

Fly Baby Plans Revision List

June 2004

The following list was originally generated by Wolfgang Dertnig of Wagrain, Austria. It summarizes all the revisions of the plans.

All told, Peter M. Bowers issued eleven "Printings" of the Fly Baby plans, with the 11th given a print date of March 1990. However, he did make modifications to the plans between printings.

In any case, if your plans set is the Ninth Printing or later, you've already got all the major plans updates. If you've got the eighth printing, dated June 1971, you've got the majority of the updates.

From the June 1971 updates on, I've made some additions to Wolfgang's list... a specific description of the change made. For the most part, they were just small notes added. In many cases, the changes are minor updates to the background data (such as the photo page, Introduction, or discussion of the two-seater problem) and thus I haven't added any additional detail.

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Aug. 1964	1-5	Figure 1-2
Aug. 1965	1-20	Note
Aug. 1965	2-1	Section 2 - The Landing Gear

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Jul. 1967	1-14	Figure 1-8
Jul. 1967	1-18	Fuselage Secondary Structure
Jul. 1967	4-23	Wing Assembly
Jul. 1967	4-27	Aileron Construction
Jul. 1967	7-10	Figure 7-5

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Apr. 1970	no	Contents
Apr. 1970	c	The Plans
Apr. 1970	f	Work Practices
Apr. 1970	h	Construction Procedures
Apr. 1970	1-2	Fuselage - Bill of Materials
Apr. 1970	1-7	Figure 1-3
Apr. 1970	1-23	Figure 1-17
Apr. 1970	2-10	Figure 2-5
Apr. 1970	3-2	Tail Surfaces - Bill of Materials
Apr. 1970	4-2	Wing - Bill of Materials
Apr. 1970	4-3	Miscellaneous Hardware
Apr. 1970	4-26	Figure 4-29

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Apr. 1970	6-11	Figure 6-6
Apr. 1970	6-14	Shoulder Harness
Apr. 1970	7-3	Figure 7-1
Apr. 1970	8-2	Figure 8-1
Apr. 1970	8-17	Make and Model
Apr. 1970	8-18	Application for Registration
Apr. 1970	8-19	Assigned Test Area
Apr. 1970	8-24	Full Fuel Tank
Apr. 1970	8-25	Full Fuel Tank
Apr. 1970	8-28	Note from Page 8-19
Apr. 1970	9-1	Drawing Corrections
Apr. 1970	9-2	Where to get Materials
Apr. 1970	9-6	Last Minute Additions

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Jun.1971	1-4	<p>Figure 1-1: Two changes have been done on this figure, including the one in August 1964.</p> <p>The Aug '64 change is probably the hand-written updates to the locations for stations 3 and 5 on the upper longerons. Station 3 is now at 25 1/2" back from Station 0, Station 5 is now at 52 1/2" back (still 27" from Sta 3), and Station 6 is still at 83" but now is 30 1/2" aft of Station 5.</p> <p>In June '71, the typewritten note was inserted right next to the Station 0 indicator on the top longeron: "NOTE: Leave stub of longeron and 3/8" of plywood here." A small sketch was also added, showing how the longeron and the plywood ends 3/8" forward of the Station 0 upright.</p>
Jun.1971	2-2	Landing Gear - Bill of Materials: Added listings for drag wire nicopresses and sleeves.
Jun.1971	4-8	Figure 4-3: Added note atop spar fitting: "See Page 9-1". Page 9-1 shows a slight alteration to the shape of the spar fitting.
Jun.1971	6-15	Figure 6-9: Note added to top of drawing, with arrow pointing at where shoulder harnesses go through the slot in the bulkhead: "NOTE: After nearly 10 years of use, the shoulder harness began to chafe at this point. Suggest adding tape here to prevent chafing."

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Nov. 1972	a	Introduction
Nov. 1972	b	The Materials
Nov. 1972	1-19	Figure 1-14: Note added on the Firewall Station 1 Plywood drawing: "Note that top and bottom longerons project through this Station 1 bulkhead and that the plywood side skins also cover the sides of the bulkhead. See note on Figure 1-1 and detail of Figure 1-3."
Nov. 1972	6-23	Figure 6-15: Arrow drawn towards baggage-door bulkhead: "Note: The access door on the original FLY BABY was built as shown, for convenience, increase size as shown by dotted lines." <i>See the Advice web page for details</i>
Nov. 1972	6-26	Added additional note at the bottom of the page: "ADDITIONAL CUB HYDRAULIC BRAKE NOTES (November 1972): Later in 1070, a successful installation was made with the master cylinders of the "Cub" brakes installed next to each other along the centerline of the airplane and ABOVE the floorboards with the pedals pointed outboard. This makes the cylinders easy to service without the complication of the extensions suggested above."
Nov. 1972	7-14	Note added: "At this revision date (November 1972) the requirement is for 12" registration numbers on the side of the fuselage only. Some smaller planes than FLY BABY are allowed 8" figures because there is not enough room between the wing and the horizontal tail for and "N" and a four- or five-digit number. Negotiations are now under way between EAA and FAA for smaller numbers on the tail only, but these have not been approved yet."
Nov. 1972	8-6	Figure 8-4: Note added: "NOTE: Flying and landing wires should be fitted with vibration dampers made of 3/8" wood dowels or equivalent tubing. Attach with tape parallel to wing ribs at locations marked "X" [About half-way out along the wires]. Also see three-view drawing and the photo page."
Nov. 1972	9-3	The Two-Seater Problem
Nov. 1972	9-4	The Two-Seater Problem
Nov. 1972	9-5	A Two-Seat Fly Baby flies
Nov. 1972	9-5a	A Two-Seat Fly Baby flies

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Nov. 1972	9-5b	Two-Place Fly Baby
Nov. 1972	9-5c	Two-Place Fly Baby

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Jan 1982	8-32	More about Aerobatics

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Nov 1982	8-33	More about Aerobatics

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Nov 1985	4-7	Figure 4-2A: Note added: "Apologies for running the full-size rib drawing on two sheets instead of one. This is an example of the effort to keep costs down. Printers now want \$6.00 PER SHEET to print on oversize paper. November, 1985"

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Mar 1989	No	Photos

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
May 1991	No	Figure 10-1a (Biplane plans)

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Oct 1992	9-7	Revised serial number ordering procedure.

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
Apr 1993	i	Note added, suggesting joining EAA.

<u>Revision</u>	<u>Page #</u>	<u>Title</u>
May 1993	3-7	Figure 3-4: Note added within rudder layout: "NOTE: Lower top hinge on fin and rudder enough to allow clearance below the diagonal fin spar. No one pointed out this discrepancy until May 1993."
May 1993	3-11	Figure 3-6: Note added: "NOTE: Move outboard hinges inward for enough to give clearance from diagonal stabilizer spar and move inboard hinge far enough outboard to get hinge bolts clear of solid wood block between end ribs."

End of Revisions List