

Hi Gang:

The Fly-in at Oshkosh is just around the corner. No doubt you are pushing your project & we are, so you can tell the gang of your progress. We are trying to finish up the wing by the end of July, so we can assemble the fuselage to it upon our return.

We have made reservations at Appleton, Wisc. and plan to commute each day to attend the shows and "Gab-in". I hope to have the opportunity to meet each one of you at the show. J.D. Waller and Dr. Bruce Carmean, and their families, will be with us in Appleton.

Having summer chores and yard work to do, it is hard to tear myself away from the "bird" in order to get your newsletter out. We have compiled some news as well as a list of the "Sell or Swap" items which may be of interest to you. I strongly suggest you contact these buddies direct. If you plan to drive to Oshkosh, bring along any materials and/or parts you wish to trade or sell. I am sure you will find a buddy in need of your "wares". Load up the old bus and I will see you at the Fly-in. You'll never regret attending this fine show.

**** Sell or Swap ****

* PL-2 #176, E.A. Aleshire, 5055 Seminary Road, Apt. 1432, Alexander, Va. 22311, needs to know of a good heat treat shop located in the East. He also needs the following: 2024-0 .063 X 12" X 18", 2024-0 .080 X 26" X 36", 2024-T3 .063 X 12" X 36", 2024-T3 .250 X 4" X 18"

* PL-1 #183, William Raksanyi, 7510 McCook Ave., Hammond, Ind., 46323, needs following: 2024-0 .375 thick drag angles (Rose Wheel Fork), 2024-T3 3/4" X 144" (Spar Cap), 2024-0 .080 X 6" X 36", 2024-T3 .100 X 6" X 36", 2024-T3 .063 X 12" X 36" (grain running lengthwise). William has the following for sale or trade: 2024-T3 (clad) 3 sq. ft. 2024-0 .063 X 4' square, 2024-0 (partial sheet) .032 stock, 2024-T3 .040 (partial sh.) enough .080 2024-T3 for Spar Cap Plates, and Teflon for Aileron Push-Pull Tubes.

* OB.-ING. Erich Meindl, Wiener Neustadt, Raugasse 24, Austria, wishes to purchase Control Stick Assembly, complete per drawing 1-50007 ready built, as welding and tubes are not readily available in Austria. He also needs 5/8 X .035 tubing for Rudder Cable Shield. Also interested in Canopy Slides. Erich is a fine fellow. I know, as I have corresponded with him for quite some time. Know he'd be happy hearing from some of you.

* Jack Lough, 172 Boniface Ave., Kitchener, Ontario, Canada, has considerable PL-1 parts for sale, too numerous to mention. Jack has designed an 8 foot sheet metal bench brake and has drawings. Contact him direct on these matters if interested.

* Thomas H. Phelps, 1200 Hamsted, Fort Worth, Texas, 76115, PL-2 # 49, has complete set PL-1 Wing Ribs ready for heat treat. Will sell in present condition or heat treat for purchaser. Please contact him direct.

* Dick Thompson, 5781 Morris Road, Marcy, New York 13403, can supply Bolt Kits for PL-1 & PL-2. Please contact him direct in reference to your needs.

* D. C. Seymour, CMR 4957, APO 96328, Came up with a new idea suggesting color-coding of all drawings. In other words, each part on the drawings are shaded a different color to readily identify various parts. This is a good idea as I have used this for many years. He also states that 1/4" dia. Drain Holes be used to provide good drainage in major assemblies to eliminate ice forming on the interior of ship, which could add weight, or prevent operation of control services, in flight.

* PL-1 #346, Mr. J.B.M Hobbs, 8 Main Road, Kalk Bay, Cape Province, So. Africa, needs various sizes of materials, if you have any material for sale, he will be glad to hear from you.

* PL-2 #13, Joe Almeida, 407 Tinkham Road, Springfield, Mass., 01129, has complete set PL-1 .080 Spar Cap Plates for trade or sale.

1. The first set of 10, PL-2 Spar Cap Extrusions have been shipped. The taper milling, and bending resulted very good. The final cost including crate was \$225.00. This does not include shipping costs. If you are interested in signing up for the second batch, (there are seven openings), hurry up, since costs are going up and the \$225.00 per set deal may not last for long.

