

"BRAIN STORMS"

One of our favorite people is BOB GAEDE of Baltimore, Md. We have never met the guy, but know without doubt that we would like him even more if we did. One reason for this is Bob's attitude. He attacks any problem that arises with enthusiasm and ingenuity. Like a lot of us, Bob has "brainstorms" about how to do something, but unlike others like ourselves, he takes a moment to jot them down so as not to forget. Some of these he has sent to us and we would like to pass them on. Rather than try to group them in any sort of order, we will just list them as Bob did and you can pick out what you like.

1. If at all possible, team up with another energetic builder, even if he is not building a Fly Baby. It is surprising how much money can be saved by pooling purchases of material, dope, tape, steel, etc. As an example, freight is prepaid by the factory on a 40 gallon dope order and saves about \$25.00.

Just be sure the other guy is a builder and not a talker. I am teamed with Paul Schaubert, who is building a "Skycoupe". I am borrowing his welding outfit and talent, and he can lean on me for a spray outfit and covering experience.

2. In spite of the power tool ads, the only power tools that can really do work on Fly Baby as far as woodwork are the circular power saw and the saber saw. A jointer is nice if you have one. The saber saw almost doubles for the band saw it replaces providing you equip it with Black and Decker hollow ground blades. (Listed below) These hollow ground blades, (taper ground) leave an edge that does not require much finishing. They do not tear up thin plywood and spruce. Average retail is \$1.25 to \$1.80, but since they are high speed steel and can be sharpened 15 times without binding, they are worth it. Sabre saws, which start at \$15.00 are ideal for apartments, etc. where noise of a big saw is objectionable. Here is the listing of various blades available.

Black & Decker Taper Ground Blades

No.	Description	Approx. price
U-1364	Short coarse tooth for cutting spruce and spars.	\$1.00
U-1361	Long heavy blade for miter cuts, etc.	\$1.35
U-1359	Fine tooth long scroll blade, ideal for ribs	\$1.35
U-1360	Same as U-1359, but coarse tooth. Ideal for roughing out ply and spruce to size.	\$1.35

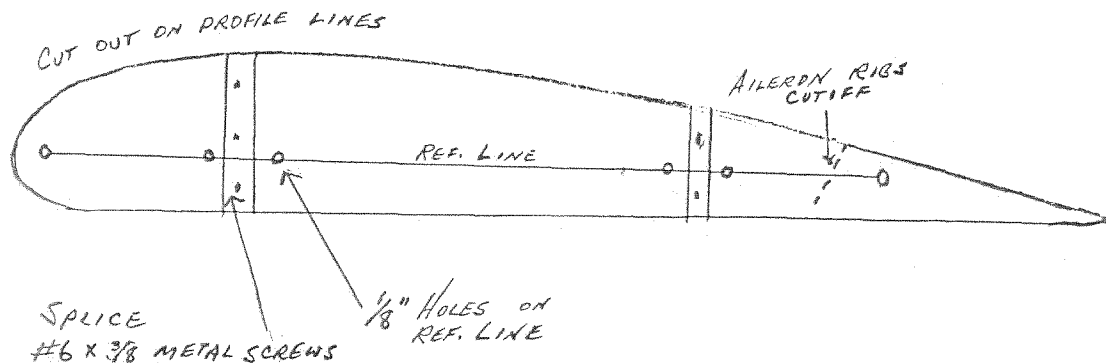
3. For a fine set of ribs all matched with minimum labor, take heed:

Step 1. Paste your rib layout on aluminum or steel sheet with Pliobond- Splice sheet at spar cutouts with sheet metal screws so you can work nose, center, and trailing edge sections separately, then put the works together with the screws for a profile check when you assemble ribs. (Con't)

BOB GAEDE (con't.)

Step 2. (Making ribs) Drill some 1/8" reference holes exactly in a straight line on the reference line shown on rib template. When you mark out ribs on plywood, mark and drill these holes also with a 1/8" drill. Then you can insert small nails thru the holes and stack sand 6 or 8 ribs at time on a sheet of sandpaper glued to a plywood disc in the circular saw. You can also sand by hand without a circular saw.

Step 3. When you assemble ribs, put a couple nails, (with heads cut off) to correspond with master layout, into a piece of heavy hardwood. By putting the rib sections on these pins, this will insure accurate alignment and profile of the rib sections.



Tip # 4. Probably one of the biggest "hangups" a lot of builders have, is a place to assemble their ship once they get all the pretty little ribs and parts out of the basement. The sketch shown on the next page is the FB-1 shelter that was built as a summer workshop and dope room for projects going thru Orlando Road. (Bob makes it sound as if they have a whole flock of homebuilts going.)

The 4 mil Pliofilm can be picked up for \$12.00 for 12 ft. wide, by 100 ft. long roll. (1200 square ft.) This is sufficient to build a 25 ft. long, 8 ft. wide, (at the roof) and 8 ft. high. The curtains can be raised on good days for spray-work and dropped at night. Total cost is \$35.00 to \$40.00 if new wood is used. Hope it will get a few projects going. My own shelter will have 5 cover jobs going thru it during the summer of '68. It can then be dismantled until next year. The shelter also takes the overflow from my thirty foot winter hangar that I can heat in winter.

Tip # 5. Fred and I, (No. 1 son) were on a fire job, (restore a burned out building) and had 2x10 floor joists spiked in with 20 penny spikes to take out. We had two choices: Go get some gas at the corner station and burn it down completely, which is called arson, or use our head. Well, we came up with a Disston "soft back" hacksaw blade, cut a tang on one end and put it in the sabre saw. We dropped the blade between the joists and timbers and sawed the nails out! We got paid for 12 hours of hard brutal bull work and didn't even work up a sweat. Well, to get on with it, we developed smaller blades for cutting micarta, plexiglass, sheet aluminum etc. using the same idea of hacksaw blades in a sabre saw. They do not distort or crack the material. Use 32 tooth for fine work and 24 tooth for rough work. Cost is about 3 or 4 cents per blade to make them. Just be sure you get soft back blades and cut with airplane snips to fit your saw. Don't cut thru the hard tooth edge. Just cut within 1/16" or so and break off. Be sure the teeth point to the saw, otherwise no cut. (Bob sent us a sample blade and it was amazing what it would do. Much better than the finest tooth regular blade.) (end)

Bob sent some other time-saving tips, but will save them for a later issue. He also has some ideas for the most un-beautiful airplane at Rockford that are a riot. More on that later.

