



### BUY, SWAP AND SELL, PAYS OFF.

BILL BERG of Sturgeon Bay, Wisc. wrote a while back to let us know that he had purchased the engine that BILL LEISGANG had listed in Issue No. 5. So, you see, although you don't have to pay to advertise, it pays to advertise.

If you have any Fly Baby parts or components for sale or swap, let us have the details and what sort of deal you want and we will put it in the Bulletin and see what happens. Or, as they say on Madison Avenue, run it up the flag pole and see if anybody salutes it. Needless to say, we will have to limit the "flag pole" to Fly Baby builders only.

### WIFE LIKES BULLETIN

CARL CARLSON is one of several fellows that have mentioned that their wives enjoy the Bulletin. Maybe this could be one way to help bring your "better-half" around to your way of thinking if you find that you are not always in agreement with her on matters pertaining Fly Baby.

In line with that we will scout around for an article or two slanted a little more to the ladies interest. Better yet, how about some of you who have bridged the gap between non-aeronautical-minded wives and your Fly Baby project, persuading the little lady to sit down and relate how they were won over and send it to us.

To get this little project rolling, we will include in the next issue a short comment that was found in the typewriter one evening on this same subject.

Also we have a little narrative from "A Believer" that we have been saving for Issue No. 13 to help us launch the New Year of the Bulletin. (Not Jan. 1, but the first issue of our second year from a publication standpoint.) If you don't recall who "A Believer" is, you better go back to page 10 of No. 8 and re-read "Happiness Is". That little bit of verse made us as many friends as anything to date in the Bulletin. It seems that everyone enjoyed it.

### BIPLANE VERSION NEARING COMPLETION

In answer to a question posed by DR. DON GERNER, a dentist out in Kimball, Nebraska, the biplane version of Fly Baby is coming along slowly but surely. Pete Bowers sent us a couple of photos recently that will give a general idea of what the ship will look like. The glossies are at the moment out for negatives and we hope to have them back for next issue.

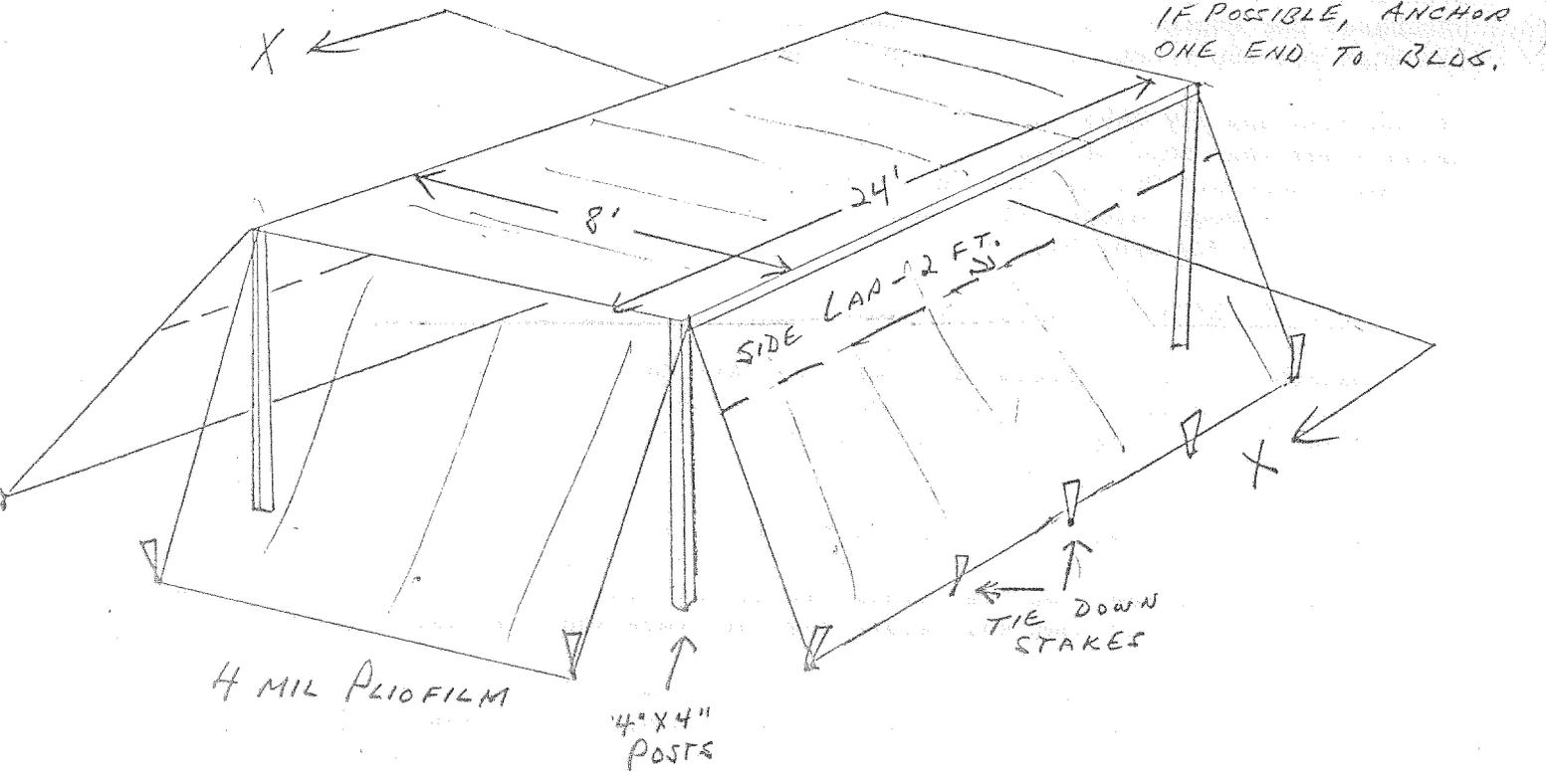
Pete explained that the photos do not do justice to the ship but will be something to think about until he does get it into the air.

Pete has said on several occasions, and repeated it recently, that he will not release drawings, data, specifications, etc. for building the biplane wings, until he has proven the new ship. Pete has always placed pilot safety above all else in his design and the biplane wings are to be no exception. It is this concern for safety that has earned Fly Baby her excellent safety record and will continue to do so. So, until Pete gets the biplane wings completed and flight proven, don't be in any hurry to start yours.

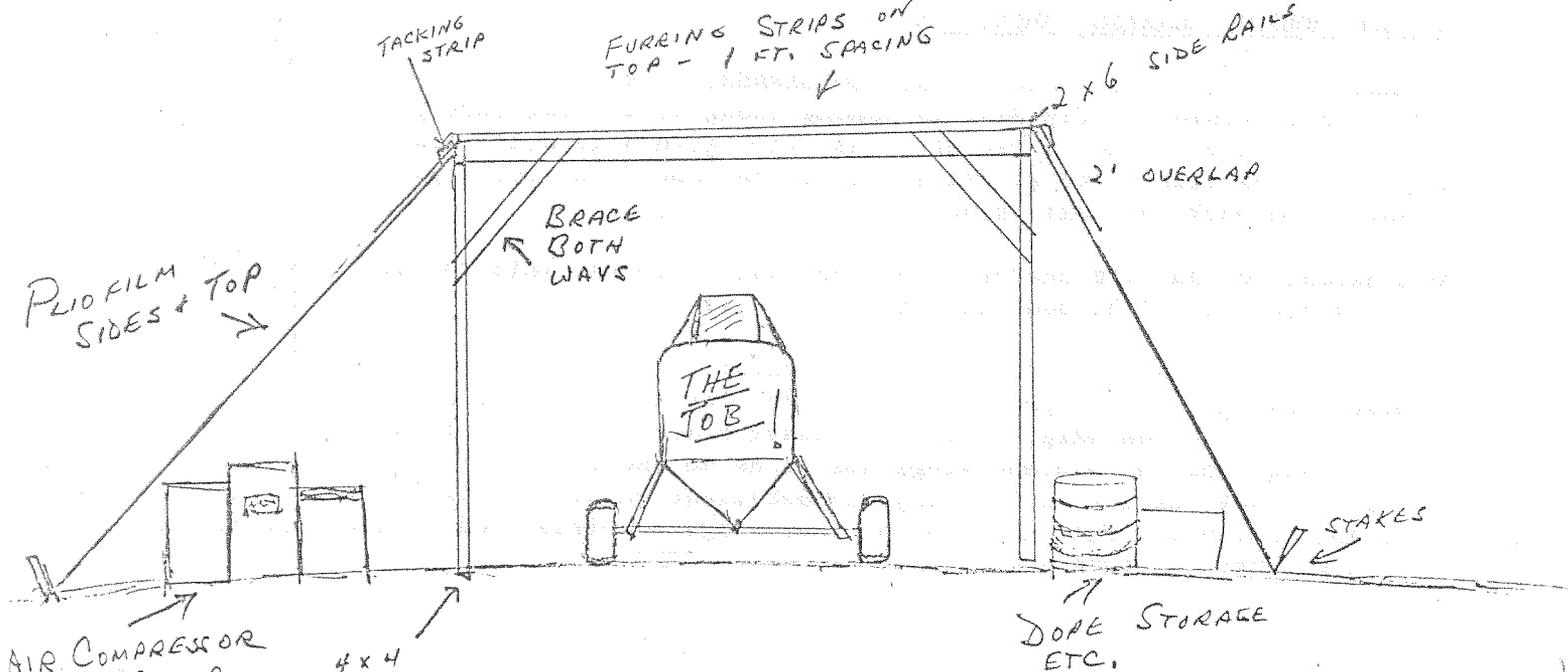
NOTE: PUT USAF STAR AND "N" NO. ON ROOF IF LOCAL WINDS EXCEED 50 M.P.H.!

# FB-1 SHELTER BY BOB GAEDE

IF POSSIBLE, ANCHOR ONE END TO BLDG.



## SECTION X-X



FOR DELUXE MODEL -  
ADD T.V. - STERGO -  
BEER COOLER - COFFEE URN  
BUNK - ETC.

