

PL-1 MUTUAL AID LETTER # 8

J.D. WALLER
605 HOWARD DR.
BRUNSWICK, GA 31305

Hello PL-1 Enthusiasts,

Sorry to be so late again but I have been so busy I haven't had time to sit down and write until now.

I haven't been able to gather up too much material but will go ahead and share what I have. Here goes.

Mr. Dick Brennermer, 602 Buckingham Dr., Marion, IN 46952, has located a source for doing machine work on the landing gear for \$375.00. I'm not sure whether this includes material or not. Contact Dick for this.

Several suggestions have come in to use 6.00 x 6 wheels if you will be operating from grass or soft dirt. This sounds like good advice.

Looking back over some older letters, I found a probable source for fiberglass and resin that seems to be real reasonable. Order the Marine Buyers Guide from Defender Industries, 384 Broadway, New York, NY 20013. This is a source recommended to me. I'll know more next letter.

We received quite a bit of useful information from George Hawks a couple days ago. George advises us that there are six - AN-220-1 pulleys required for the PL-1 instead of four as the bill of materials calls for.

George is also getting a group together for buying tubing as a group. The more builders that purchase together the lower price we can get, so if you are interested in ordering with us, please let George know immediately. His address is Mr. George M. Hawks, 1096 Alberdeen Circle, Pinole, CA 94564.

Also if you are interested in nylon grommets for fuel lines in the wing, let George know as the group is just about ready to order.

Another good deed George is doing is gathering a group to purchase bolt and other hardware items for the PL-1. He plans to purchase around the middle of June. This should be a great help. Thanks a lot, George. This service should be appreciated by all.

I have recently been experimenting with a method to press out ribs. I heard a lot about hydroforming, but can't find anyone to go into detail with this. All I can find out is that ribs are pressed out instead of using the hammer and form blocks. I have access to a small five ton hydropress. If I could get someone to go just a little further in detail, this would clear up quite a few problems. We would also have something worthwhile to pass along to our other builders. I'm sure with this hydroform process we could use T-3 with little trouble.

I've had problems lately with this method. I've been using hardwood, some maple and oak for the male and female die but still have a slight bow and a slight wrinkle in the flanges. Can anyone offer any advice on this? Is the wood too soft or the pressure too low?

Mr. Merrill Roth, Roth Mfg.Co., 811 N. 23rd Ave., Portland, OR, is offering a trim tab wheel made of plastic and fiberglass that should save a lot of labor over the aluminum type. You can get one for only \$2.00 and this includes the roll pin for the shaft. The wheel has been approved and has knurled edges for easy grip. I have one and it sure looks like a time saver and a strong product.

Also, I have one set of landing gear attachment plates (four plates) from Merrill that should save someone a little material and time. These are \$8.00 a set and sharp.

Mr. Bill Gaff, 3235 Darrow Rd., Stow, OH has just purchased several pair of Cessna 140 wheel pants (without hardware). He will accept \$45 per set. Good going Bill.

Just received a very encouraging letter from Mr. Doug Brown, #113, who is making good progress on his fiberglass parts. Doug used guaging plaster to make his molds and seems to be having fun.

Doug purchased his fiberglass materials from Defender Industries. Doug says he purchased 51 yards of 38" wide, 7.5 oz. fiberglass for about \$36.00. Sounds like a good buy. This is about 150 sq. ft. - sounds like plenty. Doug used epoxy resin as no sanding is required between coats. It is a little more expensive, but less labor is involved. Doug recommends making all molds first and then laying up your layers as it takes about 24 hours between coats for curing.

One more hint from Doug is don't use too much resin as this is expensive, messy, and isn't really necessary. Just enough to wet or dampen the cloth should be sufficient.

One item of importance (I think) came from Dick Poston a couple days ago on vacuum forming fiberglass. This method is used with the regular plug mold. Just drape your vacuum chamber or bag, rubber or thick plastic will do, over the plug mold. This material has to be sealed to the base of the mold to get a good tight fit. The reason for this is that as you pull the air from the bag, you have to have a good tight fit so you won't pull more air in. This is done only on the last layer to get a smooth finish. A narrow strip of floor carpeting around the base of the mold is good to soak up excess resin. A small air compressor can be used to pull air from under the bag. Just hook your compressor up backwards so that it will pull air instead of pump.

I hope you fellows can get a little out of this; a diagram would be useful, but I'm not a very good artist.

Hope this little get together has been helpful, in spite of the delay. That's all until next time, but keep the hints, tips, and suggestions coming in because that's the source of most of the material in this newsletter.

The new EAA manual entitled "TIPS" should be a help to everyone. It has a couple items on forming ribs from T-3 material that was interesting.