SAMPSON GOES LEGAL

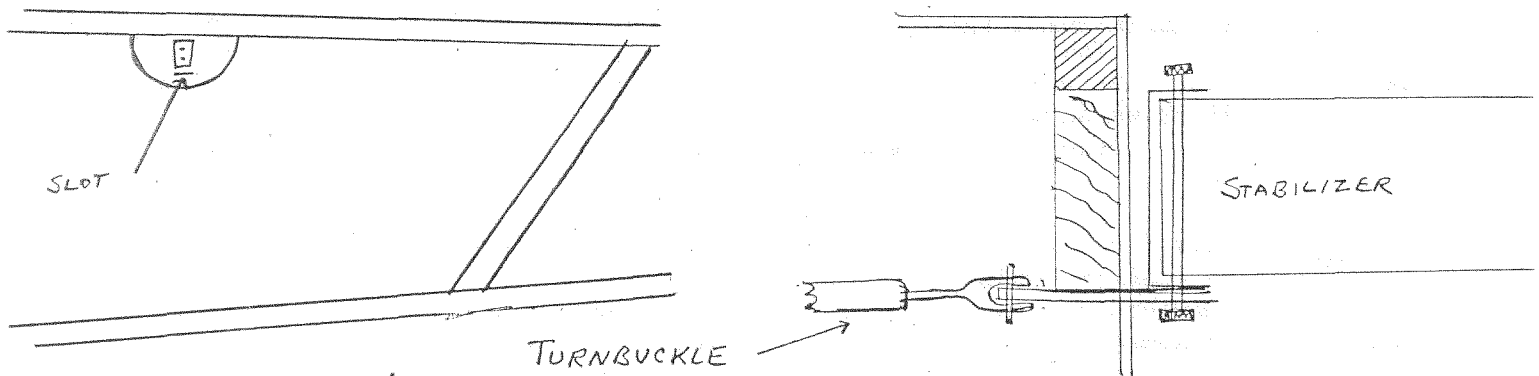
Can you imagine bringing your Fly Baby to Rockford and then not be able to fly it because you are still banging around the sky on a Student Ticket. Well, ED SAMPSON decided that with around 200 hours on his student permit, he had better get his Private License, which he did on the last day of the student ticket. Since 150 of his time was in Fly Baby, he conned the flight examiner into flying it before going up for his check ride. The "man" said Ed's ship was "very responsive", but made him take the check ride anyway. So, Ed will be seen flying at Rockford this year, and will be legal!! Congratulations Ed.

Progress on the two-seater Fly Baby is very slow says Ed, but some progress is reported. Although he is still waiting for gear material, he has the tail spring mounted, stabilizers and rudder mounted, seats in, control column mounted and turtle deck fairing completed. Also has the wing strut mounts on the fuselage installed. The same fellow who welded up the gear for Fly Baby is going to do this one also. The welder has give Ed, to use, a zero-since-major 253 C Lycoming for the new ship. It is a 100 hp. engine complete with prop. All Ed has to supply is a gasket set for it. The engine was overhauled 16 years ago and has been setting on a stand in the shop ever since. The owner does want to tear it down and balance it before using it, but that should be all. Complete with prop and mags, it weighs in at 202 lbs. which is only 25 lbs. more than the 85 Cont. They are going to make up a swing mount for it after the ship is on the gear.

Ed sent along some photos which you will see elsewhere in this issue. (if we get them back from the half-tone camera in time.)

Here are Ed's comments on the front stabilizer fittings as outlined by WOODY BOND. "I agree with Mr. Bond on the front stab fitting. I wrote Pete, but never got a reply. My remedy was this. I cut a couple of pieces of 3/4", .060, 4130 steel about 2 or 2 1/2" long, drilling a 1/16" hole in each end. A slot was made in the fuselage side in line with the lower side of the front fitting. When the stabilizer was attached the tabs were inserted thru the holes and bolted on the 3/16" x 3 bolts used. Thus all that remained to do was place a turnbuckle with two forks on it between the fitting and draw it up. As a result, the 2 forward stabilizer fittings are fastened together. I'm doing this on the 2-place also. I think I used 1/4" bolts thru the stab instead of the 3/16". (end)

Here is our own crude sketch of what Ed sent us. If you have any further question on this, contact Ed at Box 38, Belview, Minn. 56214.



ANOTHER TIME, ANOTHER SAMPSON

There was one other item in Ed Sampson's letter, that we want to pass on. Although it isn't connected with Fly Baby, it is interesting.

In the February issue of Sport Aviation is an item on page 30, about the Sampson "Wildcat", how it was built, by whom, etc. Well, anyway, this was Ed's uncle, and as you can see, another homebuilder. Art, his uncle, flew for 43 years and died in bed of cancer at age 62. He started flying in 1919 and flew in Alaska in 1924 & 25. Ed still has the original outline drawings of the airplane and a few photos. Must be hereditary, this home-building virus.

Ed, in closing, asked help in locating an engine. He would like to get his hands on a 90 hp. Le Blond, a 100 hp. Kinner or a 110 hp. Warner. If anyone can help, Ed would certainly appreciate it. You can contact him at Box 38, Belview, Minn. 56214.

PLYWOOD PRICES AND SOURCE

DR. E.G. SHANNON of Oceana, West Va. came out with some prices on plywood that we think will interest you. The source is Harbor Sales Co. of Baltimore.

We have mentioned Harbor Sales Co. before as a plywood source, (marine grade) but didn't have any prices at the time. This wood is Okume Mahogany, Grade A-B, which means good two-sides with solid innerplies and waterproof glue.

Prices on 4' x 8' panels are as follows: (prices dated April 4, 1968.)

<u>Thickness</u>	<u>Pcs. per bundle</u>	<u>Price per panel</u>	<u>Wt. per panel</u>
1/8"	15	\$6.64	11.5 lb.
1/4"	10	9.84	23.0 lb.
3/8"	10	13.60	34.5 lb.

If less than a full bundle is purchased, a bundling charge of 2.75 is made. All shipments are freight collect. They suggest sending money with order. The address is; Harbor Sales Co., 1401 Russell St., Baltimore, Md. 21230. The phone number is Area 301-727-0106.

Thanks, Doc, for the info.

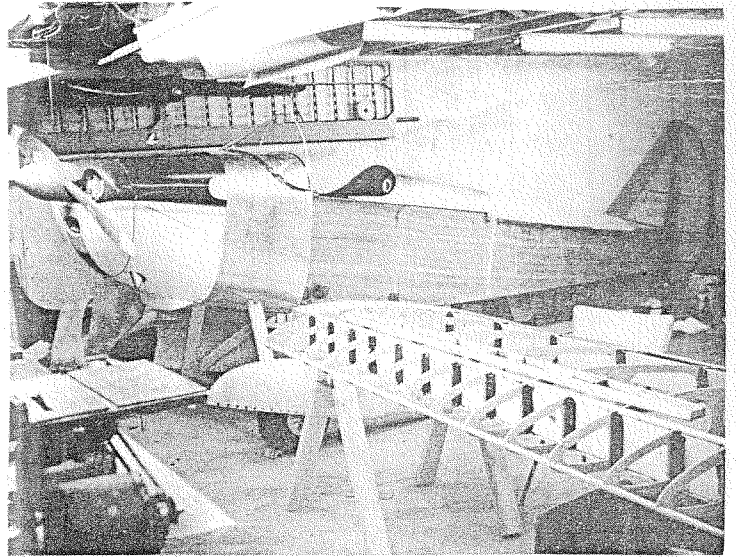
PHOTO CAPTIONS

All left side and bottom right: These are various angle shots of ED SAMPSONS beautiful N 4629T. The little man on the vertical fin is a plumber with his bag of tools and pipe wrench over the shoulder. This figures, as Ed is a plumber by trade. 29T as we have mentioned before is not Ed's first homebuilt and won't be his last. He already has a "Headwind", and is now building a two-seater Fly Baby.

