

PL-1 MUTUAL AID LETTER #12

HELLO FELLOW PL-1 BUILDERS:

ONCE AGAIN IT IS TIME TO GATHER UP A FEW NOTES AND IDEAS AND PASS THEM ON TO OUR FINE GROUP. I HAVE COLLECTED SEVERAL MORE GOOD AND CLEVER IDEAS FOR THIS LETTER, THANKS TO THE HELP OF YOU FELLOWS. AS JACKIE GLEASON SAYS, "MY, YOU ARE A GOOD GROUP." I SINCERELY MEAN THIS.

ON WITH THE NEWS, AND AWAY WE GO. YOU STILL HAVE TIME TO LET DARRELL YENNEY KNOW IF YOU WOULD LIKE HIM TO MILL YOUR SFAR CAP OR STABILATOR AND RUDDER BEARING HOUSING. CONTACT MR. DARRELL YENNEY - 12417 SHIRLEY ST., OMAHA, NEBR., 68144.

I'VE HAD MANY REQUEST FOR BACK ISSUES OF THE NEWSLETTER. I REGRET TO SAY THAT I HAVE RUN OUT OF ALL BACK ISSUES BUT PROMISE TO GIVE YOU A BRIEF ACCOUNT OF THEM IN A FUTURE ISSUE, POSSIBLY THE NEXT. SORRY THIS HAPPENED.

A RIGHT CLEVER IDEA CAME FROM MR. LAIRD L. SMITH, RT.#2, BOX 31-A- HILLSEBORO, ORIGIN, 97123. LAIRD AND HIS GROUP ARE MATING THE LEADING EDGE TO THE SFAR AT PRESENT. THEIR METHOD IS AS FOLLOWS: MAKE JIG TO HOLD COMPLETELY SFAR LEVEL. CLICO RIBS TO SFAR AND SKIN TO RIBS, AS YOU WOULD NORMALLY DO, BUT DON'T RIVET YOUR RIBS TO THE SFAR YET.

INSTEAD, REMOVE RIBS AND SKIN, STILL CLOCCED TOGETHER, FROM THE SFAR. THE POINT OF THIS IS TO PROVIDE FOR EASY RIVETING. LAIRD SAYS THEY DID NOT GET THE EXPECTED TWIST FROM THIS METHOD. USING THIS METHOD, THEY EXPERIMENTED AND CAME OUT ON TOP. CONGRATULATIONS, LAIRD. I DON'T SEE WHY YOU COULDN'T DO THIS ON THE REAR SECTION, DO YOU?

BE SURE AND MAKE A FORM FITTING JUG FOR THE LEADING EDGE ON THIS METHOD. THIS IS IMPORTANT.

ANOTHER CLEVER IDEA CAME FROM OUR FRIEND, MR. SCHEMLING OF SUN VALLEY, CALIF. SUGGESTION WAS TO MAKE THE RUDDER AND ELEVATOR BEARING HOUSING FROM 4130 TUBING INSTEAD OF THE THICK BLOCK. SOUNDS LIKE A TIME SAVER IF SOMEONE COULD COME UP WITH SOME DW'G. ON THIS. IT SHOULD SAVE A LITTLE COMPLICATED MACHINING. THANKS MR. SCHEMLING.

I'D LIKE TO HAVE A COPY FOR PUBLICATION WHEN SOMEONE COMES UP WITH SOME SKETCHES. HOW ABOUT IT ARTISTS?

RECENTLY WE HAVE HAD REQUEST OF IDEAS ON HOW TO MAKE SUCH DIFFICULT PARTS AS LONGERONS FOR FUSELAGE, FRONT SFAR FOR THE WING, AND REAR SFAR, THE LONG ANGLES USED ON THE MAIN SFAR, AND THE VERTICAL SFAR FOR THE STABILATOR. THESE ITEMS SEEM TO REQUIRE A LONG BRAKE. DOES ANYONE HAVE ANY IDEAS ON HOW TO FORM THESE OR ANY OTHER METHODS? THESE SEEM TO BE CAUSING A FEW PROBLEMS.

