

PL 1 MUTUAL AID LETTER # 15

Hello Fellows:

Just arrived from Rockford and vacationing and getting the soreness worked out of my system from driving so far.

I won't go into detail to describe the convention because it would take about a week in writing. This was my first year. I've never seen so many homebuilts and such beautiful workmanship. You missed the dream of a lifetime if you weren't there. So plan now to go next year.

Enough said, so here we go with the good stuff. O. K.?

Mr. Harold Sponaugle, 3305 16th St., Vero Beach, Fla., 32960 still has available his molds for making fiberglass parts for the PL-1. These are for sale or trade. Contact Harold for details soon or these might not last much longer. These will save someone many hours of labor.

Also, Harold has for loan or trade many of the small form blocks for ribs and other parts. These blocks are real accurate and you shouldn't have any trouble forming with these. Many of these are made of aluminum or hard material. So, save yourself some labor and check with Harold.

Mr. Merrill Roth, 1600 N. E. 25th Ave., Hillsboro, Oregon, 97123 has the nylon grommets for fuel lines and pitot tubes. These require no special tools to install and just press in with your finger. I don't think you can beat the price anywhere.

One word of caution. Just had a report from a fellow PL 1 builder who ruined just about every piece of material to be heat treated. Make sure company doing the treatment has experience in heating thin material and a good idea would be to let them try a couple of pieces first.

Anyone having an extra set of ribs and fuselage channel frames for sale contact: Ob. Ing. Erich Meindl, 2700 Weiner Neustadt, Raugasse 24, Austria.

Mr. Dick Poston, 1850 Denver St., San Diego, Calif., 92110 still has a fairly good line of hardware for the PL-1. So let Dick know your needs.

Mr. Glenn Wheeler says he had trouble with his fly cutter in cutting lightening holes. Glen wound up using a set of Starrett hole saws borrowed from a local machine shop. These come in sizes 9/16" to 6" ϕ in 1/16" increments. Some of you fellows might want to use this method.

I still have enough tubing for a few more engine mounts for the O-235 and O290 engine. Lets hear from you if you need this. This cost me about 45¢ per ft. You can have it for the same plus shipping, or I will trade for what have you.

Just received a letter from Mr. George M. Hawks, 1096 Alberden Circle, Pinole, Calif., 94564. George is receiving requests for canopy slides like made. For the ones that missed out on the first purchase, drop George a line today and he will wait until he gets 15 or 20 requests and then ask you to send your check in. These will run about \$20.00 a set and they will be made by Grant. I don't think we'll beat this anywhere. Drop him a line as quickly as possible and he'll acknowledge your request by post card.

Would anyone care to trade a set of assembled tip tanks for a set of landing gear to fit the PL-1? This gear is the modified Corsair with aluminum scissors. They are ready to bolt on and are complete except for the steering mechanism for the nose gear. Contacts: J. D. Waller, 605 Howard Drive, Brunswick, Ga., 31520. Reason for wanting to trade is that I wanted them before next summer and won't get a chance to work on fiberglass before then. Thanks.

J. D. Waller
605 Howard Drive
Brunswick, Georgia, 31520

PL-1 MUTUAL AID LETTER #14

Hello Friends:

Once again I have gathered up a few notes and have a few minutes spare time, so I'll sit down and pass them on to you. O. K. Here goes.

Mr. Harold Sponaugle - 3305 16th St., Vero Beach, Fla., 32960 will have available shortly most of the plug molds to make fiberglass components for the PL-1. Molds are solidly made of plaster and will be fine for vacuum bagging or to make female molds from. In the set are the cowl mold, tip tank mold, fuselage tail section, vertical fin tip, and the elevator tips, plus the molds for the nose and tail fairing to the tip tanks.

Drop Harold a line today and see what kind of a deal you can make with him. There is a possibility you can work up a trade here.

Mr. F. Lewandowski of Aurora, N. Y. reports he has had excellent results with a Sears and Roebuck heavy duty circle cutter to cut lightening holes for ribs. Thanks Lew. This is what several of the fellows are using including myself. One item of caution here. Have proper cutting angle and have work level to minimize digging in. Mr. Harold Jones of Staffs, England made a roller jig to get bow out of spar caps after machining. Two parallel rollers were mounted horizontally. A third roller was mounted above to act as a press to work out bow as cap was pulled through.