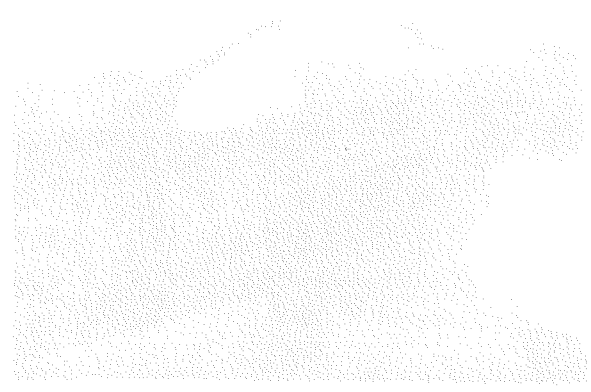
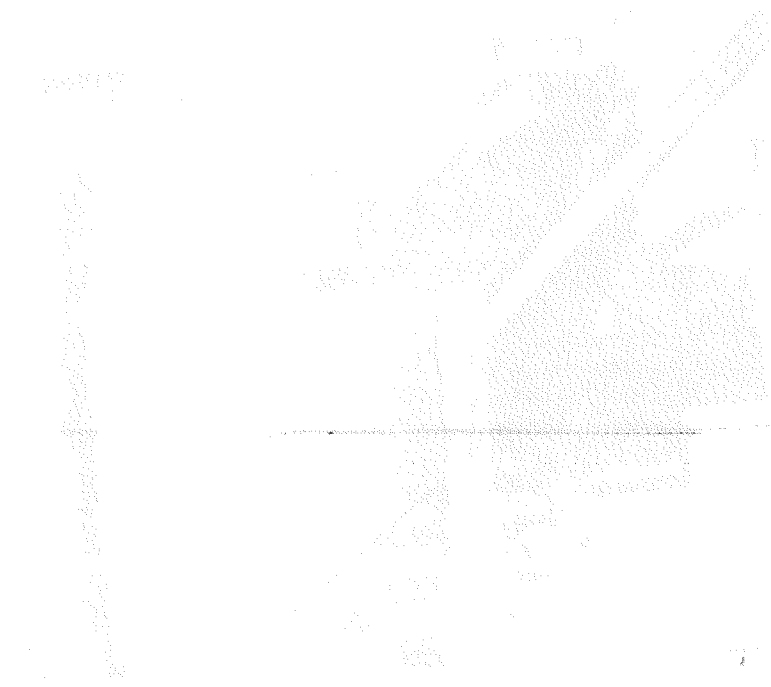
Top Right: This fuselage looks as if it is about ready for final touches, and belongs to CHARLIE HONER, of Newton Square, Penna. Unless Charlie has a big door somewhere not in the photo, it would appear that he has the classic "boat in the basement" situation. Hope you get it out Charles. Actually, the ship should be flying by now if everything goes as planned.

Center Right: Another ship nearing completion is that of NICK SOMBORETZ, of Cincinnati, Ohio. Nick had anticipated his first flight sometime in 1968, and would like to know if he is on schedule.

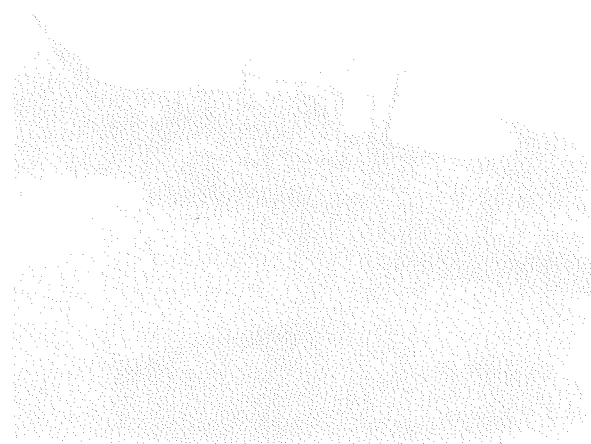
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FIRST CLASS MAN



THE **FLY BABY** BULLETIN

ISSUE NO. 11 & 12

MAY & JUNE, 1968

As you will note from the heading, we are combining two issues in this mailing. Since the first issue was July, 1967, this in effect constitutes the first year of publication as far as the Bulletin is concerned. We promised 12 issues for your five bucks to begin with and with this issue we fulfill that promise.

Most of you have already renewed your subscription for the coming year which will consist of 10 issues. However a few have not yet let us know whether or not you want to stay with us another year. If you are in the latter group, please note that this will be your final copy unless you do renew. Unlike the "slickie" magazines and papers, we can't send out "renewal reminders", "final issue notices", and all the other little goodies that they flood your mailbox with to get you to "re-enlist". All we can say is, "this is it fellas and the rest is up to you". We say "fellas" because both gals, bless 'em, have long ago renewed.

To say that this first year has been well organized, orderly, punctual, and otherwise perfect, would give everyone a good chuckle because it has been anything but those. What it has been though is an experience that we wouldn't trade "for all the cows in Texas" as they say. We have learned a lot about what is required to get a "newsletter" off the ground, getting organized, and in general that we waded in up to our neck in a lot of hard work. The most important thing however is that we have learned that we have a long way to go and a lot more to learn. Oddly enough though, we are looking forward to it.

As we have mentioned before, one of the most wonderful results of the Bulletin has been the development of a "kinship" among the readers and builders. This spirit of helping each other and wanting to "get in the act" was more than we had ever dreamed of. Our words on the subject bear repeating. "Fly Baby" builders are the most wonderful group of people in the world. Homebuilders in general usually have a common bond, but nothing like the rapport shared by the "specialized field" of Fly Baby builders. We seem to have our "own thing" going.

One of the personal assets to accrue from the Bulletin for our own part has been the formation of several long-lasting friendships with other builders. Some, we have met, others simply by letter and telephone, but true friendship nevertheless. None of these would have been possible without the Bulletin.

So much for the soliloquy. Just wanted you to know that we have enjoyed it and are looking forward to the coming year.

As you all know, publication has been erratic at the best and we aren't making any rash promises at this point, but will make one. Sooner or later, you will get all the issues coming to you. We are going to make extra efforts to keep on an even schedule this year, but don't be concerned if the past trend continues for some time.

NEEDS ENGINE MOUNT

Some of you "scroungers" take a look around and see if you can help BOB GOWAN find a good used J-3 / PA-11 engine mount. If you should finger one, Bob would appreciate you sending him the price and condition along with the address of the owner. Bob's own address is 8418 Virginia Ave., St. Louis, Mo., Zip 63111. Our "buy-swap-sell" items may be a little scattered as we are taking them as they come, so others may pop up later on.

A WORD OF CAUTION ON FPL-16A GLUE

We have here a letter from HARLAN BJERKE of Azusa, Calif. concerning information that he has received regarding FPL-16A glue. As you will recall, we have had several comments and articles regarding this glue and all have been favorable. This comment is an exception, but in keeping with our policy of "telling it like it is", we want to pass this on for what it is worth. An excerpt from Harlan's letter follows.