LATE FLASH-----JACKETS AVAILABLE

Just received word from ERNIE HARBIN that he has a deal set up on some jackets that were discussed at Rockford this year.

It all came up when someone suggested that the Fly Baby group needed an emblem, shoulder patch, cap or something distinctive for Fly Baby builders and fans only. Ernie suggested the idea of jackets as being the most practical and agreed to do some research. Little did we expect to have such a quick answer. Here is Ernie's letter.

"The jackets are 2 ply Nylon, waist length - they are a pitchers warmup jacket, if that helps, maroon in color.

The sizes are:       S - 36  
                          M - 40  
                          L - 44  
                          XL - 48

The sizes can range two sizes either way. If someone wanted a 42, he could use either a M or L.

The jackets will have FLY BABY in four inch yellow letters on the maroon Nylon, on the back of the jacket.

It takes approximately 4 weeks for delivery and must be ordered in S-M-L-or XL.

The price is \$8.75, including shipping, and the money must be included with the order. Would like to order as many as possible at one time.

Send your order and money to   ERNEST D. HARBIN  
  5706 SUSAN  
  FLINT, MICHIGAN 48505

FAREWELL TO A FEW

This is the last chance we will get to say thanks to those few who have decided not to stay with us another year. Your help and contributions are appreciated.

It has been a long "year", almost 15 months, but it's been fun. We have enjoyed doing it and hope you have enjoyed getting it.

The best of luck to you on your project, and if we can ever help in any manner, don't hesitate to call or write.

If you haven't renewed, this will be your last issue. Should you change your mind, drop us a line, and we will put your name back on the mailing list. Being a member of the Bulletin is not a prerequisite to friendship and we would like to have progress reports on you ship and especially the "first flight" report.

Thats' it for this time "ah reckon" and will be shooting for the new letterhead on the next issue. See you then.

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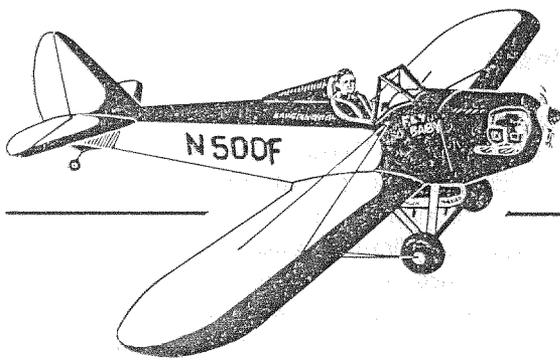
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# fly baby bulletin

C/O Hayden Ferguson  
114 White Drive  
New Albany, Mississippi 38652

ISSUE NO. 13

JULY, 1968

What better way to start the second year of publication than with a new letter-head that leaves no doubt about whose banner we are carrying. Our thanks, on behalf of the members to JACK FERENCE of Reynoldsburg, Ohio for this fine piece of artwork. You will be seeing more evidence of Jack's talent in future issues.

## AS PROMISED, SOMETHING FOR THE LADIES.

Since quite a few guys have admitted that their wives read the Bulletin first simply because the mail is delivered while they are at work, we will throw in this little narrative early. Maybe in this manner the lady of the house will get this far before the "old man" gets home and takes it away from her. (Sometimes in our secret Walter Mitty daydreams, we conjure up visions of a frantic struggle over who gets to read the Bulletin first.) Well, why not? After all, Snoopy gets to do battle with the Red Baron in the same fashion!

The lady who wrote the article has referred to herself variously as "Granny", "A Believer", and a couple of other similar terms, but is in fact MRS. FOREST MILBOURNE of South Bend, Indiana. We had the pleasure of meeting the Milbournes at Rockford in '68 and as expected found them to be a wonderful couple. Forest is a "typical" Fly Baby builder, whatever "typical" is. That statement alone is grist for several pages of copy. Suffice it to say that he is a great guy with the usual enthusiasm and spirit of all Fly Baby builders. Mrs. Milbourne, as it turned out wasn't "Grannyish" at all. In fact, if she is a "granny", all grandmothers should have it so good. She is, however, a warm, vibrant person with whom you feel at ease the moment you meet her. Nowhere at Rockford could you have found anyone with more vitality and enthusiasm. You can bet she scrutinized every Fly Baby on the flight line and could instantly point out any deviation from the original plans. Anyone who thinks he can "put her on" about something concerning Fly Baby is just kidding himself. All in all, she is one of the most wonderful people we have met and our only regret is that we didn't get to take Forest up on his offer of a cup of coffee at their tent and have a chance to visit with our "Believer" more. But, as everyone is prone to say when it is time to leave Rockford, "just wait till next year".

After you have read the article, take a look, if you haven't already at page 47 of the October issue of Sport Aviation. That "Happiness Is" was Mrs. Milbournes first contribution to the Bulletin and as you can see, proved worthy of gracing the pages of our "trade journal".

Guess we had better get on with the narrative before the "old man" gets home. It starts on the next page.

.....And That's How It All Began

Three years ago I was about to give up hope on a new top or even a minor repair on an antique dresser; when out of the blue he asks: "Would you like a top on the "thing" upstairs?" (When I recovered, there was a 4x8 sheet of plywood gracing the dresser top.) It was there for a year, in fact. As the evening wore on, more strange things began to happen. Would you believe a dozen or so C-clamps, tounge depressors, paper cups, wax paper, sand paper, glue brushes; coping saw, chisel, tack hammer, nail set, teenie-weenie nails, a magnet bar, a jar of foul smelling goop, a bundle of rags, a box of cigars, and many things I didn't even recognize. I searched the ad section of our local to see if we were having a rummage sale in the near future!

Then it hit me right between the eyes. I recalled a very thick bundle coming in the mail from Pete Bowers! As I stumbled down stairs I faintly heard the words drifting past my ears: "How'd you like to build a Fly Baby"?

As I said: this was three years ago. The bed room almost looks like one now. As the monster grew too big for the room it disappeared to the dining room, the garage, and the basement.

A call came one night and from the ohs and ahs I thought sure there was an emergency somewhere. There was. A basket case!

The following week I was introduced to the basket case something like this; "Hon; this is a Rearwin Ranger! How about that, a Ranger, no boots or horse!

That's wat it was alright; Six months, fifty-two finger nails, as many knuckles, and a ton of sandpaper later she was airborne. She made her debut at Rockford, '67.

While all this surgery was going on, the Fly Baby got a few gentle pats and a few endearing words of promise every night. No, this wasn't in the bedroom; although there were two more upstairs; I was given the privilege of a place to sleep. (His generosity never ceases!) He found a hangar that almost had a roof and that's where the bird was hatched.

Now, back to the Fly Baby. Talk about neglected children! I do believe we have convinced the neighbors, 'cause the neighbors kids have told their fathers and they drop in ---- just to prove their kids are off their rocker, I guess. Grand Central Station never had it so good.

Really, ladies; it isn't so bad. I have only one major problem at the time. The many men coming to the house has aroused the suspicion of the sedate and staid womenfolk in the area... Guess they are wondering if Ole Granny is up to some "hanky-panky"! (Maybe that's the answer to the tight patrol of the local police in the area!)

Our place mats are sheets from the Pete Bowers Design of the tail section; our stainless lays shining bright right next to a hunk of heavy gauge steel, our napkins smell like glue or sawdust, etc., but it is the best therapy for jangled nerves from jangling telephones, irritated customers, dandelion bedecked lawns, bird catchin cats, cigar burned desks and little things that upset you.

The Fly Baby won't make it to Rockford this year, but Pete has issued her a number. She won't make it, but we will --- nothing less than "The Bomb" would stop us; even the Bomb wouldn't dare fall on Rockford.

Well, make it they did, and were' glad. Although their Fly Baby didn't, it appears from the progress reports that it probably will "make the scene" next year.

## VARNISH & "THINGS"

DICK SCHUMACHER of New port Beach, Calif. is one of our favorite correspondents, although it is a somewhat one-sided affair with Dick doing most of the writing. The following is a letter from him that contains all sorts of info and we will just pass it on "like it is".

"With regard to the request for information on varnishing, I've had quite a bit of experience as a boat owner for several years, and for what it's worth, here goes.

Any Good grade of varnish will hold up well inside. Its' the sunlight that gets it. On the interior where you just want protection, just splash it on. Two or three coats without sanding should give good protection. Exterior, or where you want a fine finish, about 5 or 6 coats with sanding is necessary and when exposed to weather, figure on sanding and recoating at least once a year.

On my ship I am using a product called "Varathane" -90 Gloss, put out by the Flector Company, Inc. of Oakland Calif. This is my first try with it, but it was highly recommended and I'm sold on it. I'm using two coats, and the penetration is real good. Drying is good and from a few tests I tried, appears dope proof, both nitrate and butyrate. Where I want a good surface, I'm trying a first coat of Old Colony sanding sealer, 53-070. Old Colony Paint and Chemical Co. of San Francisco and Los Angeles puts it out.

Further, on painting, again from yachting experience, on the metal fittings I'm using Krylon, 2 coats of metal spray primer # 1317, and finishing with 2 coats of #1401 bright silver. These paints in spray cans have a rust preventive agent. They've stood up to the best of anything around salt water. It is a product of Krylong Inc. of Norristown, Pa. who is a subsidiary of Borden Chemical.

A dimension that was not clear on the plans was the bearing tube on the rear landing gear strut fitting on page 2-7, fig. 2-3. The rear tube section on this fitting should be 1-3/8" and the front section 1" even. The distance between the two is 1-1/8". The fellow who welded mine made the bearings even in size like the forward fittings and I had a little juggling to do on the front fuselage fittings. The dimension is critical if the strut dimensions work out.

On the aft turtle deck construction, on page 6-23, fig. 6-15, I found it more economical in material, much faster and better for holding shape, to cut the long strips from a piece of 1-1/2" x 3/4" stock rather than laminate as shown. Also building up former bows from plywood sections is much faster.