DOES ANYONE HAVE ACCESS TO A LONG BRAKE? IF SO, WOULD YOU LIKE TO START A GROUP THAT WOULD LIKE TO HAVE THIS DONE. I WOULD BE GLAD TO RECEIVE THE REQUEST AND FORWARD THEM TO THE PROPER PERSON. A PERSON WORKING IN A SHEET METAL SHOP SHOULD HAVE ACCESS TO A 12 FT. BRAKE FOR THE LONGER PIECES. HOW ABOUT IT FELLOWS? I WOULD BE THE FIRST ON THE LIST FOR THE FUSELAGE LONGERONS.

MR. S. S. PAWLOWSKI, 2347 LINCOLN WAY EAST, MASSILLION, OHIO, 44646 HAS ALL THE PARTS MADE FOR THE FIREWALL OF DW'G. 1-30-009 INCLUDING THE ENGINE MOUNTS MILLED PIECES THAT ARE RIVETED TO THE FOUR FORWARD LONGERONS. SAM SAYS HE WON'T HAVE ANY USE FOR THEM SINCE HE IS GOING TO A LARGER ENGINE. JUST CONTACT SAM AT THE ABOVE ADDRESS AND ~~MAKE~~ MAKE HIM AN OFFER OR HE WILL SWAP IF YOU HAVE NEEDED ITEMS. THANKS, SAM.

FROM MR. D. L. GREENE OF GENESEO, ILL. COMES THE NEWS OF AN 18" BRAKE THAT IS AVAILABLE FROM: U. S. GENERAL SUPPLY CORP., 299 BROADWAY, NEW YORK CITY, N. Y., 10007. FOR \$9.95 SOUNDS REASONABLE ENOUGH. THANKS, DEWEY, FOR ~~TRIES~~ THIS ONE.

MR. J. G. ANTHONY, 30 PROSPECT HILL RD, LEXINGTON, MASS., 02173 HAS THE WOODEN MOLDS MADE UP FOR A SET OF 17½ G.L. TIP TANK AND WILL BE FINISHED WITH THEM SHORTLY. J. G. SAYS HE WILL SELL THE MAIN SHELL, THE NOSE AND TAIL FAIRING, AND ALL FORMS REQUIRED FOR TIP TANKS FOR \$100. HOW ABOUT THIS FELLOWS!

MR. ANTHONY USED THE "VACUUM BAGGING" METHOD AND SAYS HE GOT EXCELLENT RESULTS. MATERIAL TO DO THIS WAS OBTAINED FROM ALLIED RESIN PRODUCTS CORP., BINGHAM INDUSTRIAL CENTER, RT. 3A, BINGHAM, MASS.

A MUST FOR THIS TYPE IS A GOOD BASE WAX AND PARTING FILM. A GOOD WAX IS CLEAR BASE WAX AND PARTING FILM IS PLASTILEASE 512 B. (WATER SOLUBLE). GOOD WORK J. G.

ANOTHER GOOD IDEA CAME FROM MR. RICHARD E. DEWLY OF MEDIA, PA. RICHARD'S SUGGESTION WAS TO LEAVE A CLEAR STRIP ABOUT  $\frac{1}{2}$ " WIDE DIAGONALLY FROM STATION (TOP), 5.25 TO BOTTOM OF STATION 13.50. RICHARD GOT HIS IDEA FROM THE SWIFT WHICH APPEARED RECENTLY ON THE COVER OF PLANE AND PILOT. THIS SOUNDS LIKE IT WOULD SAVE A LITTLE TROUBLE ON THE INITIAL WALK AROUND AS WELL AS A BACK UP GAUGE FROM THE COCKPIT. NEXT TRICK, DICK.