"I started to use FPL-16A glue and have switched to Weldwood Plastic Resin. I have one side with FPL-16A and the other with Weldwood. Maybe I should placard "slip to left only"! I found epoxy type glue mixed in the small quantities that we use, yields inconsistent results. I work for the Forest Service and contacted the Forest Products Lab and they confirmed my suspicions. Following is a paragraph from the letter:"

"We are not in a position to recommend FPL-16 epoxy adhesive for bonding wood aircraft because our data indicate that uncertain bond quality may develop. We would suggest that resorcinol, or phenol-resorcinol adhesives that have a long and successful history of satisfactory performance be used, particularly in structural members that affect safety."

"I hope this will not shake anyone up. I am sure it is good; it is just that if you are not exact in everything, which I am not, it would be better to use something else." (end)

There it is verbatim, as we got it from Harlan. Use your own judgement. We plan to continue using it, but you can bet your last turnbuckle that we will measure carefully as directed by Custom Woodcraft, who supplied ours. The old adage, "when all else fails, follow instructions," would apply aptly here.

If any of the proponents of FPL-16A would like to say something in reply to the above, get it in to us and we will in turn get it in an early issue. O.K?

ANY "HAMS" IN THE CROWD?

Radio operators that is, not actors. There is a little "ham" in all of us when it comes to acting, but not radio. Reason we ask is that ROY ORVIS, Dryden, Ontario, Canada is "one" and would like to contact any others on the air. Roy's call letters are VE 3 B J D. Now, what we know about ham radio could be covered by the period at the end of this sentence, but we do know that aircraft and radio experimenters go hand-in-hand to some extent and there is a good chance that there are others among us who maintain a station. If you want to contact Roy and set up a call, his address is 195 Casimir Ave. in Dryden.

It would be interesting to know if anything comes of this, so if you do make contact by radio, how about letting us know.

While on the subject of radio, we are still in need of more research and information on radios suitable for Fly Baby. We have some information that will be printed later, but if anyone has any suggestions and ideas on the subject, let us have them.

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PARTS NEEDED & PROGRESS REPORT

ED LANSING, Houston, Texas, reports his wings complete, signed off, and ready to cover. Sides are done and now being assembled.

Ed, as you may recall, at one time contemplated selling his project, but has now decided to go ahead and is doing just that at a rather brisk rate.

A recent note from Ed asked us to help him locate some parts as follow;

Pair of aircraft wheel and brake assemblies. "Cub" type or equal. To fit tires 8.00 x 4, 6.00 x 6, or 5.00 x 4. (already has master cylinders)

Tail wheel for 1½" or 1¼" spring. Prefer small & light, steerable type. Solid wheel.

If anyone can help, contact Ed at 8803 Shadowcrest, Houston, with price, terms, condition etc. In closing, he added that he is still short all the instruments for his ship and needs a source for them.

JUST TALL, THAT'S ALL

Here we have a letter from ERIC WHITTRED, up in Calgary, Alberta, posing a question that someone else may have already faced and solved.

Standing six-four with a size 13 shoe, Eric has tried the cockpit of another Fly Baby in the area and concludes that some modification is going to have to be made for his knees and feet. So far, he has considered a molded gas tank with foot grooves, lowered floor boards, knee cut-outs in the instrument panel and movement of the firewall forward a couple of inches. Any one of these will help, although he is understandably reluctant to move the firewall, but it may be that other builders, with an ample frame, have come up with something better. If you have a solution or any thoughts on the subject, let us know.

In addition to some very nice words about the Bulletin, which we lapped up, Eric added that he is concentrating on doing all the small assemblies possible before starting the major structure. This, he says will prevent the large hulk of the fuselage from laying around the place for many months. Among the goodies mentioned is a low-time Cont. 85, certified and ready to bolt on the ship.

Thanks Eric, and let us know the outcome of your research on the leg-room bit.

FLUTTER CURED

Remember BOB MITCHELL and his flutter? It wasn't serious, since you had to work at it to get flutter, but he balanced the ailerons and no more problems.

Bob, who is a PBX man for General Telephone out in Santa Barbara also sent along some color shots of his ship, which unfortunately we can't reproduce. We can however pass on some statistics on his ship, which are always in great demand. (con't.)

BOB MITCHELL Con't.

Following are some excerpts from Bob's letter with facts and figures on his bird.

"As you can see from the photos, I covered the top and bottom of the fuselage with .009 aluminum which gave a nice smooth surface. The whole fuselage was covered with silkspan, doped on and then painted."

"The canopy is my creation and I haven't flown with it on yet. The weather is pretty nice out here. (Ed. note: Will have to remember to send the Chamber of Commerce a bill for that plug.). Except for the canopy and squared-off wing tips, I didn't make any major changes. I did go to a heavier axle to preclude any bending."

"My ship cruises at 78 and I was a little disappointed about that. Am wondering what others do. I have not yet met anyone who has one flying. The power is a 65 Cont. turning a 71-48 metal prop."

"She spins normally for about three turns and then flattens out a bit. It takes a nudge of power to break it quick, but will break without power. The C.G. is 14.99 aft of the leading edge, empty. A friend once did a 23 turn spin, in which the engine quit. On recovery, he dived and got a restart. The ship has 48 hours on it as of March, '68. She will fly hands-off, no problem and did not have to adjust the rigging." (end)

Thanks, Bob, for the report. This is the type info we like from those who have already flown and tested their bird. In line with this, we are working on a "poop" sheet to be mailed out to all the known flying Fly Babies to gather some information on performance in something of a uniform manner. More on that later after we get a little more caught up on our schedule.

DRAWING FOR ISSUE NO. 6 APPEARED IN NO. 7

JIM PETRELLA, of Woodbine, N.J. mentioned that he couldn't locate the hinge detail drawing of DOC ROBERTS that was covered by an article on Page 8 of the No. 6 issue. Take a look at page 13 of No. 7 Jim. Looks like we goofed on No. 6 and tossed it into the No. 7 issue. As they say on T.V. "sorry bout that".

Jim, in addition to the question about the drawing, had several other comments which we pass on for general information.

"Congratulations to JOE POPE for the excellent drawing and also to the other builders and their great ideas they are sending in to the Bulletin. I think these ideas and the Bulletin will someday make FLY BABY one of the most famous of the home-builts. (Flattery will get you anywhere Jim).

"I have been getting my material through a friend who is a crop duster, forest fire pilot, mosquito bomber, etc., and who is also an A & E mechanic. In addition he is a Fly Baby builder, but has had to put his project aside for the present due to work. Due to a long wait for 3/4" spruce for cross-pieces, I used some beautiful 3/4" marine mahogany plywood a friend secured for me. I know a lot of you readers will frown on this, but my pilot-mechanic friend saw my project and has decided to use the same for his." (con't.)

