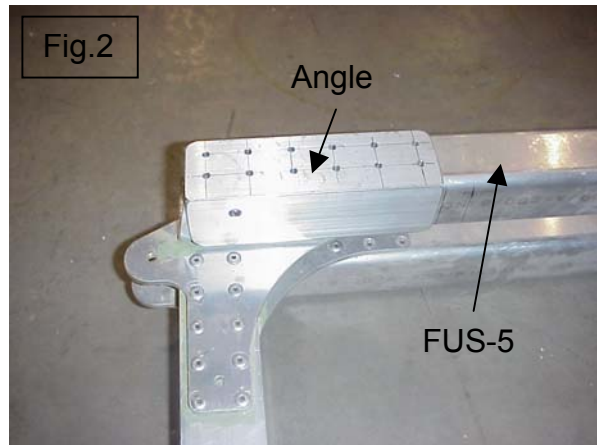
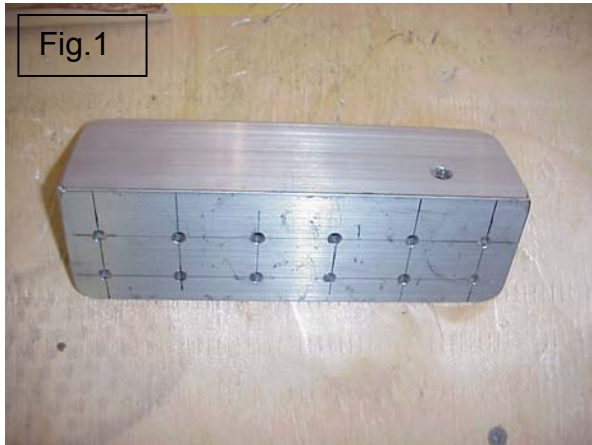


A large number of Rebels and several Elites are flying with spring gear and have given no service problems in the gear attach area. This includes the factory demonstrators. However, a number of aircraft have shown cracking problems around the ends of the forward FUS-5, where the front 5/16" clamping bolt passes through. This appears to be caused by some confusion with the manual, and that this area gives little room for engineering errors. The following modification reinforces the entire area, is optional on existing aircraft, and can be ordered from shipping at minimal cost, but is included as standard on all new kits.

- 1/ Use these instructions at chapter 14.3 in the Rebel manual, and chapter 9.7 and 10 in the Elite manual.
- 2/ Locate the 2" X 2" 3/16" angle. Cut two lengths 6 1/2" long. The angle must lie flush with the end of the FUS-5, but clear the SG-3.
- 3/ Lay out a rivet pattern as shown in Fig.1. Drill at #40. Be careful to miss any existing holes, respect at least 1/2" edge distance from the ends, and make sure your horizontal rivet lines keep at least 1/4" from the start of the radii of the FUS-5.
- 4/ With the floor skins and SG-14 and SG-8 with the Rebel, and FUS-428 and FUS-429 with the Elite in place, position the angle as in Fig. 2, PRIOR to drilling the 5/16" holes.



- 5/ Drill through your #40 holes into the FUS-5, open the holes up to #11 and cleco firmly in place.
- 6/ Go ahead and drill out the 5/16" holes as indicated in the manual through the whole assembly.
- 7/ The angle is riveted on the vertical face with RV-1621's, and the rivet line that holds the SG-14 and 8/ FUS-428 and FUS429 in place is carried onto the horizontal face of the angle, with RV-1621 's.