

PL-1 MUTUAL AID LETTER #16

Hello Fellows:

Here we are again with more information and ideas for everyone that should boost our moral just a little bit, I hope. Here we go with the goodies for this time.

Dr. Bruce Carmean, 226 Bayshore Dr., Decatur, Ill., 62521 is tooling up to do all fiberglass parts for the PL-1. This is something we've been searching to find for a long time. So if you haven't made arrangements for fiberglass yet, contact Bruce as soon as possible. These components will be made mainly to trade for machine parts such as spar caps or any of the other hard to make items. These parts will be vacuumed in a female mold, so don't worry about the quality.

Another golden opportunity comes from Mr. Harold Sponaugle, 3305 16th St., Vero Beach, Florida, 32960. Harold is offering the motor mount for Lycoming and a set of Pazmany rudder bars to trade for machine work valued in the vicinity of \$100. This mount and rudder bars are two of the parts builders fear because of the welding on the thin wall tubing on both pieces. I would consider this a very time saving and useful group of items to have. I have seen these mounts and bars and can tell you the work looks flawless and very neat. I don't think you can beat this anywhere. Contact Harold right away on these. Thanks a million, Harold.

If there is anyone who has tooled up to do the long cockpit longerons dwg. 1-30.002, contact either of the two following addresses: Harold Sponaugle, 3305 16th St., Vero Beach, Florida, 32960 (or) J. D. Waller, 605 Howard Drive, Brunswick, Ga., 31520. We both need a set of these and will purchase or either trade you out of these.

Another item that Harold is also tooling up to do is the alternate air intake for the cowl. This is the one that fits under the cowl and will be made of fiberglass. This will be for trade also.

Is there anyone who can furnish the Mass Balance Weight Dwg. 1-20.002. If so contact Harold Sponaugle or myself. Thanks.

A very nice letter in from Mr. J. W. Dunbar says that a 2" x 6" x 12" long piece of hardwood and a rubber mallet is all you need to form the fuselage drag angle. Just saw a 10" radius on the long side of the board and bend radius tapping the angle down into the radius.

Mr. Walter M. Bolinger has for sale or trade several small surplus compasses. These will mount in the 2-1/4" holes. Contact Walter M. Bolinger, Box 494, Angwing, Calif. 94508. Thanks Walt.

Mr. D. E. Greene, Rt. 3, Box 3, Geneseo, Ill. has 5 pieces of 2024-0 bar 3/8" x 3" x 24" long for making the nose fork. This is for trade or sale.

I have received a very kind and appreciated letter from Mr. Pazmany recently and he informs us that the first PL-2 is coming off the line within the next couple of months and promises us there will be PL-1's and PL-2's at Rockford next year. This sure sounds good to me.

Also we will have a booth at Rockford in 1969 for dwg. Explanations and Parts Exhibitions for PL-1 parts makers.

Another very interesting thing Paz informs us about is the fact that the PL-1 was selected by the Chinese Air Force in Taiwan to initiate the aircraft industry in that country. These fellows have 3 under construction at present. The first one is supposed to be finished in mid-October. Paz was also kind enough to offer to keep us informed here.

Would anyone be interested in furnishing modification parts for an O-290 GPU in exchange for a completed set of landing gear for the PL-1? This is a well build set and I can furnish ready to install. My needs are an O-320 oil pan, alternator and starter ring gear, magneto, carburetor, gaskets and the small parts. I will be modifying right away. If interested contact J. D. Waller, 605 Howard Dr., Brunswick, Ga., 31520. I'm sure we can work out a deal for interested party.

J. D. Waller

Lost In The Soup? A Non-Tumbling Gyrocat With Localizer And Duck Slope May Be Your Only Hope, Friend!

**A**t last! Do you want to learn how to duck the high cost of IFR instrumentation? A way has been found to equip your private plane for CAT II conditions, without using II cats. All it takes is one cat and one duck, and this copy of PRIVATE PILOT kept ready in the cockpit.

Basic details of the Cat and Duck Method of flight under the hood have been known for some time, and the origin of the technique is lost in the low St, GF and BD of aviation

history. This seems ironically appropriate, because it is exactly in conditions of low stratus, ground fog and blowing dust that the Cat and Duck Method is most helpful. Every Compleat Pilot should therefore study the technique carefully, practice regularly to maintain proficiency and make frequent contributions to the local SPCA.

Simple, step-by-step rules for utilizing the Cat and Duck Method are as follows:



# FOG, FUR & FEATHERS

1. Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans to determine if a wing is low, and if so which one.

2. The duck is used for the instrument approach and landing. Because of the fact that any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the plane and follow her to the ground.

There are some limitations to the Cat and Duck method, but by rigidly adhering to the following Check List, a degree of success will be achieved which will surely startle you, your passengers and maybe even an itinerant Tower Operator.

## CHECK LIST FOR CAT AND DUCK METHOD:

1) Get a wide awake cat. Most cats do not want to stand up at all, at any time. It may be necessary to get a large fierce dog to carry in the cockpit to keep the cat at attention.

2) Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a washing cat usually results in a tight snap roll followed by an inverted flat spin. You can see this is very unsanitary.

3) Old cats are best. Young cats have nine lives but an old used-up cat with only one left has just as much to lose as you do and will be more dependable.

4) Avoid stray cats. Try to get one with a good pedigree. Your veterinarian can help you locate a cat with good character, or try any good breeding farm.

5) Beware of cowardly ducks. If the duck discovers that you are using the cat to stay upright, she will refuse to leave without the cat. Ducks are no better on instruments than you are.

6) Be sure the duck has good eyesight. Nearsighted ducks sometimes fail to realize they are on the gauges, and will go flogging off into the nearest hill. Very nearsighted ducks will not realize they have been thrown out and will descend to the ground in a sitting position. This maneuver is quite difficult to follow in an airplane.

7) Use land loving ducks. It is very discouraging to break out and find yourself on final for a rice paddy, particularly if there are duck hunters around. Duck hunters suffer from temporary insanity when they are sitting in freezing weather in their blinds and will shoot at anything that flies.

8) Choose your duck carefully. It is easy to confuse ducks with geese because many water birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction you do. If your duck heads off for Canada or Mexico, you may be sure you have been given the goose.