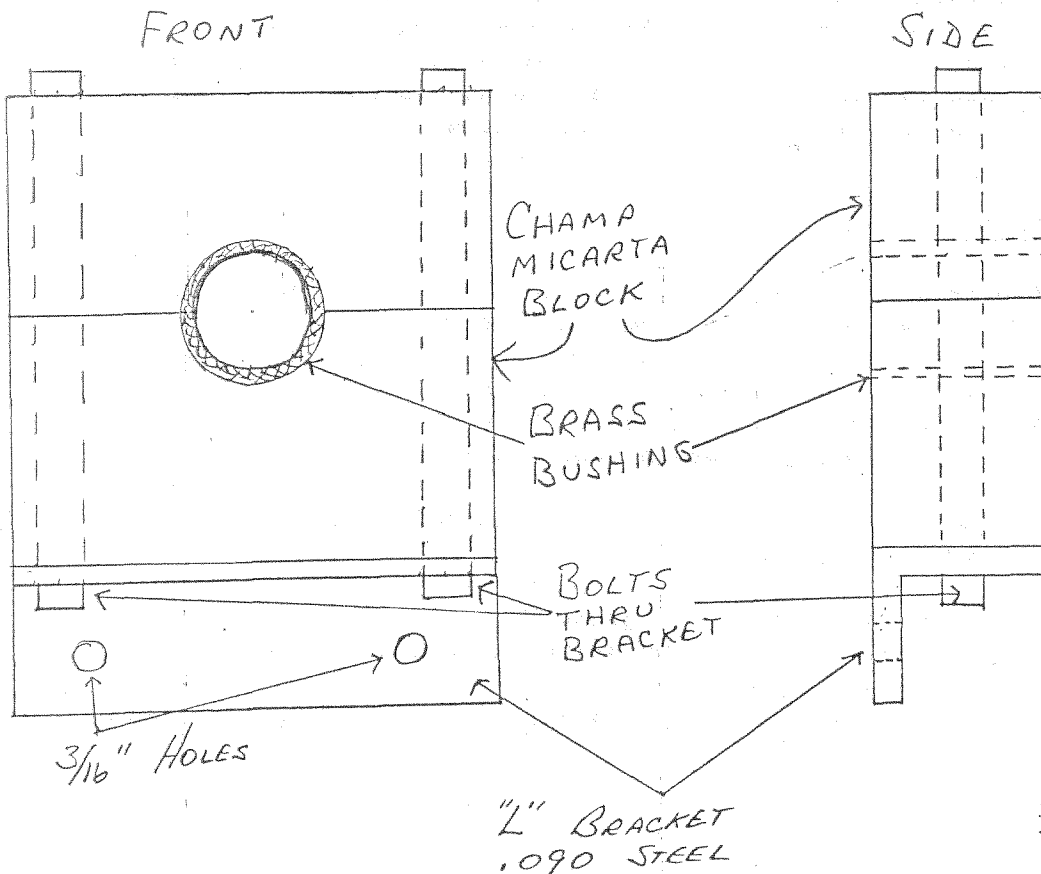
"JIM PETRELLA (con't).

"Living on the East Coast, it is hard to obtain parts, material, etc. J-3 Cubs are scarce and I have a set of 6:00 x 6 wheels and tires which I plan to use, with the struts made up of a "Champ" streamline wing strut. My torque tube and control stick are made up of tubing out of an old Vought Corsair 02U-1 built in the 20's. I picked up one in 1939, minus engine, but had to store it outside. I still have the instruments, which are somewhat on the antique side now, and may someday go to a rebuilder. When I returned from service, I found that the airplane had been dragged to the edge of a wooded lot and left to rot away. The April '68 issue of Air Classics shows one on page 6 & 7, and it makes me ill to think of my old bird being left to rot away."

"Micarta or aluminum blocks of the size for the torque tube bearing block are hard to come by, and here is my solution. I am using the micarta torque tube block from a "Champ". The bearing hole is larger, so I cut off the ends of a new brass plumbing "ell", (no threads), turned it in a lathe, bored the hole to take the 1" torque tube. The outside diameter was just right, and when the bolts were taken up, made a nice firm fit. These blocks are not long enough to bore holes to bolt in the cross pieces, so I made two "L" brackets out of .090 steel. They in turn are drilled to take two 3/16" bolts through the cross pieces. The same two bolts holding the split blocks together, bolt through the top portion of the "L" bracket. (see sketch)

When I get the fuselage done, will send you some pictures of it. I know this isn't much but hope to contribute more as I get more done on my project. (end)

Thanks Jim, for the idea on the "Champ" torque tube block. These are still probably available from the supply houses and "junkers". As a matter of fact, we know where there is a wrecked "Champ" and may just "requisition" this part. If anyone knows of any other "Champ" parts that can be adapted, let us know.



BACK ISSUES MISSING ?

Once again we want to remind you that if you are missing any back issues or have lost any, just let us know and they will be sent. There is no charge for these back issues, as you are supposed to get them when you join the group. If you joined after the Bulletin was started and didn't get yours, just let us know. Our filing system is fairly accurate, but it is always possible that we overlooked sending someone their copies and they are yours for the asking. Although the supply is not "unlimited", we did run several extra copies of each issue in anticipation of some being lost in the mail, or after they arrived.

Another thought while on the subject is missing pages. We have had only one instance of this and then it was a case of about half the Bulletin being missing and evidently was done in the mail. If you should come up with a page missing, let us know and we will send it.

If you should change address's for any reason, let us know. Even though the Bulletin is sent first class mail, a few have come back undelivered, and evidently were not forwarded. We don't need all this malarkey about sending in your old address label like the magazines, but just drop us a card. We maintain an address file, and it is just a matter of entering the new one on your file.

The Bulletins are numbered consecutively and if you skip a number, it means you didn't get a copy, so let us know. This particular issue is made up of Number 10 11. The first issue of the second year will be Number 13 and so on.

We are rather surprised that we haven't had any complaints about the Bulletin this first year. Must mean that we are doing at least a half-way acceptable job. If you do have a complaint, don't hesitate to let us know, as this is the only way we can learn. Likewise, if you have any suggestions on how it might be improved, we would like to hear about that to.

FIBRE-GLASS CANOPY

TOM ABLE, of Stanfield Ore., is planning a fibre-glass canopy for his ship and will try to get more on it from Tom. It is beefed-up for roll over protection. If everything goes well, we should have a first-flight report on it before long. Would appreciate a couple of photos of the ship and canopy if you can spare them Tom. The canopy sounds interesting and a lot of interest is being shown in canopies recently.

We have some information on canopies from various builders and hope to work some of it into this issue later on.

There is a rumor afoot that someone is going to build canopies for Fly Baby on a "for sale" basis. Don't have anything definite yet, but hope to pick up more on this at Rockford. Will keep you posted if it is on the level. Guess these things are a necessary evil up in the "cold north country".

J-3 PARTS NEEDED

Someone who lives near an airport or supply house might be able to help VIC BANKOWSKI, of Huntsville, Ala. Vic needs the top and bottom cowl for a J-3 as well as the gas tank. These are of course for his Fly Baby and not a J-3 rebuild. He would also like the basic instrument group from a J-3. (Wouldn't we all?). If you have a lead on any of these parts or some surplus lying around, you can contact Vic at 2100 Chambers Drive in Huntsville, zip 35811.

Vic, who is a T.V. Station Engineer says that he can seldom get away for any length of time but may possibly try to get to any future gatherings of "Fly Baby Types" in this area in the future. Sure hope we can have one in the next few months.