Now, for a question. J-3 motor mounts are scarce as hen's teeth and I have a 7 AC Aeronca mount. Has anyone put one on Fly Baby yet? Also how about exhaust systems? I want the J-3 cowl because it is part of the charm of the ship, but has anyone used the 7AC stacks with that cowl? The exhaust system is a lot cheaper than the Cub setup as shown.

Wheels and brakes are also scarce. I finally found some J-3 8:00 x 4 wheels after about 8 months of sending out feelers. How about some of those fellows who adapted another wheel-brake set up sending in some poop on how it's done. A few dimensions are a big help.

DICK SCHUMACHER, (Cont.)

I think if you can slowly build up info on every variation, it will be the biggest step forward we can get for the "Baby". Looking thru the catalogs shows that there are large price differentials, as some of the stuff becomes more scarce, and there are excellent substitutes if a guy wants to work them out. But once you have, spread the word and we will all benefit.

With regard to the firewall, Sta. 1; rather than have the firewall as suggested, it is much better to have the sides extend 3/8" forward of the uprights and get a lock seam.

It is true that the dimension on the top curve of the firewall should be 12-1/8", but it's usually less wasteful of wood to get a 2 ft. piece, and the metal firewall will cover up the discrepancy, or you can build it up with a strip of wood.

Also found the rear cockpit bulkhead to be 10" high, page 6-23, fig. 6-15, if I wanted to get a straight line on the turtledeck, which from checking the drawings seems to be true.

In a talk with PETE BOWERS, he said .060 would be plenty thick for the compression strut fitting. Much easier to weld and saves a few ounces. Also fits what I have seen on other wings for material size.

On page 1-2c fig. 1-20, the 1" dimension on the fitting brings the bolts right against the instrument panel cross member, which means cutting away on the member or dropping the holes. I dropped the holes to 1-1/16" centerline below the "beak" of the fitting. (plans show 1")

Page 1-29, fig. 1-22, detail "A"; here I used Weldwood "touch-n-glue" since the backup strip is non-structural. The glue is fast and no clamp problems and time.

I think 1/4" plywood is plenty adequate for the floor boards.

On page 6-9, fig. 6-5, the walking beam mount support does not show the angling called for in the text to clear the elevator cables.

On the stab attach, take note. 1/8" marine plywood is 1/8", plus. Save the 2-5/8" bend til last and when stab is complete, measure to fit.

Hope you can make out all this rambling. I am trying to fit Pete's plans without inovations as much as possible, since after all, it's his "Baby". Now with all this said, let me get back to work on my ship. (end)

NOT ENOUGH INTEREST IN "CABLE DEAL"

As you will recall, we asked for response in an earlier issue, to the idea of a group purchase of stainless cable for the wing wires. Well, we had a few who did respond, but unfortunately not enough.

To those who did write, we say thanks for the effort, but it appears we will have to do it on an individual basis. It was a good idea, but just not enough people seem to be ready for them at the same time.

## AL JOHNSON'S WING MODIFICATIONS

Quite a bit of interest has been expressed in AL JOHNSON'S wing plan and consequently we would like to pass on some words of caution from Al regarding the wing. Al's comments follow.

"All the changes I've made are such that they should be considered "change for the sake of change". They are usually arbitrary and always a little capricious. They have, however, invariably been considered with the objective of retaining the wonderful flying characteristics of the prototype "Fly Baby". I have slightly less than 2 hours in the original and want to go on record as saying I wouldn't trade those gentle characteristics for all the modifications in the world.

As you know, Pete is always in an experimental mood, (we were discussing putting a pair of Luscombe wings on my bird until some "junker" hijacked them). Nevertheless, I'm sure he would be pretty upset if someone revised a basically sound design to the point of it becoming dangerous.

The wing modifications I have come up with do not represent much of a departure from the original, nor do they represent a wild flight of fancy. However, the modification does sacrifice almost two feet of span. This clearly violates Pete's original design concept in the area of span loading. I retain most of the area by going to a more rectangular shape, but I am taking upon myself the responsibility for any performance loss that might rear it's ugly head as a result of the span reduction. THIS WING HAS NOT BEEN BUILT OR FLOWN. It has been worked out by myself and BILL DUNCAN, our Designee. I feel it is sound, practical, and simple, but it is certainly unproven as far as I know.

I also changed the shape of the fin and rudder. The brilliant engineering wizardry and design logic that resulted in this change are based on one unassailable principle; viz. I don't like sub-rudders. As a side benefit accruing to the removal of the sub-rudder, I have added a degree or two to my landing angle and will probably enjoy an immense reduction in my landing speed, somewhere in the neighborhood of six or eight thousandths of a mile per hour. (Wow!, that much Al?) I also may collect more bounces. Here again I should note that I have not strayed very far from Pete's originally specified surface areas.

Among other changes are the extension of the turtledeck stringers to the rear of the cockpit. I have also trifled with the shape of the cockpit opening. These changes are mostly based on what makes me grin as compared to what makes someone else grin. (end).

Thanks Al. That's the kind of letter that makes us grin. The same kind of grin you refer to in the last paragraph of your letter. It also reveals you as another of "our kind" in this great group of people who are building Fly Baby.

Be sure to let us know when you test the wing and how it pans out.

## POPE ON PROPS

Our old friend JOE POPE has some info to pass along regarding a question that came up at the '68 Rockford Fly In. The question, posed by one of our Canadian builders concerned the venerable old J-3 Cub, fitted with the Reed clipped wing and a 65 hp. Continental engine. With the Reed wing, a 75 hp. prop is used and gets more zip out of the 65 hp. engine. How come, Joe?.

"The prop is a 71-44 McCauley Klip-Tip, the engine has drilled rod caps and it is turned at 2800 rpm top and 2400 cruise. The Reed conversion plans recommend the 71-44 prop, but don't mention the rpm. Probably because the FAA would "frown" on it. The drilled rod caps are a 75 hp. item, but a lot of the 65's are equipped with them as they are interchangeable. The best thing to do if you don't have drilled caps is to get a set to go by and drill them the same way, or buy a set for a 75 hp. Cont. engine. If you drill them, be careful as the rods and caps are numbered and the holes are not all the same angle. I know of two Reed Clip Wings that have been flying with this arrangement for years and have never had any trouble at all. This is the easiest way I know to increase the performance of the 65 hp. Cont. It is inexpensive, easy and reliable. Would also be quite kosher on a homebuilt and the engine wouldn't be ruined for use on an ATC'd aircraft later on as there are no modifications to the basic engine and drilled rod caps are allowable on the 65. Lots of them have them already. In fact, I have only torn down a couple that haven't. (end)

Thanks Joe for the poop and our congratulations on your crisp, fresh CFI Certificate. If any of our "would be" aerobatic enthusiasts ever get down Lynchburg, Va. way, be sure to look up Joe and get you a couple hours of dual in the clip-wing. Joe can put her through her paces well and can give you some good aerobatic time. His CFI ticket is new, but he is an old hand at aerobatics. You can bet that as soon as his ship is finished, we can expect a full report on the aerobatic capability of his bird.

## BECK 'N CALL

The Canadian registration of BOB CHAMBERS ship is CF-BEC and that translates freely as Bec 'N Call per Bob. Anyway, we had a letter from Bob last spring advising of the roll-out of his ship. He also sent along a nice color photo of the uncovered ship but since we can't print color shots we will have to wait till he gets us a black & white copy. Here is how Bob describes the roll-out.

"As my wife says, Spring has arrived and you never know what is going to grow in the Chambers back yard! The occasion was the first assembly of the bird. What a thrill it was to stand back and see 2 years and 4 months of effort start to look like an aircraft. Not exactly a four engine Lancaster, but to me --- better, in so many ways." The big push is on to have Bec 'n Call airborne in a couple of months, but like DON HOOVER, I find work keeps interfering with my hobby. So, work might have to suffer a little. (cont.)

BECK 'N CALL (cont.)

Bob Chambers closed his letter by expressing his appreciation for the help of the other Fly Baby builders in the area. Namely, GEORGE WELSH, ED COOKE and NORM KELLY. He says the Fly Baby "esprit de corps" is tremendous up his way. With Bob's ship nearing completion, we should have a small squadron of Fly Babies in the Toronto area. The Welsh, Cooke, & Kelly trio flew into Rockford in '67 and only Norm Kelly's ship was missing in '68. Maybe Bob can make it four for '69.

ROCKFORD IN '70

There was a lot of talk at Rockford this year about who was going to be there next year and the year after that. When most of the talking was done, it appeared that 1970 is when a large number of builders expect to have their ship at Rockford for the first time. This talk naturally led to a discussion of when we might have the largest number of Fly Babies there and compete with the Pitts and Tailwinds for sheer numbers. Again, 1970 seemed to be the favorite target date.

In keeping with the general idea, we were approached by several fellows asking that we get the ball rolling by trying to find out how many builders would be finished by August 1970 and to encourage any that might be close at that time. There is nothing "official" or firm at this point, but the general idea is to try to get as many airplanes as possible to the '70 Fly In. We mentioned the idea to Pete Bowers and he, of course, thought it was a tremendous idea. This fits right in with his policy of being at Rockford every-other-year and '70 is when he will be there. In fact, he promised to be there with 500F whether it fitted his plans or not, if we could get enough airplanes there to make a good showing.

The trip to Rockford is an especially long haul for you fellows from the West Coast and East Coast and it ain't exactly a "stones throw" for us "Rebs". Chances are you won't be making the trip every year, so why not make it in '70?

It doesn't take a great deal of imagination to conjure up the thrill of 40 or 50 Fly Babies all lined up in neat array. This can, in all probability, be arranged if we let the Fly In officials know ahead of time about how much space we will need. The figure of 40 or 50 airplanes isn't dreaming either. There are more than that already flying, and in another two years that figure can climb a lot more. Just getting most of them to Rockford the same year is the big problem. If it turned out to be a big enough event, we could probably get a prime position on the flight line, not to mention the publicity for the planes and pilots.

Think it over. We have over a year and a half to prepare and that gives a lot of people the time to finish their ship, including yours truly, maybe. Progress is going to have to pick up on our own personal project if we are to make it.

