

Magazine Part	Subject	Changes
1	Wing Construction	<p>Note that the CAD drawings of the wing ribs and most of the steel parts are available on the Fly Baby web page</p> <p>In Figure 4-3, the shape of the Spar fittings was changed. This was included in the "Corrections" article, Part 11 of the series, published in Jan 1964. Basically, the taper of the spar fittings at the top of the diagram is increased. Part 11 also includes some alternate spar fitting shapes, but these are only used if the Fuselage corrections provided in Magazine Part 3 are not made</p> <p>In Figure 4-4, in the table of face-to-face lengths, change the listing for "C4". It was "25 3/16", and should be "25 13/16" (Changing three sixteenths to thirteen sixteenths)</p>
2	Wing Assembly	<p>In Figure 4-29, in the upper section, a note was added: "Note: have the short tube welded to the Bottom of the push rod, not the top as shown here." This is referring to the long push rod that runs through the wing section in the top diagram. About the middle of the diagram, right above where the hole is shown in the bottom plywood, you see a short section of tubing welded crosswise to the main pushrod. This is the short tube that should be on the bottom, instead.</p>
3	Fuselage	<p>In Figure 1-1 (Forward Fuselage Layout), Change</p> <ul style="list-style-type: none"> - The dimension between Station 1 and Station 3 to 25 1/2" - The dimension in the circle at Station 3 to 25 1/2" - The dimension in the circle at Station 5 to 52 1/2" - The dimension between Station 5 and Station 6 to 30 1/2" <p>In Figure 1-2 (Aft Fuselage Layout), Change</p> <ul style="list-style-type: none"> - The dimension between Station 8 and Station 10 to 19 1/4" <p><i>"Stations" are the numbers above the circled dimensions above the fuselage</i></p> <p>In Figure 1-3 (Fuselage Details), Change</p> <ul style="list-style-type: none"> - The 2" vertical dimension in Detail "A" (Upper left corner of Figure) from 2" to 2.75" - A note was added to Detail "H": "See Figs 1-12, 1-13" <p>Figures 1-2 and 1-3: Part 7 of the series (July 1963) added a Figure 3-9 to the Tail surfaces section, showing a change to a block location in Figures 1-2 and 1-3 for stabilizer installation.</p> <p>In Figure 1-7 (Detail C and Detail D), a note was added mid-page: "Note: Station 5 slopes like Station 3. Called in in Detail "C" to show that the filler blocks are solid."</p> <p>In Figure 1-8 (Top View and Bottom View Longeron Trusses), the Top View Longeron Truss <u>Only</u> is changed as follows:</p> <ul style="list-style-type: none"> - Station 3 is changed from 26" to 25 1/2"

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		- Station 5 is changed from 53" to 52 1/2"
4	Fuselage Secondary Structure	<p>In Figure 1-14 (Station Layouts By Halves), a large note was added: "Note that the top and bottom longerons project through this Station 1 bulkhead and that the plywood side skins also cover the sides of the bulkheads. See note on Fig. 1-1 and Detail A of Fig. 1-3."</p> <p>There is also a note in the text that "The lower portion of the No. 1 Former on Figure 1-14 is out of scale, so use the dimensions as written."</p> <p>Figure 1-17 is an oddity. Pete added details for the additional support for the biplane wings here in August 1964, but deleted them in April 1970 to include them in the new biplane addendum. None of the dimensions or details of the main drawing appear to be changed.</p> <p>Figure 1-23 was added for the plans release. It is an overall view of the wing-to-fuselage attachment system.</p>
5	Landing Gear	In Figure 2-5, lower left corner, right above the 3/8" clevis pin, change the dimension for the length of the axle from "6' 1"" to "61". In other words, the original dimension given was six feet one inch, but the correct dimension is 61 inches.
6	Tail Surfaces	<p>In Figure 3-4, a note was added to the middle of the diagram: "Note: Lower top hinge enough to allow bolt clearance below the diagonal fin spar. No one pointed out this discrepancy until May 1993." My interpretation is that the top "5 1/2" dimension needs to be longer...enough so that the bolts for the hinges on the Fin side clear the diagonal. Probably a good idea to wait to install this hinge until you can hold it up to the Fin.</p> <p>In Figure 3-6, a note was added: "Note: Move outboard hinges inward far enough to give bolt clearance from diagonal stabilizer spar and move inboard hinge far enough outboard to get hinge bolts clear of solid wood block between ribs." Same issue as above, really...note, on the diagram, how close the outboard hinge is to the diagonal spar.</p> <p>Note that Part 7 of the series (July 1963) added a Figure 3-9 to the Tail surfaces section, showing stabilizer installation</p>
7	Powerplant and Related Installations	Note that this section includes a drawing for the Tail Surfaces part
8	Controls	In Figure 6-6, on the Tail Wheel Steering horn, add a hole for a 3/16" bolt on the centerline of the horn, right below the "E" and "N" of "90°BEND". It should be on the centerline (horizontal line marked "SYM"), just to the right of the vertical line running from the spring-connection hole in the bottom. This is a for an AN3-17A bolt that will go down through the fitting through the lower curve of the rudder.