Third Roller should be adjustable to apply pressure.

Also, Harold used the same principle to work bow out of long angles under caps. These rollers were made of nylon for firmness. A male and female type roller was used here so that the 90 degree angle would travel between the rollers. These female rollers were adjusted to work the bow out.

There were 5 rollers used here. This seemed to be enough to do the job. Rollers should be above one another and staggered for best results. Hope you can understand this enough to make it work.

Thanks a million Harold for sharing your ideas from so far away.

Aldebaran Engineering Plastics - P. O. Box 45 - R. P. I. - Terre Haute, Indiana, 47803 has come up with a fiberglass tip tank kit for \$ 160. This includes all component parts to assemble the tanks with the exception of the hardware items. Most of you fellows have probably heard of this by letter from this firm.

Further correspondence with these people, tells me that they will sell just one tank at a time for the ones that are short on change. Also any part of these tanks can be bought separately. If this is desired, please contact Aldebaran for component prices.

Mr. J. A. Starrett - 51233 Castle Point Station, Hoboken, N. J., 07030 has a supply of 7075 T6 - .080 thick which he is offering in rough cut pieces or one piece to make rudder parts. This sounds like a good opportunity for ones having trouble getting small pieces.

Just received a letter from Palley's - 2263 E. Vernon Ave., Los Angeles, Calif., 90058. Letter says they have discovered a few more H-136 S. U. Corsair struts in their stock. The number was 23 if I remember correctly. Some have air valves and some do not. Price was still \$ 6.00. (six) each. Should be able to pick up air valves somewhere.

I've been requested to repeat Mr. Harlie Reynard's address - 5248 - 39th St. South St. Petersburg, Fla., 33711. Harlie has been having trouble receiving his mail recently due to improper address. We must have one of these post offices that has to have every dot and dash in the right place before they can deliver. Maybe this will help clear up the mix ups for Harlie.

I have been doing quiet a bit of serious thinking recently about forming ribs and various other flanged parts from already tempered material. While this may seem O. K. for some aircraft designs, it could be disastrous for others.

Before I would form another set from T-3, I would weigh all the facts I could gather.

Comments from various sources say they don't like the fluted flanges on the PL-1 because the material is too thin and weakens the rib. Also this flute will interfere with the reinforcement strip under the flange of each rib. This is something important to think about.

Other designs have ribs made of thicker material and do not require these strips.

Before you form, think this little bit of information over carefully. This may sound like the simplest way to form ribs for the PL-1 but the big question is "Is it the safest way?" Also one thing to think about is that when you flute the flange, you are decreasing the impact load of the wing. In other words you are slightly weakening the rib with this small pre formed buckle.

I have a couple of items that I'm sure will save someone a little time and money. I purchased a quantity of material for motor mounts for O-235 and O-290 D series engine. I did this to get the quantity discount. I will pass this along to you at my cost as long as it lasts. I can supply all the 5/8" and 3/4" tubing at approximately 50¢ per foot. I will cut this to proper length as shown on Dwg. This should save you a little time and trouble here also. I think I have enough for 4 or 5 mounts left. So if you are interested, let me know immediately.

I have enough fittings and tubing cut for two of these mounts. If you would like the whole kit let me know right away.

I will be happy to trade any of the above tubing or tubing and fitting while they last for - O-290 G. P. U. Conversion parts, or anything that I can use. So if you have made up a few extra parts or have anything laying around that I might use, let me hear about it.

My most immediate needs are an O-320 oil pan and a magneto for the right side. Also, I have a fair supply of .190 #130 chromoly and .190 T-3 aluminum to be used in the conversion of the Corsair struts. Some of these parts are already made up. Let me know your needs here.

That's about it for this time. If I don't write again before Rockford, so long until then. Come on out. I'll be looking forward to meeting you.

Sincerely,

J. D. Waller
605 Howard Drive
Brunswick, Georgia, 31520