NEW LETTERHEAD IN THE WORKS

The "letterhead" that is used on the first page of the Bulletin is something that we sort of put together from what was at hand at the time. Although we tried to follow the lettering on 500F to some extent, with the words "Fly Baby", we were never quite satisfied with the results. So, when we learned that we had a commercial artist in the crowd, namely JACK FERENCE of Reynoldsburg, Ohio, we immediately started plotting on how to get him to give us a hand on a better letterhead. We could have skipped the plotting, as it turned out, all we had to do was ask. Jack has come up with a nice design that is tailored strictly to Fly Baby.

You won't be seeing the new artwork until next issue however for a couple of reasons. We still have a supply of the original already printed up that we can't afford to throw out. Most of them however will be used up on this issue. Also we thought it would be a neat way to kick off the second year of the Bulletin. (Whoever would have thought it would survive the first year, let alone a second?)

Hats off to Jack for a job well done and another example in a long line of the great group of people building Fly Baby. There seems to be no end to the spirit of help and cooperation among this bunch. It just goes on and on.

SUBSTITUTE FOR WAXED PAPER ON JIGGING

This neat tip comes from JIM MANOLIS, Los Angeles, Calif. It seems that Jim found it much easier to use aerosol spray wax, (2 or 3 coats) at the glue joints on the fuselage jig, instead of the wax paper. Easier to use and not forever getting in the way or blowing off the table when not weighted down. Jim says that the spray wax is not expensive and is usually available at the local super market. Sounds like a winner Jim. Thanks.

Jim, by the way has finally found a garage to work in and is underway at last. A place to build has been a real problem for him for a long time and now not only did he get a garage to build in, but it is rent free. How's that for falling into it?

FLY BABY "SYMBOL" NEEDED

There have been several people mention that they would like to see someone come up with some sort of emblem or design that could be used to identify them and their airplane as "fly baby types".

It seems that most of the builders who have mentioned it, have in mind some sort of decal or sign that could be placed on all ships in something of a uniform manner to identify the airplane. Some have carried the idea a step further in that it would be nice to have the same emblem or sign on a cap or jacket to identify the pilot of the ship.

We like the idea of having some sort of identification, but don't relish the thought of trying to come up with something. Here is what we do like however, and see what you think of it.

Those interested, sit down and give the idea some serious thought, taking into consideration all the ideas and principles behind the design of our ship and then come up with some thoughts on what should go into such an identification. For practical reasons, it should be kept relatively simple, but at the same time be very distinctive and very "Fly-Babyish".

One idea that has been broached by Jim Manolis will give you some indication of what we have in mind. Jim suggests a baby with cupid wings, a three corner diaper and cap and goggles, "ala snoopy" with a flowing scarf.

Once you have some idea of what you would like, make up a pencil sketch, you don't have to be an artist, and send it in to the Bulletin. We will in turn try to get some of our members who are handy with a sketch pad to translate it into a line drawing. These drawings will then be run in the Bulletin and everyone pick out one. The one that gets the most votes, wins. O.K. We don't want to over-simplify it, but this is the most logical way of coming up with something that is acceptable to the largest group. The old democratic way of doing things you might say.

That however is just the beginning. There remains the problem of getting the sketch into a finished product we can all use. This is the area where maybe some of our members can help. We already have our hands full and would like to see someone who is familiar with the problems involved, do the work of getting in touch with the outfits who do this sort of thing.

It may be that none of the people who make up such decals and emblems are interested a group as small as ours, but this is something we will just have to find out.

There you have the basic idea, now we need help. It is a good idea and a sound one, but is going to take some work on the part of several people. As we said, we have our hands full with the Bulletin and prefer not to take on any additional work, but will certainly act as a clearing house for those that are willing to help. If you are familiar with the problems involved in such an undertaking, then by all means let us hear from you and let's get the ball rolling. Also any comments or elaboration on the subject is welcomed. If you have something different in mind, this is the place to sound off.

FLY BABY "PUBLICITY" CHART NEEDED

Here is an area where we need help and a lot of you are in a position to do so. It is also an opportunity for those who haven't even started to build, to make a contribution to the Bulletin.

Several fellows have requested information as to where they can find magazine articles and photos of Fly Baby in print. There are many sources of this since nearly every aviation publication going has written about the ship or at least pictured it at one time or another.

What we need is going to take a little work. It will require sitting down and carefully thumbing through all your old magazines and taking notes of references to Fly Baby. It will have to be rather thorough thumbing, because she sometimes only got a couple of lines of "honorable mention", but we would like to get them all.

Our aim is to compile a complete listing of references and publish it. There is a certain satisfaction in being able to prove at a moments notice that your ship is not an "unknown" in the aviation world. The list can also be a time-saver when inquisitive friends and neighbors drop around to hiner your work. Just hand them something to read about the ship rather than explaining and answering a lot of questions.

When preparing the list of references, please list the publication name, issue date, and page number, in that order. Make it up in a sort of table if you can. A brief note of what the reference is would be helpful. We will in turn take the lists and put them all together.

SOMETHING TO GET THE "PUBLICITY" BALL ROLLING

To give you some idea of the coverage that Fly Baby has received, we have an article by Rev. G.W. SHEERES of Grand Rapids, Mich. outlining some of the sources he has found. These will of course be included in the master listing when we get it made up. Here is Rev. Sheeres article.

"If you are anything like me you'll want to read whatever has been written about Fly Baby. The following info might possibly be of interest to some whose affection for Fly Baby is of recent vintage, and who like to know what has been said about her in the past..

If you have a good public library nearby, or if you can get hold of back issues, it may be worth your while to take a look at the following publications:

Popular Mechanics; February, 1963 ran an eight page article with pictures on "Fresh Flock of Fold-Wing Planes", and quite a bit of attention is paid to Fly Baby.

Air Progress; The August/September issue of 1963 devoted nine pages to the bird, mainly sketches and drawings.

Sport Aviation; The December, 1962 issue had an eleven and a quarter page article written by Pete Bowers called "The Fly Baby Story". Twenty-three pictures accompany this well-written account of the conception, birth, infancy and early youth of N13P whose "after-crash" status became N500F. (con't)

"PUBLICITY" (Con't)

SPORT AVIATION; Perhaps EAA Headquarters in Hales Corners have some back copies yet. Other issues which carried items about Fly Baby were the Jan, Feb, March, April, May June, July, Sept., Nov. & Dec. issues of 1963. In the August copy of the same year an article appeared on Fly Baby Gets Wet, relating the aquatic experiences of the ship. The January and May issues of 1964 had something in them too. Of course you remember the article which appeared in the April 1967 issue written by Pete on the test flight of Ernie Harbin's "Glue Sniffer" N4284C. Now lest you get all riled up about the articles appearing in the Jan, 63 - December 63 issues, they were a summarized serialization of the plans.

LIGHT PLANE GUIDE; (Homebuilt Issue) which was published in 1965 by Superior Publications in Duluth Minn. devoted four pages to Fly Baby.

AIR PROGRESS HOMEBUILT ANNUAL; The 1965 issue had quite a story on that "simple-to-make, low-cost, easy-to-fly beginners aircraft" which according to Pete Bowers estimate should take about 720 hours to build.

