

Hi PL-1 & PL-2 Builders:

Perhaps many of the builders have been busy the last few weeks as only a few letters have been received by our editor. I too have been very busy through January and February, however, March has been a pleasant, but hectic month. I am being married March 28th to a very lovely lady. She is much interested in our PL-1, even to the extent that she is currently working on her private ticket so that she too can have the pleasure of flying our bird, "Miss Sue". Marriage, moving to a new home, change of address, phone and every other little detail has shelved my bird through March. As you have guessed, Sue, my lovely wife, has already set a re-start date for our PL-1. We plan to get busy again about April 1.

Many of you may know Dick Poston in San Diego. Dick would be glad to work up kits of PL-1 or PL-2 bolts, etc. for the builders if enough were interested in so doing. Dick could provide a nice savings if enough guys ordered. If you are interested, drop me a line. Dick has been so very helpful to me the last few weeks regarding small orders that I am sure he would do a good job for any PL-1 or -2 builder interested. If he does not have an item, he can usually locate it elsewhere.

Ron Sands, Box 15, Temple, Pa. 19560, PL-2 #55 needs Fuselage Longerons. If anyone can help Ron along these lines, he would appreciate hearing from you. It is interesting to note that although Ron is just starting his PL-2, he and his son have recently completed a Fokker DR-1, so you can see that they are old hands at this job. Nice to have you aboard, Ron, as a PL-2 fellow worker.

Recently I finished my PL-1 Landing Gear Assemblies and found, to my despair, leaks occurred at the Rosette Welds. After the third go-round (re-welding), I found that if the Rosette Weld was not ground down, a suitable leak proof weld could be obtained.

I discussed this matter with Mr. Pazmany and learned that I was not the first one to experience this problem. The Rosette Weld is located in the outer cylinder and holds an inner ring-type bearing in place. The outer cylinder wall is thin, therefore, it is difficult to obtain a satisfactory weld unless all parts are clean and free from oil or grease. Forget about grinding off any build-up weld, as this Rosette Weld is high on the cylinder and close to the under side of the wing, thus not noticeable.

The PL-2 builders will be interested to know that Mr. Pazmany recently witnessed the milling of a test piece of Spar Cap Extrusion for tool proofing. The operation works out very well and the milling of the first 10 sets will be on the way very shortly. Mr. Pazmany would like to know how many PL-2 builders are interested in ordering the Fuselage Extrusions AND 10133-1002 and AND 10135-0701. If enough interest is shown, he will order a large quantity and prepare kits. Write directly to Pazmany.

We sincerely appreciated the nice cards and letters regarding Mutual Aid Letter #21, which brings up a point I wish to discuss with you. Photos, as well as sketches, were used in letter #21 which are always so helpful when they add to the subject matter. However, printing costs are considerably more. I currently have several ideas relative to the PL-1 & PL-2 such as Tip Tanks, Landing Gear, etc. which photos would help considerably in conveying the message. Please let me hear from you --- do you feel photos and drawings are helpful, and are you willing to donate \$3.00 rather than \$2.00 per year to help defray the extra cost for the Mutual Aid Letter printing? Let me know how you feel, Gang.

Another matter comes to mind relative to your 1970 donation used for your publication. Although several have already sent in their 1970 donations, many have not been heard from. Let's hear from you too. O.K.???

Recently I started to fabricate my canopy and discovered that the canopy slides do not run parallel to the center line of the ship. At first I felt Mr. Pazmany had made a mistake, however, after mulling the matter around, I suddenly realized that the canopy flexes and thus the tracks are correctly located. Please keep this in mind and follow the drawing to a "T".

After mailing the #21 Mutual Aid Letter, I was surprised to find several returned marked "moved to new location" etc. Make sure you keep me posted as to any change in your address. While we are on the subject, please

note my new address: 455 - 19th Street, Vero Beach, Florida 32960. My telephone number remains the same: A.C. 305-567-6173.

I believe that is all the current news for this time. Please drop me a line at any time as your comments and information are so very helpful to me in preparing your Mutual Aid Letters.

Sincerely,

Harold E. Sponaugle - PL-1 #302, 455 - 19th Street
Vero Beach, Florida 32960, Phone A.C. 305-567-6173

Optional Drawings for PL-1 Builders

Dwg. No.	Used on	Title	Sq.Ft.	Price
1-30-011	PL-1	Fuselage Tail Cone Frames Loft Lines (Full Size)	6.6	\$3.00
1-40-009	PL-1	Engine Mount	11.6	4.00
1-40-010	PL-1	Firewall	9.6	4.00
2-40-005	PL-2	Engine Installation	13.0	4.00
2-40-006	PL-2	Power Plant Details	12.2	4.00
2-40-007	PL-2	Exhaust System	13.5	4.00
2-40-008	PL-2	Cowl Installation	14.0	4.00
2-40-009	PL-2	Nose Cowl (Fiber Glass)	18.7	6.00
2-40-010	PL-2	Fuel System	11.5	4.00
2-70-001	PL-2	Electrical System Schematic	4.2	3.00
2-70-002	PL-2	Brake System Installation	10.0	3.00
2-70-003	PL-2	Pilot Tube Details and System Installation	6.5	3.00
2-80-001	PL-2	Cockpit Furnishing and Soundproofing	15.0	5.00
2-60-004	PL-2	Cleveland 500-5 Wheels and Brakes Installation	5.5	3.00

All these drawings are applicable to the following Lycoming engines: 0-235-C1, 0-290-G, 0-290-D2B, 0-320-A.

Every part of these drawings has a dash number, and each drawing has a parts list which indicates materials, heat treatments, raw sizes, specs, suppliers, etc.

For those who are using the Lycoming engine, I have prepared a weight and balance (2 sheets) which can be ordered for \$1.00.

SOON ! : Wheel and strut fairings - will add at least 5mph to cruise and maximum speed.

JUST PUBLISHED ! : Light Airplane Construction for the Amateur Builder by L. Pazmany - 92 pages (8-1/2" x 11"). 274 photos (mostly PL-2 construction) - 37 line illustrations. 8 tables. 37 pages of text - lithographed.

If you are building a PL-1 or a PL-2, or for that matter, any sheet metal aircraft; or if you are making fiber glass or Plexiglas components, this book will be an excellent guide.

Table of Contents: Drawings dimensioning. Tools required to build a sheet metal airplane. Riveting inspection. Form blocks for sheet metal parts. Forming of ribs, frames and skins. Structural assemblies. Assembly jigs. Weldments jigs and inspection. Fabrication of plaster and fiber glass molds. Molding of fiber glass components (vacuum bagging.) Forming, trimming and cementing Plexiglas transparencies.

Price (including surface mailing) -----\$7.00