For those with ships flying, it is only a matter of deciding yes or no, but those not complete, take a look at your schedule and see what you think. Then drop us a card or letter with you thoughts. If you don't like the idea, say so, but, if you think it will work and you want to help, say so. We will start a file on the project and let you know how it progresses. If enough show interest, we will start promoting the idea and report the results. If not enough think it is worthwhile, we'll drop the whole bit. At any rate, let us have you thoughts on the subject.

## LIST OF COMPLETED FLY BABIES

This list is dated approximately as of October, 1968. If you can supply any of the missing registration numbers or the names and numbers of any ships not listed, please do so. Only planes that have been test flown should be included. Any help will be appreciated and we will update the list from time to time.

NAME	REG. NO.	NAME	REG. NO.
1. Bowers, Peter M.	N500F	29. Cook, Edward W.	CF-EWC
2. Lash, Robert	N6389T	30. Villeneuve, John	N6542D
3. Frew, John	N74896	31. Quick, Jim	N4742
4. Guier, Hal	N86681	32. Johnson - Porter	N59365
5. Sampson, Ed	N4629T	33. Gillingham, Gifford	N74080
6. Welsh, George	CF-RXL	34. Guyton, Walter L.	
7. Elliot, Vern	CF-PIR	35. Enochs, Donald	N1373
8. Loken, Gordon		36. Banks, Douglas	CF-WLN
9. Steinbach, Karl F.	N609X	37. Mitchell, Robert	N7181
10. Bruggeman, Clarence		38. Silvaggio, Angelo	N422A
11. Copp, Bert	N3598G	39. Bell, Kenneth	CF-KEY
12. Bond, Elwood, M.	N374Y	40. Webb, Robert J.	N1878
13. Holmes, Linn	N7525U	41. Ward, Steve	
14. Hughes, W.	N74080	42. Taylor, Donald E.	N2207
15. Harbin, Ernest D.	N4284C	43. Whitehurst, Hubert	N1289F
16. Manasek, Francis	N4729G	44. Gonserkevis, A.J.	N6311
17. Rehling, Richard	N63498	45. Allen, Bob	
18. May, Wes	N93003	46. Elliot, Bob	N8716
19. Worden, George	CF-UFL	47. Williams, R.H.	N4610J
20. Bricklebank, Bernie	CF-SNA	48. Turner, Bill	N5955
21. Londo, Francis	N2288C	49. Portor, Emmor	N59351
22. Zediker, Richard	N366RZ	50. Barron, Rollin	N1584
23. Dunning, Dan	N1682	51. Grigg, Walter	
24. Peel, Walt	N612P	52. Fry, Bill	N59357
25. Boothby,	N4658T	53. Dzuba, Mike	CF-VTV
26. Hoover, Donald	N608X	54. Covington, Brown	N8371
27. Sanford, Charles	N30049	55. Burke, Jim	N4787G
28. Kelly, Norman	CF-SUT		

Since this listing was compiled with data from several sources, there may be errors, misspelled names, omissions etc. and we would like to have any corrections you may note. Also some may have changed hands since the original registration and we would like that info also. In other words, if you can add anything to the list, we want it.

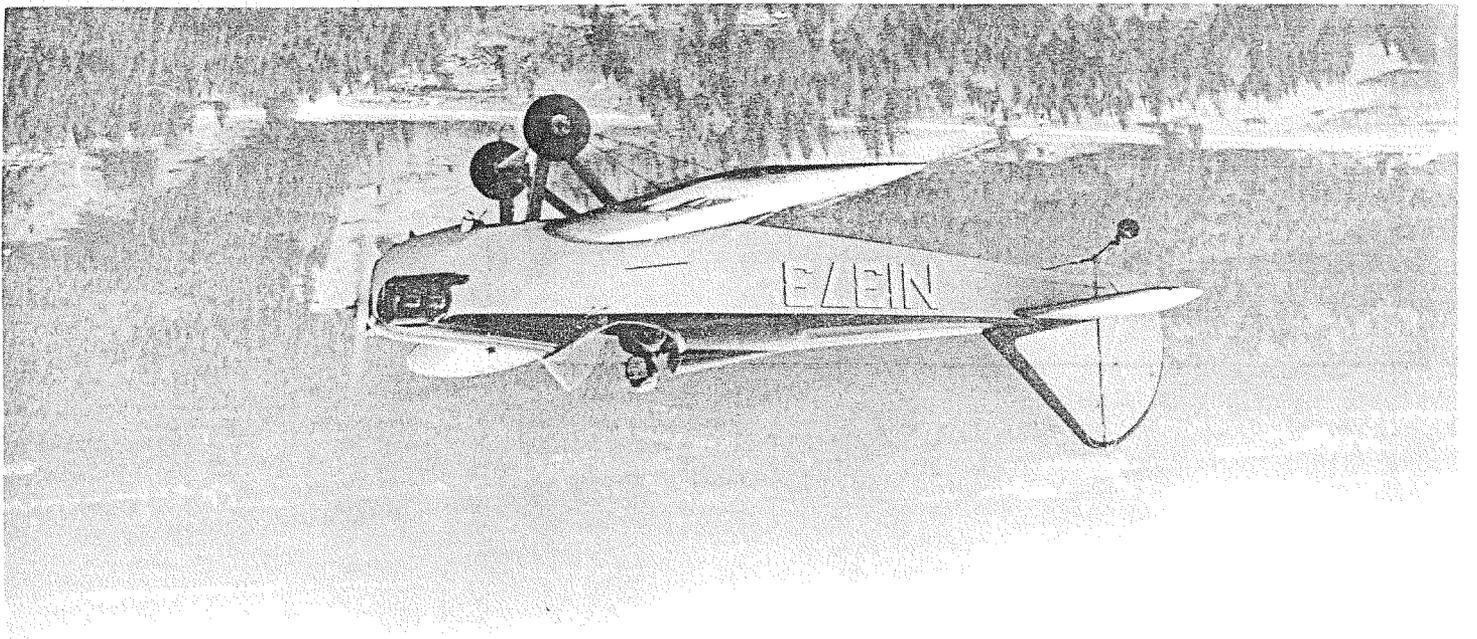
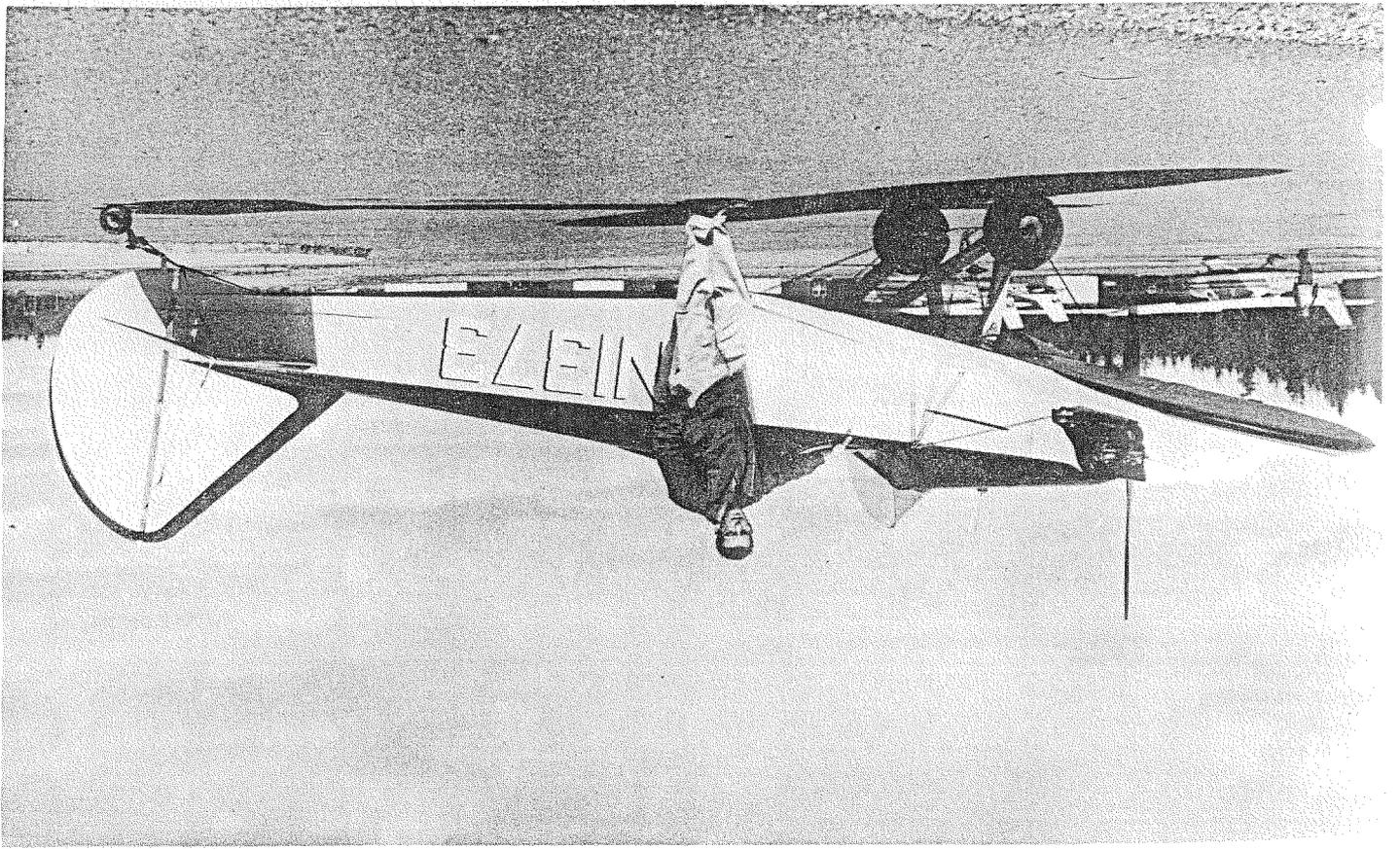
### PHOTO CAPTIONS

TOP: ROY BARKER making the first flight of DON ENOCH'S FLY BABY.  
Flight was made March 24, 1968. Photo was taken by PETE BOWERS  
from N500F.