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9	Miscellaneous Details #1	<p>In Figure 6-8, for your own sake, build a different kind of seat. You'll thank me. The details of the mounting rails (on the upper right) are fine.</p> <p>In Figure 6-9, a note was added, with an arrow pointed to the slot where the shoulder harnesses emerge from under the baggage shelf: "NOTE: After nearly 10 years of use, the shoulder harness began to chafe at this point. Suggest adding tape here to prevent chafing."</p> <p>Per Figure 6-10, the original Fly Baby was eventually changed to put its Scott brake units horizontally (between the rudder pedals, with the pedals facing outboard) above, rather than under, the floorboards as shown. Pete notes in the 1972 update of the plans that they are easier to service in that location. Having had to service the brakes on N500F several times, I might question that. It's a pain in the neck, getting at the brakes from underneath the airplane, but it's a bigger pain crawling under the panel to get at them if they're on top. Look at this issue while you're building...</p>
10	Miscellaneous Details #2	<p>In Figure 6-15, a note is added at the top: "NOTE: The access door on the original FLY BABY was built as shown, increase side as shown by dotted lines." Basically, just extend the shape of the door to make it like a horizontal "D", all the way across this bulkhead. Pete originally designed the turtledeck with a half-size door because he was intending to make the turtledeck in two pieces. The full-size door is extremely better....</p>
11	Corrections	<p>Corrections to previously-published portions of the series.</p>
12	Assembly	<p>In Figure 8-1, on the wing spar pin, a note was added, with an arrow pointed at the small hole on the left side of the pin: "NOTE: Drill 1/16" hole for AN415-2 Safety Pin"</p> <p>In Figure 8-4, a note was added: "NOTE: Flying and landing wires should be finished with vibration dampers made of 3/8" wood dowels or equivalent tubing. Attach with tape parallel to wing ribs at locations marked "X". Also see three-view drawing and the photo page." The three-view drawing was published as part of the Introduction article in December 1962. Basically, the "arrows" on the landing wires (top of the wing) should be about midway between the fuselage and the attach point on the wing, and the ones on the flying wires should be about 1/3rd of the distance from the points where the flying wires attach to the wings.</p>
13	Covering Wing and Tail Surfaces	<p>In Figure 7-1, a note was added at the top: "NOTE: An alternate method of covering the leading edge is to use wider sheet aluminum in aircraft grades, like 2024 or 7075, wrapping it around in one piece from the top of the spar to the bottom. However, cover only one main rib to the next at a time."</p> <p>In Figure 7-1, a second note was added at the bottom, under the words, "Covering Procedure": "(for 44" wide fabric)</p>

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		In Figure 7-5, a second note was added and some additional sketches were added. The note said, "NOTE: See improved rudder and elevator seal style, made of two strips of fabric sewed down the centerlines before cementing in place." Basically, the two strips look like an "X" when looking down the end of the surface. However, see the "Proshold Gap Seals" on the Fly Baby web page for a much easier alternative: http://www.bowersflybaby.com/tech/gapseals.html
14	Covering the Fuselage	No updates