This is a mold-less construction, carving rigid foam, really pays off and saves you big bucks! Your fuselage cross section, before carving, looks like a box, as in Fig. 10, section A-A. When you are finished carving, it will look like Fig 10, section B-B. But before carving the corners, you should first taper the sides, from a point about 25 in. forward of the firewall, back to the firewall, except remove all the foam on the outside of the upper longeron and LWY starting at a point 5.5 in. forward of the firewall, and taper the foam down to where it is removed along the longeron and LWY so that the glass will conform (refer to M-7 and M-8) Referring to large drawing M-8, you will notice that the foam removed at the firewall is approximately ¾ in. You will want a straight, smooth taper. Using a sanding block would be a lot of work. You can slice some off with a hack saw blade, and then use a Stanley surform plane, which goes much easier than sanding. You don't have to worry too much about the area forward of the center spar cutout because that will be inside the strake. Also, check the sides in the vicinity of the landing brake. If there is a sharp bend there, make it more gentle now.

Chapter 7, Page 2

Step 2

4th Sentence

Next, make the fuselage curvature templates shown on large drawing M-16 and in Fig. 20. Template AA is used at F-28. Note that you will be removing part of the upper longeron as the template and Fig. 20 indicate. Template BB is used about F.S. 33, and CC is used from about F.S. 38 (3 in. forward of instrument panel) to F.S. 82 (Top of seat back). From this point the curvature gradually transitions to DD just ahead of the center section spar cut-out.

Chapter 7, Page 4

Step 4

Paragraph 2

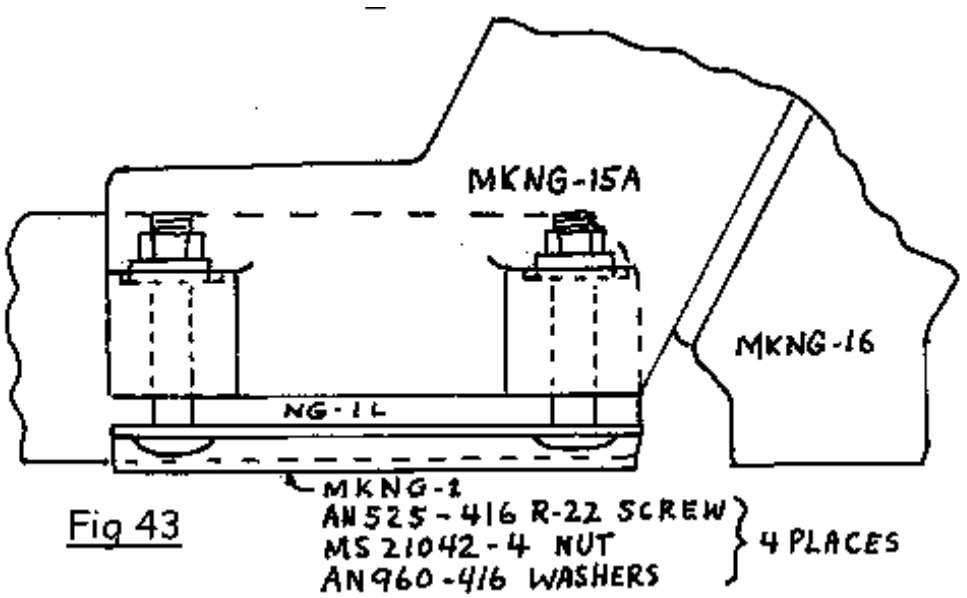

Fig 43

Chapter 13 Page 10

Replace Fig. 43

It is recommended that builders drill a 3/16” hole through the side of MKNG-15 and strut and install an AN-3 bolt of the proper length and nut to prevent the MKNG-15A assembly from coming loose from the strut and departing the aircraft in the event of nosewheel shimmy. It will also help to make the MKNG-15A assembly attachment more secure to dimple the strut and fitting before floxing the fitting in place.

Chapter 13 Page 10

In blank space below Fig. 43

The first ply of BID is laid up over the interior bulkheads (both sides) and lapped onto the top, bottom and aft faces of the spar box 1 in., except where the attach points will be, where it laps 5 in. Now apply the local reinforcements (Layup 3) at the inboard wing attach hard point areas (Fig. 5, see also section B-B and H-H). Now lay

Chapter 14 Page 2

Step 3

End Para 1.

(Re-order 2 sentences)

Before Taping, check all dimensions once more. It is not too late to cut the center section spar loose with a hacksaw blade if everything is not perfect. When everything is perfect, lay up a 5 ply BID tape, spar to LWY, inside and out, both sides, as shown on M-8 and a 5 ply BID tape, spar to longeron, inside and out, both sides as shown on M-7. At the firewall, the first tape goes from the aft face of the firewall to the bottom of the spar (Fig. 21). The second tape goes from the forward face of the firewall to the bottom of the spar, and the third tape goes from the aft face of the firewall to the aft face of the spar (Fig. 21). Radius the inside corners with micro as necessary and peel ply the edges of the tapes. Also flox and tape center section spar to both landing gear bulkheads.
After the top half of the firewall is installed, it is taped to the center section spar with 3 BID tapes in the same manner.

Chapter 14 Page 4

Step 10

Para 4

If the pipes are not tightly supported going through the rear baffle (zero clearance), they can shake, fatigue, break, and go through the prop. For insurance against this, bind together both pipes on each side with a stainless worm hose clamp on the engine side of the baffle

Chapter 23 Page 6

After Para 1

(Good luck I put it down the side)