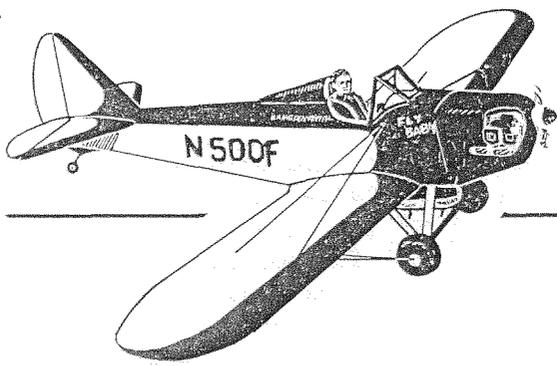
Only changes from standard configuration are the one-piece windshield  
and an extra inch of height for the instrument panel. Engine is 65 hp.  
Continental.

BOTTOM: Here Don Enochs poses with his beautiful two-tone blue ship  
just prior to the first flight. Photo by Pete Bowers.

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# fly baby bulletin

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New Albany, Mississippi 38652

ISSUE NO. 14

Well, good, bad, or indifferent, here it is again. As we hope you realize, it has been quite a while since a Bulletin cluttered up your mailbox, and if you get this issue, sooner or later you will get the remainder of the issues due on the second "year" of publication. The way things have been going lately, we use the term "year" with some caution. Suffice it to say that we still have 8 issues to go after this one, and they may take a while to get published, but they will make it sooner or later. We sincerely apologize for the delay, but before you throw it out, take a look at the contents. You might find something of interest.

To say that the gap in our publication schedule was "due to circumstances beyond our control" would not only sound trite, but would be quite an understatement. Please accept our apology and as always, our promise to do better in the future. The delay was caused primarily by personal problems and since this is a one-man show, it is tied hand and foot to our own fortunes. Most of our problems are now resolved and we are back in the swing of things.

To those who were concerned enough to call or write, we say a special thanks. If you haven't had a reply to a letter lately, then hang on and you will be getting one before too long. Our correspondence is way behind, but we are making headway slowly, but surely. Keep writing.

## AT LAST, THE BIPLANE

The big news this issue is the biplane version of Fly Baby. Pete has completed it and you will have to work at it to miss it on the photo pages. Here is the poop on the new ship direct from Pete.

"Got the new wings on and have taken a few runs up and down the runway to check the rig before the inspector get to it to make it legal. Perfect lateral and longitudinal trim and gets off the ground even quicker that it does as a monoplane.

It actually "floats" in landing, something the other small biplanes can't do. There's a good reason for it. Like the monoplane, it has more wing that its contemporaries. Span is 22 feet, two more than the the EAA Biplane, biggest of the standard plans jobs. Chord 42 inches and wing area 150 square feet.

The conversion added 30 square feet to the wing area while adding only 46 pounds to the gross weight. This cuts the wing loading down from 7.7 pounds per square foot to 6.46, call it 6.5 pounds per square foot. Another reason for the good characteristics is that the biplane wings have a good gap-chord ratio. Gross weight has been increased by the amount of the additional weight, to 970 pounds.

"BIPLANE" Con't.

The lower biplane wing mounts to the same points and uses the same pins as the monoplane wing. The center section of the upper wing is installed ahead of the cockpit to simplify the pilot access problem. Real easy to get into - no squeezing in under a center section or banging knees on it. The bottom of the forward center section strut attaches to a stud at the top of the engine mount angles and the rear strut has a fitting that goes into the same fitting that holds the monoplane landing wires. The roll wires anchor to an extra piece of structure built on the front side of the firewall. The top of the firewall bulkhead is stabilized fore and aft by two tubes tying it to the top of the engine.

The N-struts for center section and outer wing panels are built up as one-piece units by lamination in the manner of the wooden landing gear. Flying and landing wires are still 1/8" 1 x 19 stranded stainless steel wire.

Because of the more forward location of the upper wing, both wings are swept back eleven degrees to bring the center of lift back in line with the center of gravity. Combined with the dihedral, the shape of the wing tips and the relatively short landing gear compared to the wing gap, this makes the biplane Fly Baby look a lot like a scaled-down De Havilland Tiger Moth. This isn't exactly unintentional.

Ailerons are in the bottom wing only. They attach to the same point on the main controls as the monoplane wing, and are just as effective as the monoplane ailerons. Very little dihedral on the top wing, more, about four degrees, on the bottom.

The inspector is due at the airport soon to license it. After that comes the full-scale test program, then the job of making up conversion plans for all the guys that have been waiting for them. (end)

FLY BABY T-SHIRTS AVAILABLE

Look on the photo page and take a look at Pete Bowers T-shirt. If you like it and want one, they are available at \$3.00 each, postpaid.

You can get the picture on either the front or back of the shirt. Specify mens or boys when ordering and whether large, medium, or small.

The picture is done by the silk-screen process in three colors - basic airplane yellow, with red trim and black detail, just like the original. The lettering is red in the same style as used on the original airplane. In fact, the lettering on the title sheet of the plan set is traced from a photo of the nose of 500F and the T-shirt lettering is traced from that. Hows' that for continuity.

One minor we might add, and that is where to get them. Write to:

S.A.A. Engineering  
12020 Bellevue-Redmond Road  
Bellevue, Washington 98004

Don't forget, specify mens or boys, and whether small, medium or large. Specify also if you want the picture, front or back. \$3.00, postpaid.

"ROCKFORD IN '70" GETS BIG BOOST

As you will recall, there is a movement afoot to try and get a lot of Fly Babies to Rockford at one time in 1970 at the Annual Fly In. Pete Bowers has promised to be there if we can get a good crowd. Everyone we have heard from has been very receptive to the idea and the enthusiasm is growing.

Elsewhere in this issue we have reproduced a letter received from EAA President, Paul Poberezny which is self-explanatory. The letter leaves no doubt how he feels about it.

This should give some of us "undecided" crowd the gentle push needed to get our rear end in high gear and get our ship to Rockford next year.

"ROCKFORD THIS YEAR" HE'P! HELP!

We regret that we won't be able to make it to Rockford this year and consequently will be grateful to those who do, if they will share their Rockford Fly Baby photos with us for the Bulletin.

Also we will be needing reports of the Fly Baby activities during the week so we can report them in the Bulletin. Please don't everyone sit around thinking others are doing it. This has happened before. Take notes and pictures and send them in. We will take it from there and report it to the others like ourselves who can't make it this year.

SOME "NEW YEAR RESOLUTIONS" (Better late than never)

Maybe the timing is a little off to you, but in keeping with the Bulletin's publishing schedule, here is a little verse by our "Believer". One of our own resolutions is not to print an issue of the Bulletin without a contribution by our Believer. Now, that puts the load squarely on her shoulders to keep us well supplied with material. Here is this month's rendition.

HAIL 1969!

I hereby Resolve, (as I did last year?)  
To fix the lawn mowers toothless gear;  
To patch the roof, mend the screen,  
To "seat" the taps (both Hot and Cold),  
And change the latch so it will hold;  
Trim the trees, re-sod the yard,  
See that the alley is again retarred;  
Clean the cellar, hang the tools,  
Donate some time to the Public Schools;  
Join a Lodge--To participate  
In local endeavors to integrate;  
Donate more time to Youth, perhap  
To close the Generation Gap.  
These are quoted words from '68  
Resolved in good faith from my lying mate;  
He resolved it all again this year--  
As he reverently placed Her on the gear!

And I Still Believe!

Likewise Granny.





# EXPERIMENTAL AIRCRAFT ASSOCIATION

An International Non-Profit Organization Dedicated to the Advancement of Aviation Education, Homebuilt Aircraft and Private Aviation

OFFICES & AIR MUSEUM: 11311 W. FOREST HOME AVE., FRANKLIN, WISCONSIN

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POST OFFICE BOX 229, HALES CORNERS, WISCONSIN 53130

Hayden Ferguson  
114 White Drive  
New Albany, Miss. 38652

Dear Hayden,

Thank you very much for the latest bulletin on the FlyBaby. As usual, it was very crammed full of information. Rockford 1970 for FlyBabies was very interesting and it would give me a great thrill to see 40-50 FlyBabies all lined up in a row. We will assure you of a complete row to yourself and will see that EAA awards a big trophy for the best FlyBaby in attendance. You FlyBaby owners/builders would be the judges as to who should get it.

We hope to someday have Pete Bowers' original 500F FlyBaby here in the Museum. We hope Pete hasn't forgot what he told me several years ago. But we have got to get the old bird around the country a few more years before it is retired.

EAA is growing in leaps and bounds and in fact, today, Sunday, I opened the mail for Audrey who gets it all lined up for the employees on Monday morning; it took me exactly one hour and eight minutes to open the letters with a letter opener and that's a heap of mail.

You fellows keep up the good work and don't hesitate to call upon us for anything.