I realize that this is an inadequate listing in terms of all the articles that have been written about Fly Baby; it merely represents the articles of which I am aware. Perhaps you know some other publications with interesting material on the bird. If so, send your info to Hayden, and I'm sure he'll print it for the benefit of all "Fly Baby nuts", including yours truly. (end)

Print them we will, Rev. Sheeres, and thanks for kicking it off so well. Take it from there fellows.

FITTINGS

There seems to be no end to the letters from satisfied customers of DICK WEEDEN and his fittings. It is beginning to appear that Dick has done more to promote speed in getting the airplane in the air than anyone else. Now the only thing left to do is to get him started on a Fly Baby himself.

Since Beloit Wisc. is only about 30 miles north of Rockford, ~~we are looking forward to possibly seeing Dick there.~~ We understand that he has been attending mechanics school at night and is about finished. Anyone who has to wait a little while on their fitting order might keep this in mind while waiting. We understand, but have not had it confirmed by Dick that he may after graduation, be able to offer welded up assemblies of parts. That, however, will have to wait until we get the word from him.

As a note of interest on Weeden's fittings, Pete Bowers, after looking at some of them made the statement that he would use them if he was building another Fly Baby, which he said he just might. How about that!

Anyway, if you don't like the idea of hacking out all that steel, you can save a lot of time by contacting Dick. As far as we know at this time, he is the only person offering them. If anyone else decides to do so, they will have to go some to come up to Dick's standards of quality.

WRITTEN PRIOR
TO ROCKFORD

SQUARED-OFF WING TIPS

H.H. KULOW is another advocate of the square wing tip and was kind enough to send us a sketch of what his looks like, along with the "copy" to go with it.

"The attached (see below) sketch illustrates a change I am making in the wing plan form of my FLY BABY.

I don't particularly like the "Cub" shape of the wings. Mr. Bowers suggests this may be a good place to express individuality. I am making the changes for practical construction reasons.

The modified panel employs a single rib layout. This means a single wing rib jig can turn out all the necessary ribs quickly and accurately.

The aileron is moved out to the tip and should be more efficient aerodynamically. The tip shape is the simplest possible.

Although the modified panel is about 10" shorter than the original version, it has approximately the same total area.

I intend to square off the tail surface tips for aesthetic reasons. Leading and trailing edges, unlike those on the wings, will have some taper.

Finally, I'd like to emphasize that these modifications have nobody's approval but my own...and mine isn't worth much. If you intend to reproduce them in your newsletter, it might be wise to get a reading on these sketches first from Mr. Bowers." H.H. Kulow. (end)

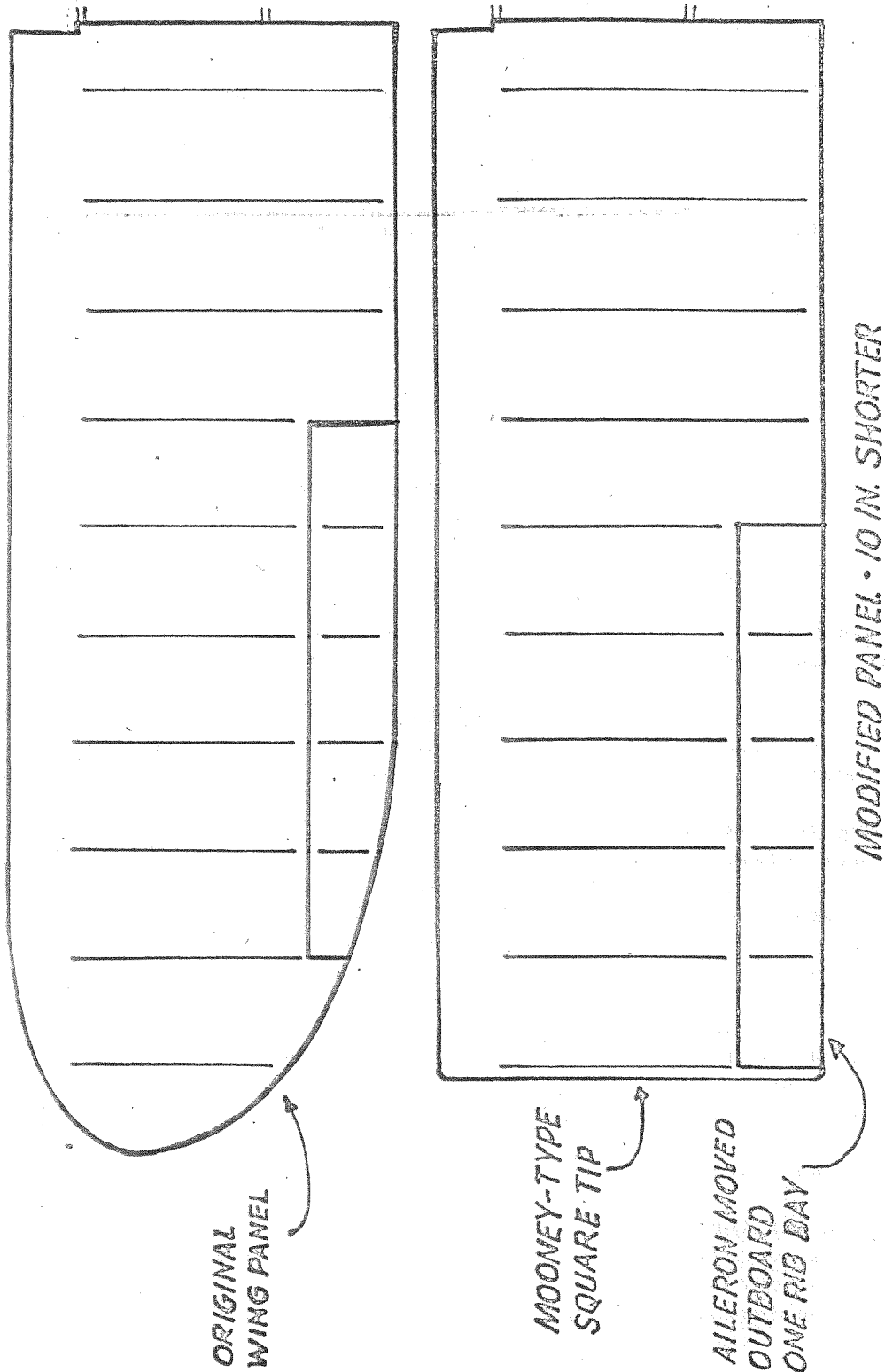
We would like to add to Mr. Kulow's comments, that nothing you see in the Bulletin is "official" or "approved". If you like what you see or read, feel free to use it, but remember that in most instances, it has not been proven in flight.

