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Hi Gang:

No doubt many of you builders have experienced set-backs or hard luck on some phase of your bird. If not, you are an exception. Your editor recently went thru such an experience. The canopy is no easy task and does require considerable hard labor and technique. We chose to go the fiberglass route, but did it quite differently than Paz has recommended. I purchased the formed plexiglass and started designing and building a combination "holding fixture & mold". We held the glass so as to apply fiberglass frame and molding in the track cavities so as not to have to fill in this area at a later date. Our fixture worked out great and the canopy was finished up in good shape, including primer paint. However, in handling canopy during fit up to the windshield, we got too careless and wacked it up not-too-gentle and started a crack in the plexiglass. This was heartbreaking as considerable time was required in repairing the canopy. We added gussets overlapping the crack, made of fiberglass, thus making for a much stronger canopy. Our accident worked out alright in the long run.

We are enclosing photos of our canopy and windshield fit up for your reference. The handsome guy with the hairy chest is my brother-in-law, Bob Blair, from Detroit. A Snow Bird dropping out of the skies every now and then to "sun-up" so he can endure the long winter. Sue and I put him to work helping fit up the canopy, poor guy!!

Had several very nice letters from other builders such as Mamie and Thomas Phelps, PL-2 #49, 1200 Hamstead St., Ft. Worth, Texas 76115. Photos of their recent progress on their nose cowl is shown here-in. You can see Tom putting the finishing touches on the mold. However, I like the other picture much better, Mamie all framed up. Don't you agree? Rembrandt should do so good. Sue will tell you more about them in the Interesting People Column.

Another letter came from J. K. Becker PL-1 #220, 33 Layton Crescent, Ottawa 6, Ont. Canada. Jergen wanted to know the date of Pazmany's Forum. The 19th Annual E.A.A. Fly-in at Oshkosh is August 1 thru 7. I do not know the date that Paz will hold his Forum, but I am sure he will advise me and I shall publish it in the next newsletter. This should give us all time to schedule our date to Oshkosh.

William Raksonyi PL-1 #183, 7510 McCook Ave, Hammond, Ind. 46323, wrote that he would like information as to who is furnishing PL-1 canopies. To my knowledge, no one is

doing so. I purchased the formed glass from Norman A. Brodersen, Compton, California, but had to form and finish up the framing etc. If anyone knows of a supply for the PL-1 canopy complete, please contact William...and also let me know so I can publish the information in the newsletter. I did have a letter from Al Bartell PL-2 #27, 1153 E. 168 St., Cleveland, Ohio 44110, saying he planned to build a mold for the canopy, but do not know whether or not he has finished the project. Lets hear from you Al. How is your canopy coming?

The Canadian gang of PL-1 & PL-2 builders are without a doubt, the grandest group I have ever corresponded with. Especially a guy by the name of Don Dale, PL-1 #266, PO Box 90, Acton, Ont., Canada. Don writes the most interesting and amusing letters I have ever read. He knows all the Canadian builders and keeps me posted on the group. So nice to hear from such a swell guy. By-the-way Don, let's hear from you about the progress of your ship. It has been about three months since you have reported in. OK pal? Sue and I really get a great blast from your wonderful letters. Say hi to all the Canadian boys and tell them to drop me some photos of their project so the gang elsewhere can see just what you fellas are doing.

Sue and I are leaving the 29 of May for a weeks tour of the Caribbean on the M/S "Song of Norway". We sure need the cruise as we have been burning the candle at both ends trying to get our bird completed. I for one, plan to rest, rest, rest on this boat trip. Drink, dance and be merry all night and sleep, sleep, sleep all day. Boy what a dream!!!

Got a letter from Ob. Ing. Erich Meindl, PL-2 #34, A 2700 Wiener Neustadt, Raugasse 24, Austria. he needs Fuselage Longerons, Flap Spars, Stabilator spars and any other items you may wish to sell. Erich is a retired Aircraft Designer. If you will check the records, several aircraft built during the war were designed by him and carry his name. He has had a tough time getting his project underway as it is so very difficult getting materials, welding, etc., in his country. If you can be of any help to him he will appreciate hearing from you. (All parts needed are for PL-1.)