Sincerely,

  
PAUL H. POBEREZNY  
President

PHP/p

DIRECTORS: — Harry Zeisloft    Val Brugger    Chet Wellman    Martin Haedtler    Don Hart    Robert Gyllenswan    Robert Wales

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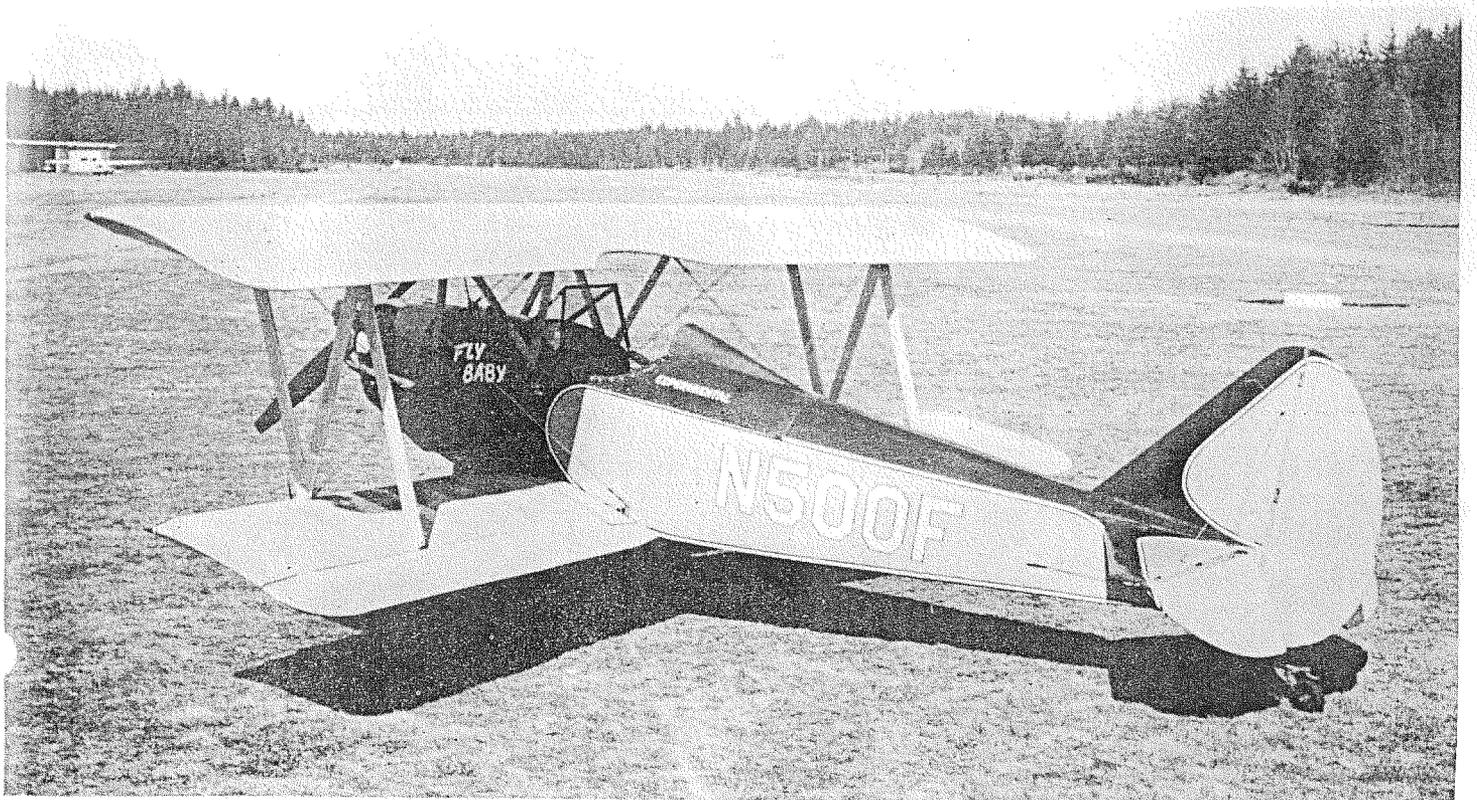
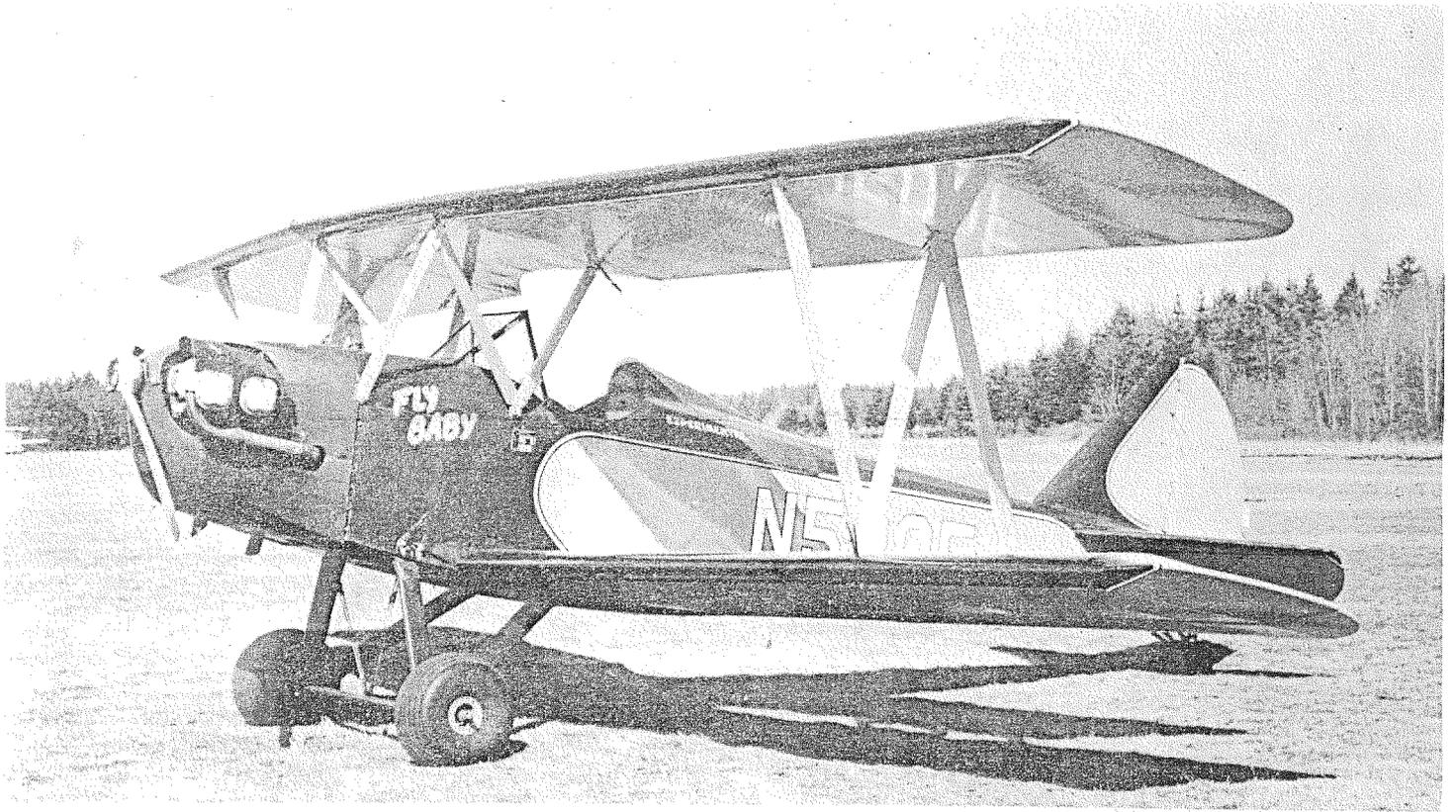
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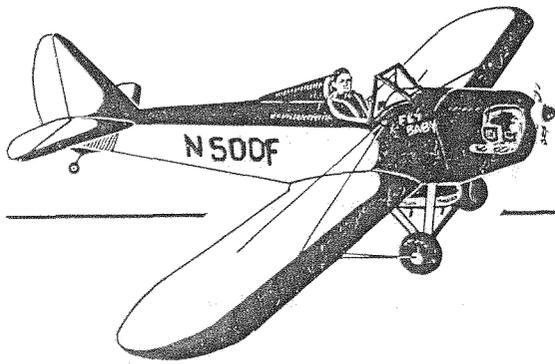




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# fly baby bulletin

C/O Hayden Ferguson  
114 White Drive  
New Albany, Mississippi 38652

Issue No. 15

Contrary to what you may have heard, suspected, or plotted, neither Ferguson or the Bulletin have departed this world. Granted, this past year hasn't exactly won any Pulitzer Prizes, but on the other hand, we survived.

The upcoming year looks a lot better from where we stand than the one just passed. With a little luck, this poop sheet could become a quarterly "monthly" instead of a semi-annual "monthly". We aren't making any rash promises as we have in the past, but the prospects are a little better. About the only thing we will promise you for sure is that sooner or later you will get all issues up thru number 22. After that, it will be a brand new ball game and we will cross that bridge when we get to it.

Our true thanks to those faithful few who have kept the faith thru this long dry spell. Without your encouragement and confidence, things might have not been as good as they were.

As always, if anyone has lost any back issues or didn't get their copy, just drop us a line asking for the one you need and we will send it along. A stamp, while not mandatory, is appreciated.

## "ROCKFORD IN 70" HANGING FIRE

As we hope you will recall, there was a movement afoot to try to get a large number of Fly Babies to Rockford this year. However, since Rockford is now out of the picture and Oshkosh is "the place", we may want to revamp the schedule.

Not only may the new site change some of the pilots minds about going to the Fly-In, there is also the extra work load assumed by the folks at headquarters of EAA. They will certainly have their hands full just getting the show going this year. It might be more considerate to not bug them about private space for a row of Fly Babies this year. On the other hand, if enough ships are going to be there, it might be an "added attraction" with little extra effort.

If you think you will take your airplane to the Fly-In this year, please send me a card or letter and let me know. This for sure includes the ships that expect to be finished between now and August. If there is any probability of your being there, tell us. Also, we have had a "static" Fly Baby show up at the Fly-In in the past, and these count too.

We also would like to make a list of those who expect to be at Rockf#&\$ç%\*@#! Dang it! That word is going to be hard to shake from our vocabulary. What we are trying to say is, "if you plan to be at the Oshkosh fly-in at all, let us know". We would like to make a list of the ones who expect to be there, with or without their airplane, so we can publish a list before the Fly-In. This will help people get together to discuss common problems. This sort of list was requested by several guys at past Fly-Ins, but we never got around to putting it together.

## 1970 FLY-IN Con't.

We will not have our own Fly Baby ready for the '70 Fly-In, but hope to be there anyway. Probably will try to nurse my old J-3 Cub up there if we get her cover back on in time. She hasn't been back to yankee country since she left Lock Haven and gets sort of balky anytime we get north of Memphis.