ANOTHER GOOD TIP CAME FROM MR. ROBERT BUSHBY OF GLENWOOD, ILL. BOB SAYS HAVE NO FEAR OF INSIDE CURVLS WHEN FORMING SEAT RIBS AND FUSELAGE CHANNELS. IF TROUBLE IS ENCOUNTERED WHILE DOING THESE INSIDE CURVED JOBS A SHEET METAL STRETCHER MAY BE USED OR IF ONE IS NOT AVAILABLE USE THIS ALTERNATE METHOD.

SINCE WE HAVE SUCH A LONG AND GENTLE CURVE, I DON'T THINK WE WILL HAVE A VERY BAD JOB. ALTERNATE METHOD IS USED PRIMARILY WHEN YOU HAVE A SHORT RADIUS AND CAN REDUCE IT TO  $\frac{3}{8}$ ". HOWEVER, THE SIMPLEST THING TO DO IN OUR CASE WOULD BE TO USE A PLASTIC HAMMER WITH A RADIUS GREATER THAN THE ROLLED FLANGE, SO AS NOT TO OVER HAMMER AND CAUSE UNDU STRAIN ON FLANGE. ALONG WITH HAMMER, USE A GOOD FIRM BACK UP PLATE OR BAR AND GENTLY TAP ALONG THE OUTER EDGE OF THE FLANGW. THIS SHOULD HAVE THE NEEDED STRETCHING EFFECT. IF OVER\*STRETCHED, FLUTING OR DIMPLING MAY BE NECESSARY TO TAKE UP SLACK AS IS ALREADY REQUIRED ON THE OUTSIDE FLANGE. VERY HELPFUL HINT FOR ONES USING TEMPERED MATERIAL. GOOD WORK, BOB.

A LETTER JUST RECEIVED FROM MR. J. W. ANTHONY OF LEXINGTON, MASS. SAYS HE HAS JUST BEEN INFORMED THAT THE SUPPLY OF CORSAIR STRUTS HAS DIMINISHED DUE FACT THAT SOMEONE WENT DIRECTLY INTO PALLEY'S AND PURCHASED 200 OF THESE STRUTS.

I KNOW THIS WILL HURT SOME OF THE ONES THAT WEREN'T LUCKY ENOUGH TO GET THEIR ORDERS IN EARLY. SORRY FELLOWS.

ONE REQUEST I WOULD LIKE TO MAKE IS THIS. IF ANYONE OF US LETTER SUBSCRIBERS KNOWS WHO DID THIS, PLEASE ENCOURAGE THEM TO MAKE STRUTS AVAILABLE TO THE PL-1 BUILDERS AT THE SAME PRICE OR A REASONABLE PRICE.

~~XXXXXXXXXX~~ APPARENTLY MR. ANTHONY PUT A LOT OF THOUGHT AND TIME IN HIS DW'GS. AND COULD HAVE BOUGHT THEM ALL FOR HIMSELF BUT DIDN'T AND DECIDED TO SHARE THE IDEA WITH OTHERS. SO, IF THIS WAS ONE OF US, PLEASE RECONSIDER OF IF ANYONE KNOWS WHO DID THIS ENCOURAGE THEM TO CONSIDER THE REQUEST.

IT IS MY PERSONAL OPINION THAT WE SHOULD NOT CAPITALIZE ON SOMEONE ELSE'S IDEAS EVEN THOUGH THE OPPORTUNITY SOMETIMES OCCURS. I HOPE I DIDN'T HURT ANYONES FEELINGS BY EXPRESSING MINE BUT I SORT OF THOUGHT WE SHOULD RESPECT OTHER PEOPLES IDEAS AND ACCOMPLISHMENTS, O. K.

MR. GEORGE HAWKS, 1096 ALBERDEN CIRCLE, PINOLE, CALIF., 94564 IS TAKING ORDERS FOR DLEVELAND WHEELS AND BRHS AT % 125. PER SET, IF INTERESTED PLEASE LET GEORGE KNOW SHORTLY.