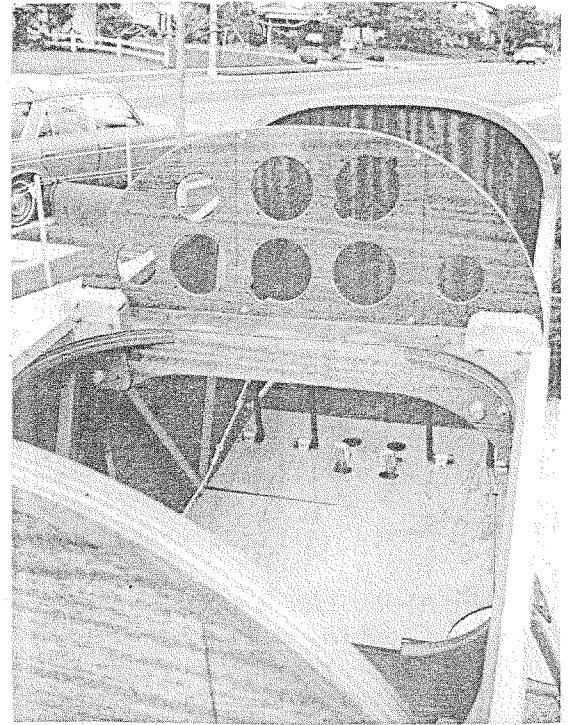
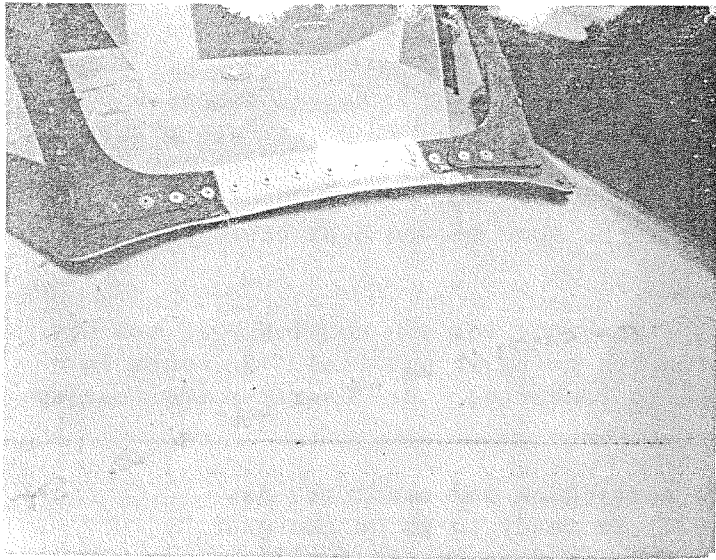
As for sending your sketch or any other for that matter, to Pete Bowers, Mr. Kulow, it would defeat the purpose of the Bulletin. One of our prime motives for starting the Bulletin was to try and take some of the load off Pete on answering letters concerning questions and modifications. This in turn will give him more time to concentrate on refining Fly Baby and her modifications, such as the biplane version.

Rarely will you see ideas or modifications outlined in the Bulletin that deviate from the original basic plan of Fly Baby. This is especially true when the change will effect the basic structural integrity of the airplane. If you should ever contemplate such a departure from the design of Fly Baby, for your own safety, consult Pete Bowers or someone equally competent and experienced before you actually go ahead with construction. It can only be to your advantage to do so.

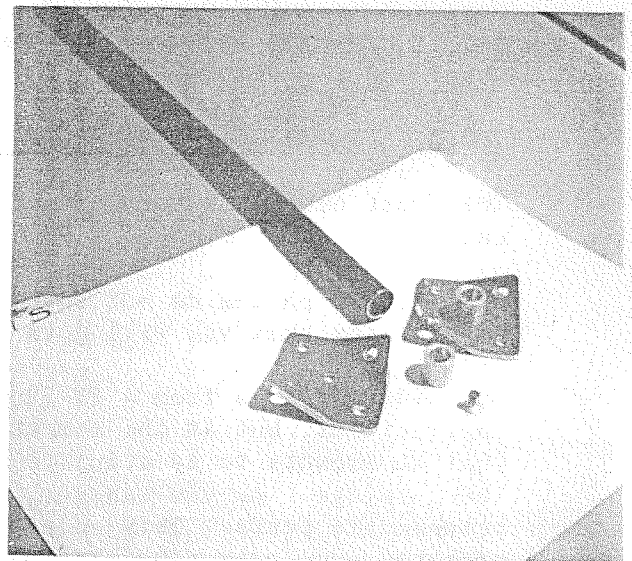
We don't intend for the above to sound dour and foreboding, but it is wise to occasionally remind ourselves that this is not just another shop project that we can re-do or toss out if it doesn't perform as we expect it to. That attitude is acceptable to the fellows building a go-cart, dinghy, or dog house, but not in our crowd. That really isn't a fair comparison however, because if you were that type individual, you wouldn't be reading this anyway. Still, it doesn't do any harm to remind ourselves once in a while of the audacity of our undertaking.

Looks as if we used up all the space on this sheet, so you will find Mr. Kulow's sketch on the next page.





1. The fuselage was built with a
lightweight material and
was designed to be easily
transported by a dolly.



FOR SALE

On the opposite page, you will find a couple of photos of a nearly complete fuselage. As you may recall, this is the same ship we labeled the "eight day fuselage" in the second and third issue of the Bulletin.

At any rate, this fuselage, which appears to be some of the best craftsmanship we have seen, is up for sale.

The owner, JIM COX, of Houston, Texas is a reporter for the HOUSTON POST and has decided that he has too many aircraft projects going at one time. He wants to concentrate right now on the Monocoupe he is restoring. He describes the fuselage work completed as follows;

"The fuselage is complete up to the turtleneck and needs the gas tank mounted. With this done, it will be ready to go on the gear." Jim estimates that about 90% of the work is done on the fuselage

The vertical stabilizer is about 75% complete.

Jim has a complete set of Weeden fittings which lack on the actual tubing where it is used in the compression members. The ends of the compression members are there, but not the aircraft tubing, which is available locally in most instances.

The asking price for the complete works is \$495.00. Jim's address is 2113 Bingle Road, Houston, Texas 77055 and his phone is Area 713-465-7210. In view of the hours that a newspaper reporter is liable to keep, you would probably do better to call person-to-person.

Anyone considering contacting Jim, and having second thoughts about buying another mans work, might keep in mind that Jim is a licensed aircraft mechanic and his workshop is a FAA Certified Repair Shop. At the moment Jim is not doing outside repair work and is using the shop strictly to pursue his homebuilt and antique hobbies.

PHOTO CAPTIONS OF REVERSE SIDE, THIS SHEET

The front of this sheet reflects the work of DICK SCHUMACHER, of Newport Beach, Calif.

Most of the photos do not require an explanation to our "in crowd" but there is one item that you will note is a little different. Look at the windshield.

The windshield is from a PT-22, and has been modified slightly. Dick sent us instructions, but at the moment we can't put our hands on them. However, what it amounts to is a splice in the frame as shown in the top left shot of the fuselage. As you can see, a light colored piece of metal has been spliced between the posts. This enlarging calls for new plexiglass but this would probably have been required anyway, since the PT-22 is now an antique even by antiquers standards.

Dick also came up with a helpful hint that appeared in the June '68 issue of Sport Aviation. This was a method of slowing down his bandsaw and enabled him to cut his fittings on it. (4130 steel, of course). We are always proud to see one of our group make the pages of Sport Aviation.

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