

PL-1 Prospective Mutual Aid Club Newsletter # 1 5 August, 1966

Dear PL-1 Builder,

We recently purchased PL-1 drawings serial 194. We have built a workshop and completed our form blocks. We have also bought our supply of aluminum sheet. In short, we are ready to start making an airplane.

Lets face it. The PL-1 drawings are very complete and at times a bit confusing. We have also come up against the problem of fabricating the spar caps, making fiberglass tips, getting parts for the shocks, and rounding up the bits and pieces. The builders of the Thorp T-18 solved their problem by forming a mutual self-help club. They exchange ideas and sources for materials, hire out the tough chores in lots of 100, and publish a monthly Newsletter. We think this is the way to get more PL-1 aircraft out of the thinking stage and into the airborne stage.

So, please consider this the first issue of the mutual aid club newsletter. At the end of this issue, you will find a questionnaire we will use as the basis for determining whether or not there is enough PL-1 activity to warrant continuing the club and Newsletter. Lu Sunderland of Appalachia, NY heads up the T-18 club and passed along some dope on running a Newsletter:

1. File each member by plans serial number and cross index by name.
2. One dollar per year per member will handle the mimeo and postage.
3. Try to answer only questions of general interest to all members.
4. Members should always enclose self-addressed envelopes, stamped, for easier replies.
5. The club will only work if everyone building a PL-1 helps with information on sources, etc.

We have found the following sources for some of the tough items:

SHEET METAL: We bought all of our sheet materials including the odd lots from R.C. Baker, route 8, Maryville, Tenn. He gave us a very good price.

HEAT TREAT: Dick Schreder who operates Bryan Aircraft, Bryan Airport, Bryan, Ohio will heat treat your aluminum formings. He says it costs \$15.00 to bring the oven up to heat. He then charges \$6.00 per hour and estimates it would take 6 hours to heat treat and straighten 75 pieces such as wing ribs. If you send him materials, we suggest that it be sent in a reuseable carton to make the return easier, We also suggest that you write him before sending anything. Can any of you give any other heat treat sources?

HARDWARE KITS: Sport Aero says they will make up PL-1 hardware kits if 25 builders indicate they would buy one. 25 builders make it economically feasible.

Now on to the tough items with PL-1. We can get a machine shop to mill out the spar caps but the price would depend on quantity. Likewise on canopies and shock struts. What we PL-1 builders need is a count on these tough items. It is a fact that the only way to handle these are on a business-like basis. What we would like to do is go