I SHOULD KNOW SOMETHING SHORTLY ON A REASONABLY PRICED ALTERNATOR WHICH IS BEING USED INSTEAD OF THE HE.VY GENERATOR. MANY ARE BEING USED ON G. F. U.'S IN THE CALIFORNIA AREA.

MR. MERRILL ROTH, ROTH MFG. CORP, 1600 N. E. 25TH AVE., HILLSBORO, OREGON, 97123 HAS HAD THE MOLD MADE FOR CASTING LANDING GLAR SCISSORS. THESE WILL BE INSPECTED AND X-RAYED AND RELY FOR THE MACHINING. I HAVE NO PRICES ON THESE YET BUT I'M SURE MERRILL COULD GIVE THESE TO YOU.

JUST RECEIVED A NICE LETTER FROM THOR ENGINEERING INC. OF ALEXANDRIA, MINN. THIS FIRM HAS OBTAINED A SET OF PRINTS AND IS WILLING TO DO THE DIFFICULT PARTS SUCH AS THE MACHINE WORK ON THE LANDING GLAR. I'M SURE OTHER PARTS SUCH AS THE FRONT SPAR, LONG ANGLES, AND FUSELAGE LONGERONS COULD BE DONE ALSO.

MR. R. W. ~~XXXXXXXXXXXXXXXXXXXX~~ FRIESTAD OF THIS FIRM, SUGGESTS THAT WORK DONE IN QUANTITY WOULD BE MUCH MORE REASONABLE. THIS SOUNDS REASONABLE DOESN'T IT?

DUE TO THE MANY INQUIRIES FOR INFORMATION ON THESE PARTS RECENTLY, I AM MENTIONING THIS, HOPING WE CAN GET A GROUP TOGETHER TO HAVE THESE PARTS MADE UP WHICH REQUIRE EQUIPMENT NOT ORDINARILY FOUND IN THE HOME WORKSHOP OR IN THE AVERAGE SHEET METAL SHOP.

SO, AFTER RECEIVING THIS LETTER, GIVE THE MOST DIFFICULT ITEMS SOME THOUGHT. ITEMS MENTIONED ABOVE ARE JUST A FEW THAT I'M SURE THIS FIRM CAN HANDLE.

I WILL TAKE IT UPON MYSELF TO RECEIVE THE WISHES OF OUR MEMBERS FOR ANY OF THE ABOVE PARTS SUCH AS THE LANDING GEAR PARTS, LONG ANGLES, AND FUSelage LONGERONS, AND FRONT SPAR PARTS. I WILL MAKE A LIST OF THE TOTAL FOR EACH AND RELAY THE TOTALS TO THOR ENGINEERING FOR PRICE ESTIMATE. OF COURSE THIS WILL DEPEND ON THE QUANTITY OF THE ORDER.

I'M SURE WE CAN GET THIS FIRM TO GIVE US A GOOD FIRM ESTIMATE ON THIS BEFORE WE DECIDE FOR SURE.

LETTER STATES THAT THOR CAN HANDLE JUST ABOUT ANY AIRCRAFT PART, PRICE DEPENDING ON QUANTITY MADE. FAIR ENOUGH.

O. K. FELLOWS, THIS SOUNDS LIKE A GOOD CHANCE.

ON OR ABOUT MARCH 1ST., I WILL MAKE A LIST OF THESE REQUEST AND TURN THEM OVER TO THOR FOR ESTIMATES. I FEEL SURE THEY WILL BE GLAD TO GIVE YOU AN ESTIMATE WITHOUT ANY FINAL OBLIGATION. THE DECISION WILL THEN BE YOURS.

THANKS FOR BEARING WITH ME. DON'T FORGET TO SEND YOUR \$2.00 FOR POSTAGE AND PRINTING OF THE NEWSLETTER IF YOU HAVEN'T DONE SO FOR THE SECOND GO-AROUND.

SINCERELY:

J. D. WALLER  
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