2. Fuselage Extrusions: The complete set of AND10133-1002 and AND10135-7071 will cost \$75.00. ~~Wait for a notice before mailing your check.~~ I ~~want to~~ have them in stock to insure fast delivery.

3. New Drawings: Cleveland wheels and Brakes Installation, Dwg 2-60-004, 5.5 sq. ft., \$3.00. Note: The Goodyear Wheel and brakes are practically obsolete, since they are too expensive and all light aircraft manufacturers are shifting to Cleveland. In fact, as far as I know, the Goodyear Wheels (5.00-5) are not in production any more. Main Wheel and Strut Fairing, Dwg. 2-60-005, 15.0 sq. ft. and Rose Wheel Fairing drawing 2-60-006, 11.0 sq. ft. Note: The cost of these two drawings is \$8.00. These fairings (Fiber-glass), will increase the cruise speed by approximately 5 m.p.h. and very much enhance the appearance of the airplane. The drawings were made for PL-2, but with very minor modifications can be used in the PL-1.

4. Oshkosh Fly-in: A PL-1, built by Lt. Col. Robert Loeffler, in Taiwan, and the prototype PL-2, built by Mr. Harold Pio, will fly to Oshkosh. I will have a Forum on Light Airplane Design on Thursday, Aug. 6, 1:00 to 2:15 p.m., another Forum on PL-1 & PL-2 on Friday, Aug. 7, 1:00 to 2:15 p.m. I will be doing some performance measurements as part of the Design Evaluation.

I hope, very much, that other PL-1 already flying in Canada and USA, will make it to the Fly-in.

Paz

**Note from your Editor: If you have not yet ordered your copy of Paz's book, "Light Airplane Construction", you are certainly missing a good bet. This book is crammed with very valuable information to assist you in your PL-1 or PL-2 construction. It has a world of information, photos, idea stimulant for you to do a real professional job on your bird. I cannot say enough about this fine book. Many of you may know, I have been in the aircraft business for years and am currently employed by Piper in Vero Beach, Florida. This book has given me many good ideas for my home-built project. If you have failed to get your copy, do so at once.

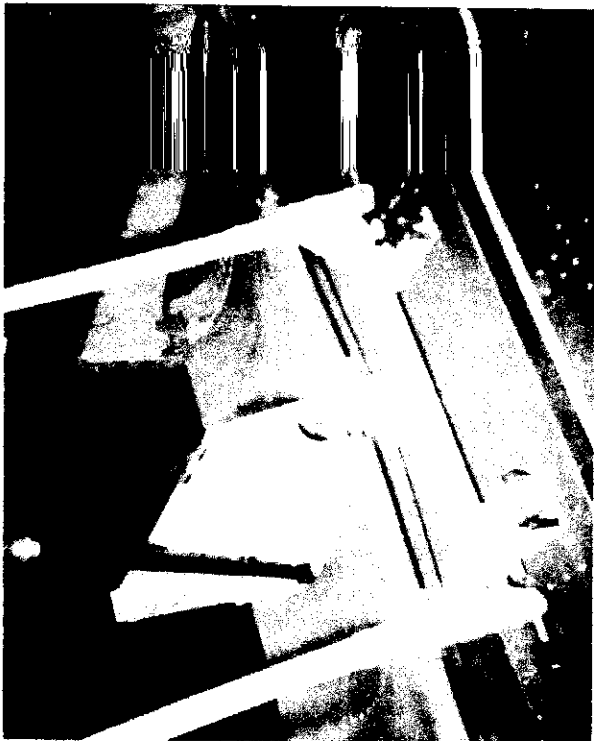
Sue, my wife, is doing quite well as "Rosie the Riveter". In just a few hours she has learned to do a professional job. So gang, take time to teach the wife, or girlfriend, the art of assisting on the construction of your bird. You will be surprised at the assistance they can offer. During World War 2, many of our war birds were built by such experienced gals. It makes for a fine relationship for husband and wife. Build together and fly together.

I have taken a few pictures of my recent project and thought you may want to see our progress. We enjoy seeing photos of the various projects as they give me ideas. These photo show the final assembly of skins to the wing, etc. Hope you like them. I plan to have numerous photos at the Fly-in and hope you too will bring some along. Don't forget to send in your \$3.00 for the Newsletter. One fifth of the members have remembered to do so at this time. May we hear from the rest of the gang?