*****Swap or Sell*****

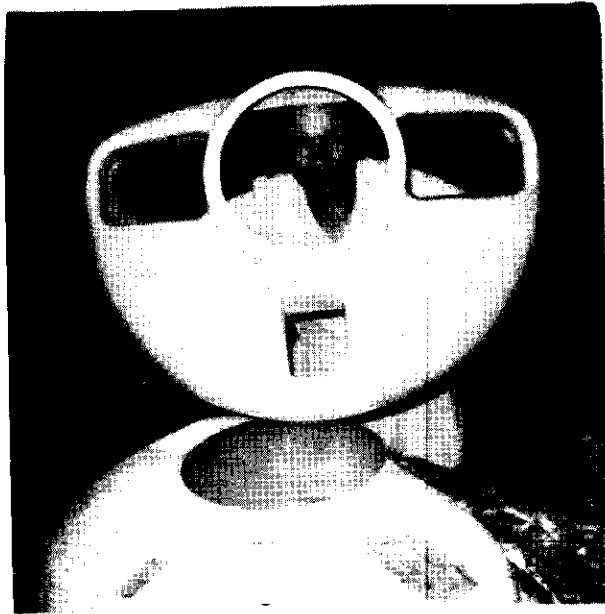
* Don Dale, address above, has two adapters, -39 (2-60-003) and one -107 (2-60-002) that has been milled roughly and need polishing, buffing, etc., on the outside. If you are interested, please contact Don for a deal or trade.

*****Helpful Hints*****

* Tom Phelps sent this bit of news in to us to pass along to you fellas:

1. "Scotch-Brite" brand, general purpose pad, part no. 7447 is ideal for

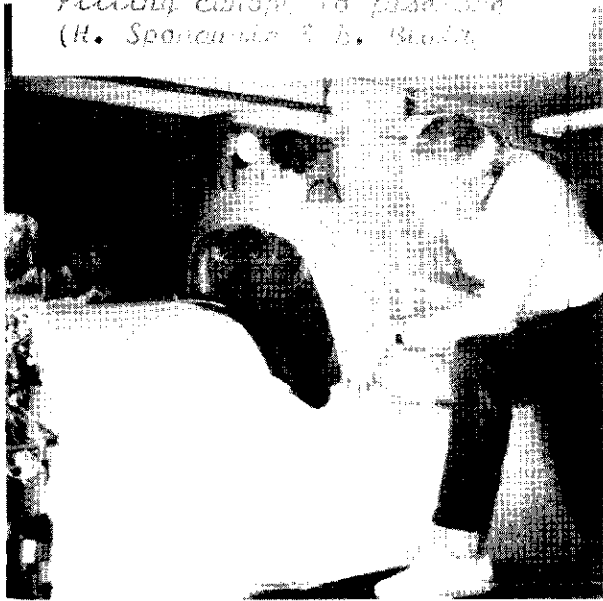
Mamie Phelps displaying the finished product. Nice work!



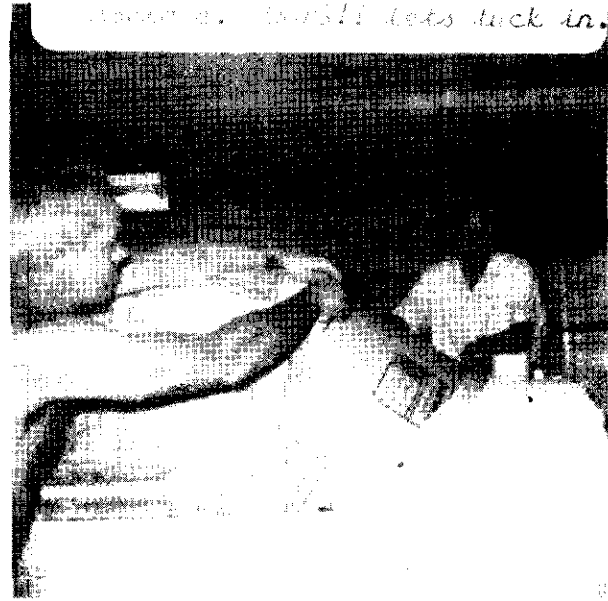
Tom Phelps sloshing plaster on his cowl mold.



Filling canopy to pressure
(H. Spencer & B. B. B. B.)



Placing canopy windshield to
pressure. Burt lets tuck in.



Cutting fiberglass
to resist check in...



Placing canopy to the
pressure...



polishing aluminum before alodining. 20 pads 6" x 9".

2. "Tydro" brand, unitized wheel, grade very fine, diameter 4", width 3/4", code 70A. I bought 3" diameter, but 4" would work better. Used in 1/8" hand drill motor for burnishing deep scratches out of aluminum.

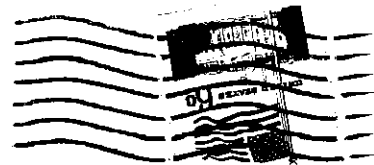
*****Interesting People*****

Thomas H. Phelps, PL-2 #49, 1200 Hamsted St., Ft. Worth, Texas, 76115 is 44 years of age. He started flying while in high school and has logged 275 hours of flying time. Tom holds a private pilot rating. His first solo was in April 26, 1944. Most of his flying was done in his Luscombe, which he sold in 1952. Tom is employed as an aircraft assembler at the Bell Helicopter plant. His sweet wife Mamie is enduring and helping, in the building of his PL-2 in the garage at home. With help like this, how can he not complete the "bird"? Good luck to both of you.

That's it for this time fellas. Let's here from you and do send photos.

Sincerely,
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