About all we will have room for in the Cub will be a sleeping bag and change of clothes and unless the motel is next door to the parking area, we may be looking for bag space in someones tent if they have a few square feet to spare. In the meantime, we are going to try to promote a pup tent.

If anyone up in the Oshkosh area gets any inside dope on the new Fly-In site, please pass it along so we can give our fellows first crack at it. The EAA letter was quite informative, but obviously a lot of work remains to be done by the good folks at headquarters.

## TAPERED AXLE PROBLEM

We have a builder who has a run-out Aeronca Chief that he is robbing of parts for his Fly Baby and he would like to use the tapered axle if it is possible. It seems however that the method of attaching the flying wire fitting to the end of the axle poses something of a problem. If anyone has used this type axle, we would appreciate any advice you have.

The fellow who needs this information is BERTIS JONES, Route 6, Box 2, Oxford, Miss. He also happens to be the nearest Fly Baby builder and we didn't know he was building until a short time back. He lives about 40 or 50 miles from us and is putting his ship together in a barn. Like a lot of us, the cold weather shuts him down during the winter. Yes Virginia, they do have cold weather in Mississippi. As a matter of fact it got down to seven above recently and slowed things down considerably. Heck, we couldn't even move. Schools close, factories shut down, traffic stops and a good time is had by all. If any of you Yankee fellas decide to come down this way, you better be sure to reserve some decent weather ahead of time.

Back to the subject at hand, if you have the dope on the axle you can write Bertis direct, but we would like a copy to pass on to anyone who might be interested.

## NEW FITTINGS SOURCE

DICK WEEDEN who was previously supplying Fly Baby hardware is no longer doing so. He has turned his operation over to RAYMOND NEW who is now providing the same service. Ray's address is 332 North High St., Janesville, Wisc. 53545.

Ray is doing basically the same thing Dick was doing and if possible, we are going to include his price list in this issue of the Bulletin. We have not seen any of Rays work, but have been told that it is up to Weedens standards, and if so, that is enough for us.

Since Ray and Oshkosh share the same state, he may be at the fly-in this year. He hasn't said anything about it in any of his letters, but it would give the builders a chance to meet him and he in turn might sell a few fittings along the way. On the other hand, he may not be able to get away that week and have to skip it. When we know, we will let you know.

## BE WARY OF WAXED PAPER SUBSTITUTES

Here is a word of caution from ED MORE, EAA Designee # 214. Ed, of Simsbury, Conn., wrote relative to a previous article regarding waxed paper substitutes. Says Ed, "There is only one substitute for waxed paper to prevent glue flowout from bonding the part to the jig, and that is Saran wrap, aluminum foil or a similar non-adherent film sheet. The strength of bonded joints is extremely subject to cleanliness of the bond joint surfaces. Waxes, oils and silicone release agents are sure death for a bonding agent. Even contact with waxes can leave a residue on soft, absorbent wood which is very difficult to clean off properly. If you add the solvent effect of the volatiles in glues, then the wax can permeate the wood to a considerable depth. Saran wrap works very well as a release film and can be easily held down with a few staples into the jig. The use of wax, soap, or release spray is O.K. for models, but strictly "verboten" for man-size machines."

## ANOTHER WIDER FUSELAGE

In the same letter containing the above warning, Ed also mentioned that he had to widen his fuselage to handle his 6'-6" frame and 220 lb. chassis. This need for a wider ship was obvious when Ed tried to sit in a friends Fly Baby. He was unable to get into the cockpit at all, much less work the controls.

The answer for Ed was to widen the fuselage by one and a half inches. He says that three quarters of an inch on each side may not seem like much, but it makes the difference in being able to get in the ship and not being able to get in. With this modification, Ed can even make it in with his 28' canopy seat pack chute.

Ed says, "If this modification is made, one should remember to change the angle of the stabilizer butts to match. I didn't and had to rig up a universal joint between the elevators. This was a real case of serendipity as when the universal went in, I did not have the chore of aligning 12 hinge holes at once to prevent weaving of the elevators."

(In case you have to look up "serendipity" like we did, you will find that in laymans language it means falling into the well known barrel and coming up smelling like a rose.)

## PROJECT FOR SALE

We always regret having to put a "for sale" item in the Bulletin, but such is life. One thing we have found is that usually the project is given up for some reason other than getting tired of it or losing interest.

This project is that of JOE BYRNES, 416 Concord Drive, Streamwood Ill. 60103.

If you want to see a photo of Joe's ship, take a look at Page 15, Issue No. 9, in the upper right hand corner. Joe says it is exactly as you see it there and he will consider all offers. He has several instruments, some fittings, some steel, some wood etc. Sounds like a pretty good deal for someone. Please contact Joe directly if you are interested and let us know if you work out a deal.

Best of Luck, Joe, and we hope that things work out in the future that you may be able to take another crack at Fly Baby.

WE HOPE "THE BELIEVER" STILL BELIEVES

In us, that is. We sure can't blame her if she doesn't. That item heading "Granny" is our warped way of apologizing for not keeping our end of the correspondence active.

Here is a tidbit from our Poet Laureate that we have been hoarding for just such an occasion when we needed it.

After Rockford--1968

Yeah, the roof still leaks (but not the tent),  
Hangar fee is paid, (but not the rent);  
Alarm doesn't work, (Altimeter does,)  
The sweeper still whines, (but that's because--)  
He's been far too busy (for trivial things)  
Like household gadgets, (they don't have wings).  
So I'll call a repairman (a do-it-all mechanic)  
To fix all the "trivia", (I refuse to panic!)  
"I'll fix it tomorrow," (as the cliché goes)  
When tomorrow will come (that God only knows)  
I'll keep my nerves steady, (can't lose my cool)  
I'm resigned to the fact, (I married a fool--)  
But a lovable fool, (I'm really not cryin');  
Cause I'll rate first again--(After FLY BABY'S flyin'.)

The above is the last of our material from our "Believer" and we hope she will favor us with more. The Fly Baby "verse" has probably received more favorable comment than any other facet of the Bulletin. A great deal of it from non-builders.

Like a lot of builders, we are "blessed" with quite a few good citizens who "just happen to be in the neighborhood and thought they would drop in". What they really mean is "I wanted to see for myself if there actually was an idiot in our town who is building a homemade airplane in his garage". After the initial shock wears off, they invariably start poking around the bench and pick up an old copy of the Bulletin. It is then that we get the comments on the "cute little poems". Since very few of them realize they are in the publishers "office", we like to think their charitable remarks are sincere. There was one exception however, that we recall with a wry smile. One "citizen" made a facetious remark about the "idiot" that composed the Bulletin, and for the sake of the "status-quo" we agreed that the "idiot" had a few shortcomings. We then gently steered the conversation to less controversial subjects and as far as we know he is still not aware that he was addressing the "idiot". For some stupid reason it gives us a feeling of superiority. Explain that one Granny.

From some of the conversations and letters that we have had with various builders, there have been some rather amusing questions and comments from our unenlightened bretheren regarding the building of an airplane in ones home. If you have some that you would like to share with us, pass them along. This is in no manner meant to ridicule any of our friends and neighbors, but there are times when their ignorance of the subject gives us a chuckle. How about yourself.

## LANDING GEAR LAYOUT BY JIM COX

Different builders have from time to time expressed some displeasure with their landing gear building methods and it seems there are about as many ways of laying up and jiggging the gear as they are builders. Since few of them are sure their method is the best, they are reluctant to write about it. We have asked for articles previously on this subject but not too much has been written about it. We did finally however get JIM COX to give us his method. Jim as you will recall has contributed to the Bulletin previously. You may also recall that he is a newspaper reporter by profession and has a Certified Repair Station for his "hobby shop". Here is his report.

"At long last I can roll my Fly Baby around in the shop.

I have it sitting on the dummy main gear now. Made dummy legs out of the Novaply chip board that I used to laminate up gear legs. Doing this so I can weld up the stuff needed at the axle without damaging the for real legs. After welding will use the dummies for patternes to cut end angles and such for the real legs.

The gear legs are laminated from 2 layers of spruce and 2 layers of VG fir plus a core of 1½ mil birch aircraft ply. The 1½ mil core wasn't planned but had to use it as a filler. The final pass with the planer was about 1/80th of an inch light and when the four layers were stacked, they came out about 1 mil thin. So, it was either rework fittings that were made for 1" or add the spacer. Easier to add the spacer. They look real good and by using 1½" Novaply chip board on both sides for clamping blocks they are straight. Also glued both legs at the same time with wax paper to separate layers. This saved time and also helped make stiff glue bundle. Used cheap 2" paint brush to spread glue. Time from start of glue spread to end of glue spread was 22 minutes. This includes time for lining up layers and nailing in place with pre-started alignment nails for the layers, as per plans.

For me the lack of base reference lines for the layout of the gear legs caused no end of trouble and doubt. I also tried to use the drawings published in the Aug./Sept. issue of Air Progress which were slightly better layout-wise. I finally established the axle center point as 9" ahead of the front spar on the side of the fuselage and erected a straight edge down to the location of axle on the dummy vee. The 9" point was based on last sentence of gear section that says the axle should be under the leading edge, or words to that effect. I hope I am not the only one who had trouble with this. (He isn't.) Would hate to think I was that stupid. (He isn't). After all, I can layout curved bars, circular stairways and things like that. All in all though I doubt that 1" either way would have much effect on ground handling. Just wanted to put it where the man said it should go. In thinking about it this could be why some of the fellows have found the flying wires did not line up with the fittings and had to make changes. I found that shortening the rear leg 1/8" would move the axle almost a ½" aft.