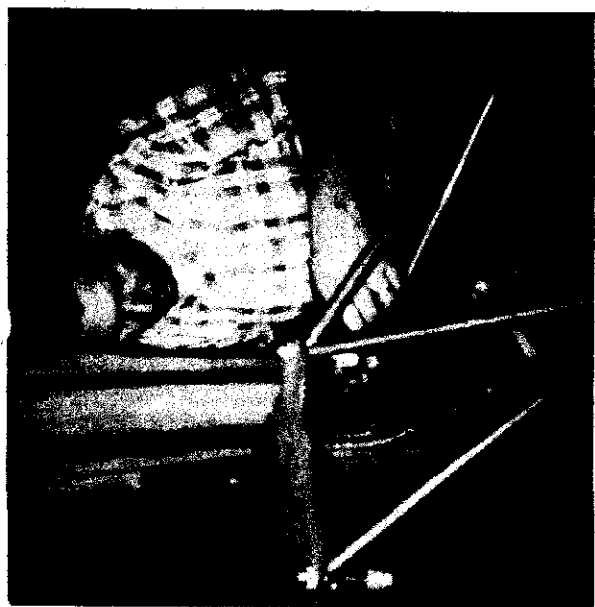
So long gang,

See you at Osh.,

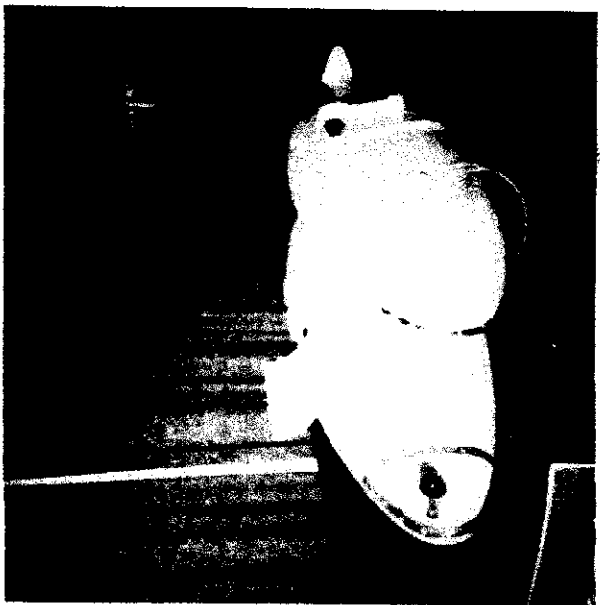
Harold E. Sponaugle, PL-1 #302
455 19th Street
Vero Beach, Florida 32960



