

# VAN'S AIRCRAFT

## TOTAL PERFORMANCE

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### REVISION DESCRIPTION:

#### ***RV-12iS/ULS Kit Assembly Instructions changes, published December 17, 2018***

##### **Page 12-08 REV 1:**

New "Step 6: Machine countersink the F-1294A as shown in Figure 3.", renumbered subsequent steps.  
In Figure 3, "8X AN507C632R8" was "AN526C632R8, 8 PLACES", added "8X MACH CSK" callout.  
Depending on construction, dome head screws could contact stabilator skin.

##### **Page 17-04 REV 3:**

Added new Step 3, "Prime the mating surfaces between the W-1201C-L Wing Walk Doubler and W-1201 Inbd Wing Skin to prevent corrosion.". Renumbered subsequent steps.

##### **Page 22iS/U-05 REV 1:**

In Figure 2, updated "DO NOT RIVET!" call outs to include outboard most holes in F-01201B-1. Holes are used in 29iS/U-04 to attach F-1295-L & -R.

##### **Page 23iS/U-01 REV 1:**

"F-01204J-R BULKHEAD FLANGE CAP" was "F-01204J BULKHEAD FLANGE CAP, 2 PLACES".

##### **Page 23iS/U-02 REV 1:**

Before Step 3, added "CAUTION: If not properly secured/positioned, the ½ inch socket in the following step can be ejected from the vise at high velocity."

Added to Step 3, "Alternatively, the F-01255-L-1 can be placed face down on a flat surface and the vertex can be hit with a heavy soft faced hammer."

##### **Page 23iS/U-02 REV 2:**

In Step 3 and Step 4 re-write text to clarify that the twist and splay of the angle should be progressive from none at the marked line to the full amount at the forward end of the longeron.

In Step 6 "F-01234-L-1 overhangs F-01255-L-1..." was "F-01234-L-1 should overhang F-01255-L-1..."

In Step 6 "With the forward edge of the F-01234-L-1 intersecting the marked line on F-01255-L-1 as shown in Figure 6,..." was "With the forward edge of the F-01234-L-1 flush with the marked line on F-01255-L-1,..."

In Step 6 "See Figure 1, Figure 2 and Figure 6" was "See Figure 1"

Add Figure 6 to show correct position of F-01234-L-1 relative to the forward end of F-01255-L-1.

##### **Page 23iS/U-04 REV 1:**

Before Step 1, added "NOTE: The two F-01204J are not symmetrical when installed (see locations of upper two #30 holes). A specific side must be countersunk to make a left and a right hand part."

"Step 1: Test fit the F-01204J to the F-01204F-R-1 and F-01204G-R to verify which side should be countersunk. Machine countersink the rivet holes in one of the F-01204J to create the F-01204J-R as shown in Figure 1." was "Step 1: Machine countersink the rivet holes in F-01204J as shown in Figure 1."

In Step 2, "F-01204J-R" was "F-01204J".

##### **Page 24iS/U-07 REV 1:**

In Figure 1, "...DO NOT RIVET THE FOUR HOLES..." was "...DO NOT RIVET THE FIVE HOLES...". Updated call out accordingly.

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ADS-B receiver brackets/doublers only use four holes.

**Page 29iS/U-07 REV 1:**

"Step 4: Cleco together, then match-drill #30 all of the rivet holes in both WD-1204 into the F-01202B-1." was "Step 4: Final-Drill #30 all of the rivet holes in both WD-1204."

In Figures 1 and 2, updated depiction of F-01202B-1 to show revision 5.

**Page 29iS/U-09 REV 2:**

"Step 1: Rivet the F-01201Q-L-1 & -R-1 to the F-01201E-L-2 & -R-2. Place the manufactured heads of the rivets on the outboard sides of the F-01201E-L-2 & -R-2." was "Step 1: Rivet the F-01201Q-L-1 & -R-1 to the F-01201E-L-2 & -R-2."

Manufactured rivet heads on outboard side allow more room for battery.

"Step 5: Cover the head of each rivet on the F-01201A-1, F-01201B-1, F-01202C-1 with a thin layer of fuel tank sealant." was "Step 5: Cover the head of each rivet on the F-01201A-1 and F-01201B-1 with a thin layer of fuel tank sealant."

Instruction to seal firewall bottom was missing.

**Page 37iS/U-20 REV 2:**

In Section A-A, "1/2 [12.7 mm]" was "3/8 [9.5 mm]" between radiator and cowl AND between oil cooler and cowl.