Also getting a 1½" hole through the axle plates on an angle of 26 degrees was not the easiest thing. I used this method. After all alignments, the inside and outside axle plates were bolted in place and from fuselage checks established the center of the axle. This was center punched. Drill press table tilted to 26 degrees and gear was clamped down. Started with 1/8" drill and enlarged hole by 1/16ths up 1/2". Then went to 5/8" and then 7/8". The 1" drill would not cut without slipping off the hole at this angle. So I gave up on drilling.  
(Con't next page)

JIM COX GEAR (Con't)

Using the 1½" ID brake plate sleeve that was already cut to 26 degrees angle I used the silver pencil and marked inside for proper hole size. I then used a 3/4" four fluted end mill cutter and free handed the hole to the drawn hole pattern. This was very successful and will work as long as you keep a very firm grip on the leg and not let the cutter take the work away from you. Also since you need both hands to hold legs, have someone stand with their finger on drill switch in case the leg should get loose. Also I ran drill press at next to top speed to lessen chance of cutter digging in and taking the work away from me. Also very important part is to have back side legs shimmed up so they will freely slide on drill table and bolt heads not touching.

This probably sounds complicated, but in actual time you can cut this 1½" hole through plates and gear leg in about 20 minutes. If you did it by hand, it would take several hours of hard work. It doesn't follow good machine shop practice to the letter and you can get hurt if you aren't careful. The cutter I have is a Weldon 3/4" High Speed Steel with a ½" shank. The flute part is 1-5/8" long. I have used it several times for other odd ball holes that I have had to cut and didn't have drill for. For example I made the 1-½" inside hole in my brake plates with it. The plates were laid out on small sheet of .090 4130. The inside holes for both were drilled to largest drill size which in my case is 1". The cutter then was used to finish to size. After inside hole cut, the outer diameter was cut with a Porter Cable Bayonet saw with 14 tooth short steel blade.

Don't try to hog steel with the cutter as it will violently take the steel away from you. Make light smooth filing cuts around the diameter of the hole. Don't dig in more in one place than another. Keep your cuts smooth and leave the same amount to be cut all around the hole. To dig in is asking for trouble. Keep cutter speed high.

Also by using Silicone Carbide cloth discs on a disc sander on plywood circles on a table saw, you can sand the edges of steel very rapidly to outlines. Cloth should be glued in place.

My brake plates for example, took less than 2 hours to make and I was in no hurry to speak of. The only hand work was to cut notches for brake fluid line in plates. This was two hack saw cuts to depth of notch, break out small piece with vice-grip pliers and file to shape."

That's about it. P.S. "I am aware of proper way to cut angle holes by using steel plate beveled to horizontal and I'll do this but too much trouble for two holes."

Well there you have it, and if you have a different and better way, or different or better way, we would like to hear from you. This is the kind of information we need and you have. Every builder has to solve a few dozen special problems in the course of building and most do it differently.

Don't hold back information or methods because you think they might make you look stupid. Any way that gets the job done is the right way. A great deal depends on the extent of tooling you have available and most of us are limited. Consequently, a great deal of make-do, improvisation, and yankee ingenuity are brought into play. Your own private, unpatented, weird way of solving a problem may be just what another guy a half-continent away is looking for. After all, as we have said so many times before, that's what the Bulletin is all about.

We can't pass it on if we don't get it. It's just that simple.

# FLY BABY FITTINGS

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1.	ELEVATOR AND RUDDER HINGES WITH RUDDER HORN.....	\$15.63	Set of 9 Pr. or \$1.88 per pair
2.	WING LANDING WIRE SUPPORTS.....	\$7.19	With Spacers
3.	ELEVATOR CONTROL CABLE HORN & TORQUE TUBE.....	\$1.88	
4.	STABILIZER ATTACHMENTS.....	\$4.69	Set of 4; 2 Front, 2 Rear
5.	AILERON BELLCRANK.....	\$6.25	Set of 4
6.	WIRE SUPPORT .....	\$2.19	Each
7.	WIRE SUPPORTS.....	\$4.13	Set of 6
8.	INNER ELEVATOR CONTROL HORN.....	\$3.84	Set of 2
9.	OUTER ELEVATOR CONTROL HORN.....	\$4.56	Set of 2
10.	COMPRESSION RIB SET WITH TUBING.....	\$25.35	Per Set
12.	LANDING GEAR OUTER SUPPORT FITTINGS.....	\$8.70	Set
13.	LANDING GEAR INNER SUPPORT FITTINGS.....	\$11.00	Set
14.	TAIL WHEEL STEERING HORN.....	\$2.06	
15.	SWING LINK SUPPORT.....	\$2.35	Set of 2
16.	BELL CRANK SUPPORT.....	\$3.75	Set of 4
17.	SWING LINK WITH TUBING.....	\$2.50	Set of 4
18.	AILERON HORN.....	\$4.25	Set of 4
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24.	FWD L GEAR FITTINGS.....	\$4.50	Pair
25.	SPAR FITTINGS.....	\$6.20	Set of 8
26.	HINGE SUPPORT WITH GUSSET.....	\$2.13	Pair

(Continued on reverse side)

- 27. WING HINGE.....\$2.50 Set of 4
- 28. WING WIRE ANCHOR LEFT FRONT BOTTOM.....\$2.00 Set of 2
- 29. WING WIRE ANCHOR LEFT REAR BOTTOM.....\$2.00 Set of 2
- 30. WING WIRE ANCHOR LEFT FRONT TOP.....\$2.19 Set of 2
- 31. WING WIRE ANCHOR LEFT REAR TOP.....\$2.19 Set of 2
- 32. CONTROL STICK AND ATTACHMENTS.....\$15.62 Set ready to weld.
- 33. TAILWHEEL SPRING AND BRACKET ON SPECIAL ORDER ONLY, SEND DIMENSIONED SKETCH FOR YOUR TAILWHE
- 34. L.G. WIRE SUPPORT.....\$0.94
- 35. AXLE SUPPORT PLATES.....\$6.25 Set of 4
- 36. RUDDER PEDAL ADJUSTMENT LINK.....\$1.25 Set of 2

COMPLETE SET TOTALS \$169.97

These fittings are accurately laid out, drilled, edge finished and die formed where necessary to exact Bowers specifications of 4130N steel. They are then sand blasted or buffed, and zinc-chromated one coat. At this time I cannot supply welded fittings, however, all parts for the weldment are furnished. This set includes only those fittings listed and does not include the following:

- RUDDER PEDALS AND PEDAL MOUNTS P-6-3 Fig. 6-2
- ELEVATOR CONTROL PUSH ROD P-6-9 Fig. 6-3
- AILERON CONTROL PUSH RODS AND AILERON LINK P-6-8 Fig. 6-4
- SEAPLANE REAR FLOAT STRUT FITTING P-2-13 Fig. 2-7
- FLYING WIRES, AND BOLTS AND HARDWARE

All formed parts are formed according to minimum bend radius of stock thickness times 2 to the inside radius. All bends visually checked under 10 power glass for cracks. Your satisfaction is guaranteed and you are urged to return any defective part for any reason for replacement or refund. When ordering give fitting name, page number and number of the fittings as it is listed in this list - for example:

"Outer Elevator Control Horn Page 3-4 No.9"

TERMS

On orders less than \$10.00 - cash with order. Over \$10.00 30% with order balance C.O.D. On full set, orders, please allow 30 to 45 days for manufacture and delivery. All other orders 15 days. Prices subject to change without notice. Remember, these fittings are guaranteed unconditionally and if there is something about them that you feel isn't satisfactory, I want to know about it.

RAYMOND NEW  
 332 N. HIGH STREET  
 JANESVILLE, WIS. 53545

Raymond M. New  
 332 N. High Street  
 Janesville, Wis. 53545

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## BUY, SWAP OR SELL

Here is a note from Dwight Skelton, 34 Aldridge Lane, Watsonville, Calif. 95076 with a few spare items he has. Dwight's phone is (408) 722-4767.

"I have a tapered crankshaft for an A65 Cont. and also a prop hub for same. I also have misc. parts such as a cam shaft and timing gears that are extra parts. I understand the crank has been magnafluxed but it is not certified. Will sell crank for \$75.00 F.O.B. Watsonville and \$40.00 for hub. Both for \$110.00.

I need a good rate of climb indicator, up to 2000 FPM. My mags are Case mags and I would like a pair of Bendix-Scintillas in good condition for a Cont. A65-8F. Contact Dwight if you need to work a deal.

Here is some information that is a little stale but may still hold good.

Warren Gavey of 8 Dale Ct., Walnut Creek, Calif. 94595, writes the following.

"I have a set of Cub wheels 8:00 x 4 with backing plates and bearings. They need one and possibly both expanders, both drums, and one puck is missing and one bearing isn't too good. No tires. I'm into them \$65.00 and would be glad to get it out. At GEE BEE AERO, Reid Hillview Airport, San Jose Calif., they have new surplus expanders for 12.00 each and the drums new for 7.50. I got a set of reconditioned wheels with bearings, no backing plates, there for 42.00 and intend to go to mechanical brakes using Bonanza trail bike backing plate and brake assy. 28.00 for complete setup for 2 wheels including return springs and lever arm, and it fits without any alteration as far as I can see. Except cutting out the plate to fit on the 1½" axle.

## DIFFERENT TURTLE DECK TREATMENT

Warren went on to describe his method of handling the turtle deck.

"I made my rear turtle deck intergral with the main fuselage and covered it with fibreglass. Haven't checked the weight yet against aluminum. I made up one layer of light weight cloth and resin flat on my work table by coating it with mold release and when this had set up I laid it over the formers and around the cockpit opening previously coated with a good coat of resin and held the whole sheet in place with masking tape while it set up. This gave me a nice even curve over the formers. Then I made the headrest the same way and set it in place holding it and at the same time making nice concave curves along each side with masking tape. Then I laminated a second layer of cloth over the whole thing. I think about one good heavy coat of lacquer primer surfacer is going to make it really slick, but will let you know about that later. (Now is later Warren!)

## NO PHOTO PAGE

We are intentionally skipping the photo page this issue to get in a little more copy. Will make it up later. We do need photos however for future issues and will appreciate your sending them along. Good contrast black and white print best. Color we can't print, but they sure look good in the scrap book album we are compiling and will try to have at Oshkosh.

## MAIL NEEDED

We have our typewriter and enthusiasm both all warmed up now and intend to get this "poop sheet" back on the track. We need help and went last long without it. If you have been putting it off waiting to see if the earth had swallowed us up, wait no longer. If you do, it may. Hurry up.



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