MAN-XXHR — Mandatory, accomplish the change at next convenient maintenance interval or within XX flight hours whichever comes first.

DES — Desired - strongly recommended but not requiring grounding of the aircraft.

OPT — Optional - does not effect flight safety.

OBS — Obsoleted by a later change.

MEO — Minor error or omission.

VARIEZE PLANS CHANGES

There are no VariEze plans changes this issue.

LONG-EZ PLANS CHANGES

NOTE: Plans change LPC #116, CP 37, this is a mandatory change.

CAUTION: A number of builders have not installed the metal shields in the wing root areas as called out in Section I, Page 23-3 of Long-EZ plans. It is possible that exhaust system radiated heat can damage the foam in the root of the wing. The metal shield eliminates this problem.

SOLITAIRE PLANS CHANGES

SPC #24 - Section I, Page 8-4. Top paragraph, right column, call out of 6" x 6" x .025 aluminum should be one 6 " x 6" x .032 2024T3 and two 5" x 6" x .032 2024T3 aluminum. Note, the outboard one is 6" from the end of the elevator.

SPC #25 - Section I, Page 2-2. Spruce and Wicks parts list. Change 134" 1/2" dia. steel to 136".

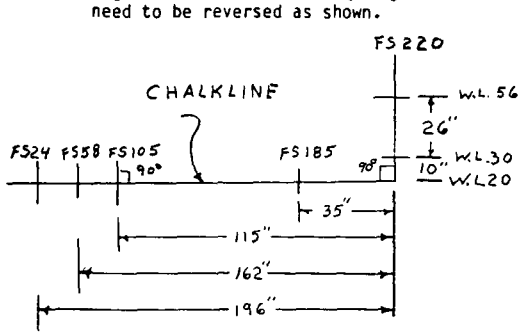
SPC #26 Section I, Page 5-1, Step III. Bulkhead placement.Bulkheads 22.5, 45 and 72 are located aft of the scribe line. Bulkhead 112.5 is located in front of the scribe line at 112.75 and bulkhead 132.2 is located foreward of the scribe line at F.S. 132.3.

SPC #27 Section I, Page 8-6. Rivets. 13 lines up from the bottom left hand column calls out MS20426-3-4 change to MSC-32, Page 6-1, Step I, line 18 calls out AW426-3-7-4A change to MSC-32 pop rivets. Page 6-1, Step II last sentence calls out BSC-44 pop rivets change to Avex 1604-0412.

SPC #28 Section I, Page 7-5, Detail A. Change the bolt call out from an AN3-10A to an AN3-11A. these are the rudder pivot bolts.

SPC #29 Section I, Page 5-1, Step II. Second sentence above figure 5-4 says to coil up 4 inches of tubing and tape it to the fuselage side. This should be 4 feet.

SPC #30 Section I, Chapter 5. The overview calls for the right fuselage half to go down into the fixtures which are setup on the floor. But the rest of the chapter calls out the left half. Although either half would work, it is probably simpler to put the right half in the fixtures because this is the half with the double joggle and cleanup of excess micro would be simpler. In order to put the right half in the fixture, figure 5-1 would need to be reversed as shown.



REVISED FIGURE 5-1

SPC #31 Section I, Page 703, Step IX. After the sentence which reads "wet this out only to 1" and the tape will stick", add the sentence "apply a second ply UND at -45° overlapping 1" onto the vertical. Lap this at the top and tape down as you did the first ply, wetting only 1"". The first ply was installed at +45°.

SPC #32 Section I, Page 11-2. At the end of the page, add: the interior layup, slurry the foam inside the nose cone and lay up one ply of BID overlapping as necessary. This ply laps across the shear web of the canard. Layup a second ply of BID 2.5" wide from the lip inboard as shown in Figures 11-4 and 11-6 all around the attach area. Lap 1" as necessary. Peel ply the edges and knife trim when ready.

SPC #33 Section I, Page 7-5. The hole for the rudder hinge pin in the SRH-4 and SRH-8 are called out as .312 diameter. Change this to a #12 drill to fit an AN3-11A bolt.

SPC #34 Section I, Page 9-2. The third drawing from the top of the page shows the dimension from B.L. 11.5 to B.L. 179.5 as 238.5, change this to 168.0" as shown on the drawing above on Page 9-2.

SPC #35 Section I, Page 9-1. Overview states the layout is for a right wing, change this to a left wing. All other drawings in this chapter show a left wing.

SPC #36 Section I, Page 6-1, Step I. Calls out to have K3000-3 nutplates installed onto the SRH-10, change these to MK2000-3. Change the call out on Figure 7-4 and in the bill of materials on page 2-2.

SPC #37 Section I, Page 2-2. Spruce and Wicks parts list of hardware reads 86" - 5/16" diameter steel rod (any steel). Change to 172" - 5/16" diameter steel rod (any steel).
NOTE: These and the 1/2" diameter steel rod in the next line on the parts list are counter balance weights. These can be installed in several short pieces. The prototype was done with 3 foot sections.

SOLITAIRE BUILDER HINTS

BH #4 Section I, Page 8-6, Step X, 12th line down. See Page 10-3 for a better explanation and pictures of how the hinge line system is installed.

BH #5 Section I, Page 7-1, Step I. The trailing edge of templates A and B go on the end of the foam block with taper cut on it as shown in Figure 7-2. There has also been some confusion as to the fact that core A-B is cut from the same block as core C -D. After cutting the core C-D, remove the core and trim the block as shown in Figure 7-2. Then cut core A-B. Hold both cores in position before glassing to verify that the leading edge of the vertical stabilizer lines up with the leading edge of core A-B and that with the block in this position the trailing edge of core A-B and the rudder trailing edge, core C-D are also in alignment.

BH #6 Bulkheads taped in place with one ply of BID each side wherever you can reach.

BH #7 Section I, Page 9-2, Step III. When joining the spars to the wing core it is a good idea to round the corner on the foam wing cores where the glass skins will lap onto the spar before microing the spar in place, rather than afterwards as called out in the plans. A drawing showing the 0.2" radius is shown on Page 9-3.