven (7).

Page 7: The following parts will be added to the MANUAL TRIM SYSTEM PARTS LIST:

Key No.	Part Name	Qty.	Part No.
193.1	Nylon self-locking nut, 10-32	2	AN364-1032A
193.2	Flush-head machine screw, #10 X 13/16	2	AN509-10R13

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193.3 Large steel washer, #10

2 AN970-3

Page 313: A Note will be added to Step 166 specifying that it applies to **manual trim installations only**.

Page 316: A Note will be added to Step 167 specifying that it applies to **manual trim installations only**.

Page 317: In Figure 183, the key numbers of the parts shown will be changed as follows: Key No. 120 will become Key No. 193.1, Key No. 134 will become Key No. 193.2, and Key No. 156 will become Key No. 193.3.

The logo for New GlaStar LLC, featuring the word "New" in a small font, "GlaStar" in a large, stylized font, and "LLC" in a smaller font to the right.	REVISION: -	DATE: 3/13/03	PAGE: 4 of 4
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