

KPC's - April 2006

KPC 190

Affects: Standard Elite Fixed Gear
Manual Section: "Fuselage" [06 EGF - 6.7.3](#)

Date of Change: 4/21/2006
Type of Change: Incorrect figure reference

Nature of Change: Previously, there was a reference in 6.7.3 to 'fig.10-27' - the correct reference is to fig. 6-27 on the preceding page.

KPC 191

Affects: All RG's
Manual Section: "Landing Gear" [07 EGR - 7.2.1](#)
[07 XLR - 7.2.1](#)

Date of Change: 4/21/2006
Type of Change: Illustration corrected

Nature of Change: The captivator for the RG nose gear installation is installed with 2 wide area washers on the front side of the canard bulkhead as described in the plans. The old drawing showed a thick plate which does not exist in the kit - and could not be used in any case due to space constraints.

KPC 192

Affects: All RG's
Manual Section: "Landing Gear" [07 EGR - 7.8.1](#)
[07 XLR - 7.8.1](#)

Date of Change: 4/21/2006
Type of Change: Illustration corrected, text corrected

Nature of Change: Fig. 7-51 and the accompanying text mention the conflicting use of #8 and #10 machine screws to attach the nose gear slide guide assembly to the canard bulkhead. #10-32 machine screws should be used throughout.

KPC 193

Affects: All models
Manual Section: "Fuselage" [06 EGR - 6.5.1](#)
[06 EGF - 6.7.1](#)
[06 XLR - 6.5.1](#)
[06 XLF - 6.7.1](#)

Date of Change: 4/21/2006
Type of Change: Illustration corrected, text corrected

Nature of Change: Brake master cylinder assembly illustration contained conflicting bolt designations between AN4 and AN5. All bolts connecting master cylinder to bulkhead master cylinder box should be AN5's.

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KPC 194

Affects: All RG's
Manual Section: "Landing Gear" [07_XLR-7.6.3](#)
[07_EGR-7.6.3](#)

Date of Change: 4/21/2006
Type of Change: Sub-assembly redesigned

Nature of Change:

Fig. 7-39 showed all three rod ends in the retract main gear pulley system being bolted together with one AN3 bolt. We recently went to a different system which includes two small plates and 3 bolts so that all the rod ends are rotated flat and bolted to these plates. This allows for more differences in the movements of the gear legs as they are rotated to the gear-up position. All future kits will come with this system and all others can get these plates by calling the factory.

KPC 195

Affects: All models
Manual Section: "Wings/Winglets" [02_EGG-2.7.6](#)
[02_XLG-2.7.6](#)

Date of Change: 4/21/2006
Type of Change: Illustration corrected

Nature of Change:

Fig. 2-45 (02_XLG) and fig. 2-46 (02_EGG) updated to reflect accurate placement of BSP-4-6 pop-rivets

KPC 196

Affects: All models
Manual Section: "Canard/Elevators" [03_XLG-3.3](#)
[03_EGG-3.3](#)

Date of Change: 4/21/2006
Type of Change: Lay-up schedule changed

Nature of Change:

The new lay-up schedule presented is the factory method of building the canard which we have been using for some time. We recently noticed some builder discussion about confusion in the syntax of the previous A-E lay-up steps. We've decided to simplify the process by consolidating some of the steps, and updating the illustration to reflect the factory lay-up schedule.

KPC 197

Affects: All models
Manual Section: "Wings/Winglets" [02_EGG-2.7.6](#)
[02_XLG-2.7.6](#)

Date of Change: 4/21/2006
Type of Change: Diagram updated

Nature of Change:

Figure 2-47 (02_XLG) and figure 2-48 (02_EGG) updated. The illustration now mentions that the aileron hinges should be installed flush with the top surface of the aileron.