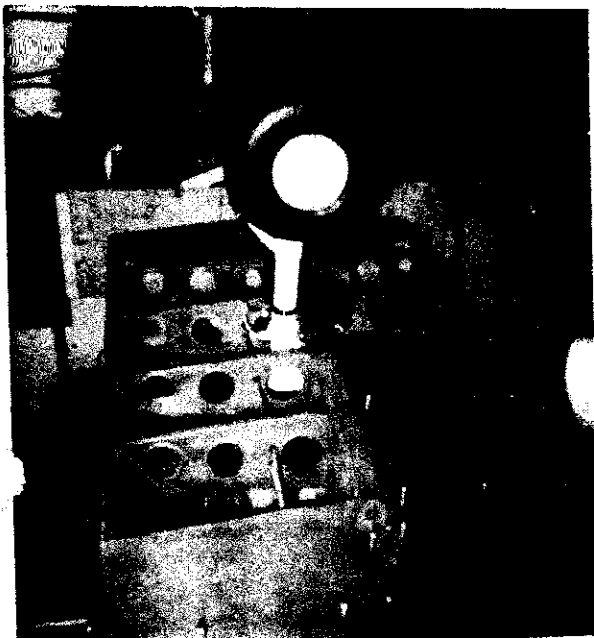
Fitting of Control Sticks



Welding of Engine Mount



Tip Tanks with Nav. Lights

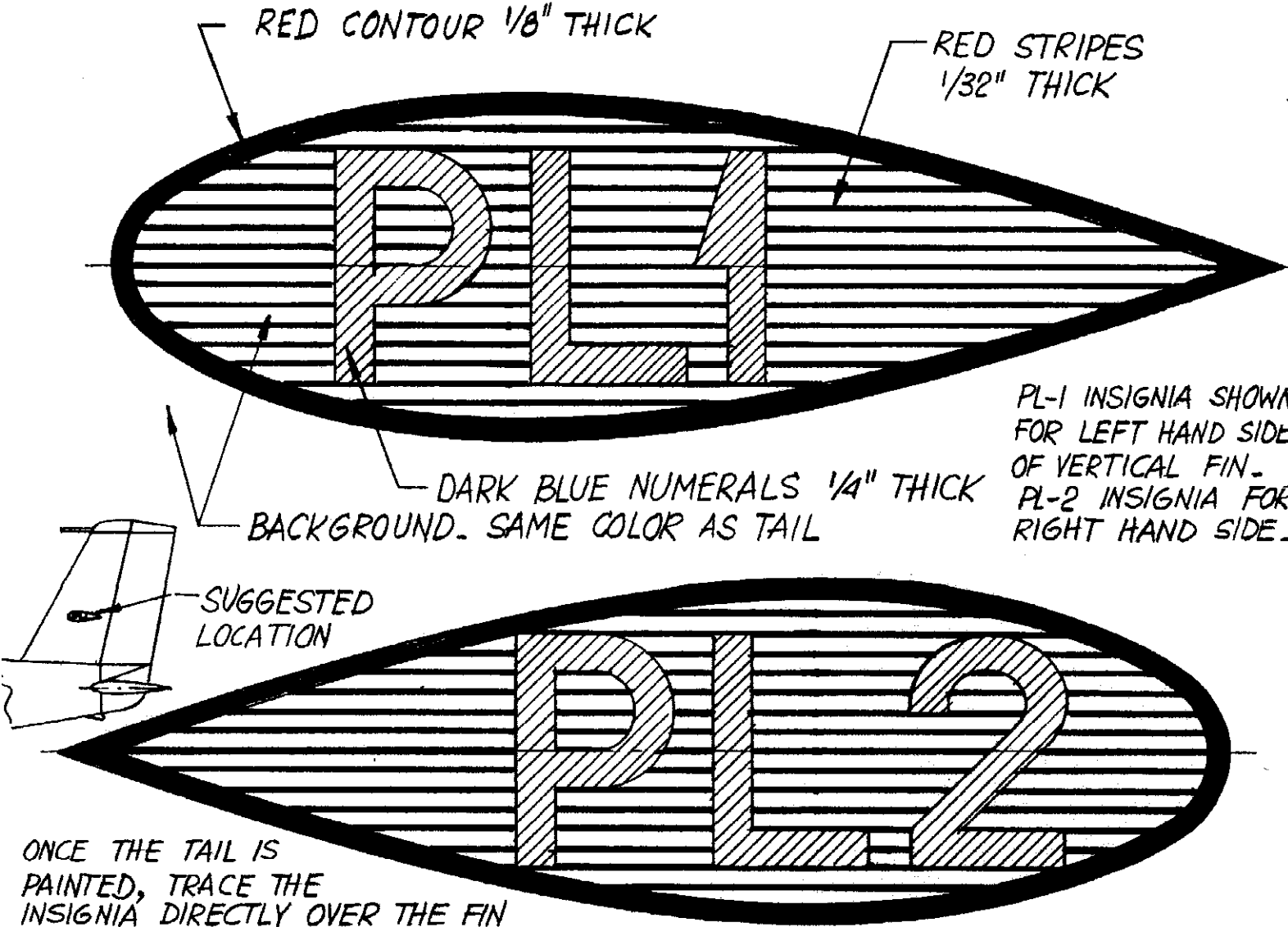


Landing Gear in place before buttoning up skins.



Finishing Landing Edge of Wing

SUGGESTED TAIL INSIGNIA FOR PL-1 & PL-2 AIRPLANES (FULL SIZE)



ONCE THE TAIL IS PAINTED, TRACE THE INSIGNIA DIRECTLY OVER THE FIN USING CARBON PAPER AND PENCIL. IF YOU ARE REALLY GOOD WITH THE BRUSHES, YOU MAY TRY TO PAINT IT YOURSELF, BUT OUR EXPERIENCE INDICATES THAT IT IS BETTER TO OBTAIN THE HELP OF A PROFESSIONAL SIGN PAINTER.