

Dear Fellow Builders:

It soon will be time for that "lil ol man" to come flying out of the sky to bring presents to all. Last year at this time, I thought I'd be in our "bird", up there, to greet him. We certainly are not through, but work is progressing very good.

At present, we are installing instruments on a panel, on a mock-up basis only. It is advisable to pre-assemble all instruments, radios, and etc., into the panel for several reasons. First, and foremost, this work should be accomplished before the forward Fuselage skins and Instrument Panel top skin is riveted into place. By so doing, it is easier to work up all electric harnesses for instruments and radios and to fit plumbing such as Pitot Tubes, Vacuum Lines, etc. After you have accomplished this work, instruments and radios should be removed before attempting to attach skins and riveting. Secondly, in final planning and assembly of instruments, you may find, as we did, that it is advisable to re-arrange certain instruments..... You will note from our photos of Instrument Panel, that the ADF radio was moved from its original planned position to the far right hand side and the space originally planned, utilized for Instrument Cluster. Namely, Fuel Gauges, Generator Amps, Oil and Fuel pressure, and Oil Temperature. Third, better workmanship in the fitting of wiring harness and plumbing can be accomplished, due to easy access to this equipment. All electrical connections to Instrument and Radios should be provided with quick-disconnect fittings for ease of re-installing equipment after all riveting of skins has been accomplished.

We have elected to equip our "bird" with a Console Panel typical of modern aircraft, utilizing Throttle and Mixture Control Levers, Ignition, Master Switch, Auxiliary Switches, Circuit Breaker Panel, Lighting, Phone and Mike Jacks, as well as the Fuel Selector Valve. Here again, it is advisable to build a mock-up from cardboard, which is quite suitable and expedient. Photos of our console will be printed in the very near future.

Numerous requests from fellow builders has come in, requesting close-up detail and information relative to all parts of the aircraft. Perhaps the above information relative to the Instrument Panel and Console will be of interest. Although we have requested photos from other builders, to date, we have received only a few. Therefore, we will continue to use our "bird" as an example unless we receive photos from the group.

*****Pazmany News*****

After long soul-searching and gathering of information, I decided to relax my "ground rules". Mainly, because it is so expensive to buy the Cherry Rivets. I have decided to indicate as alternate the Monel "Pop" 1/8" dia. MD 419BS for Universal Head, or MK 419BS for Countersink Head. Please keep in mind that the CSK angle is 120° versus 100° in the standard AD Rivets or Cherry Rivets.

cont.

The 1/8" dia. Monel should be used to replace the 3/32" dia. Cherry Rivets in skins, such as Flaps and Ailerons. In any case, dip the rivets in Epoxy Resin before "popping". Also butter-up the rivet with resin in the installed position.

Paz

*****Sell or Swap*****

* Don Dale PL-1 #266, Box 90, Acton, Ontario, Canada, is in need of a contact for someone who will weld his Control Stick & Firewall. Welding is a real hang-up for him. Don is in need of a pair of 600 x 6 Main Wheels, 500 x 5 Nose Wheel, and a Lycoming Engine, 115 HP or 125 HP, or whatever he can get for a fair price. Please contact him direct.

* Al Bartell PL-2 #27, 1153 E. 168St., Cleveland, Ohio 44110, wants: G-36 Blind-Cherry Rivet Gun 756-3 -4, 757-3 -2. Valan 181A Fiberglass Cloth. Everything and anything in parts and hardware for the PL-2. Contact him direct.

* Ray Versaw PL-1 #396, 7140 Oriole Lane, Longmont, Colorado 80501, is having trouble locating aluminum stock in pieces less than a whole sheet. He suggests that someone who may have availability to such material, make up kits and sell it through the Newsletter. He would expect the price to be high enough for the persons trouble but still more reasonable in price than purchasing a whole sheet. May we hear from you on this suggestion?

* J.D. Waller, PL-1 #194, 605 Howard Drive, Brunswick, Ga. 31520, has some spare parts he'd like to swap. Complete sets: U-Fin & Rudder Ribs, Flap and Aileron Ribs, and Fuselage Frames (35" radius - need treating). Station 205 Bulkhead, and many other parts including some machine work, small pieces. He is in need of Baggage Compartment Frames and Firewall. Please contact him immediately as they are in the process of moving. Phone number 1-912-265-3098.

*****Hats Off Column*****

J.K. Becker PL-1 #220, 33 Layton Crescent, Ottawa, 6, Ontario, Canada, sent this article in for us to share with you. It was published in the March issue of the Popular Mechanics, after he submitted it:

Cup Saw For Special Hole Jobs

* Recently I needed a special size cup-saw for a metalworking project. Unable to find a commercial version of what I needed, I hit upon the idea of making my own, (as shown on page 3). Basically, the idea consists of holding a length of fine-toothed bandsaw blade on a recessed metal disc sized to give the needed diameter. A hose clamp was used to hold the blade and the setup was then screwed onto an arbor. (Threading permits interchanging saws at a later date if necessary.) To use it, the workpiece must rest on a flat surface perpendicular to the cutter, and the drillpress should be run at a slow speed.

*Our thanks to you J.K. for sharing your idea with all the gang. Hats off to you!

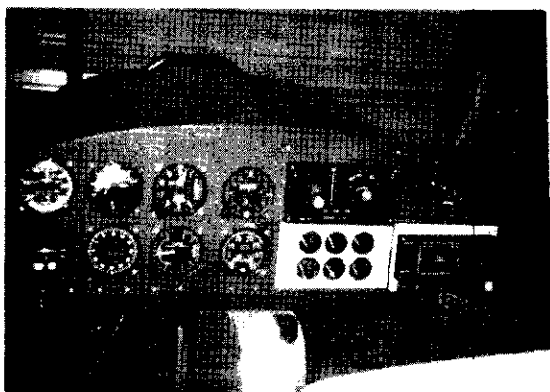
Needed*****Your photos!!!!!! We have just run out of ours!!!!



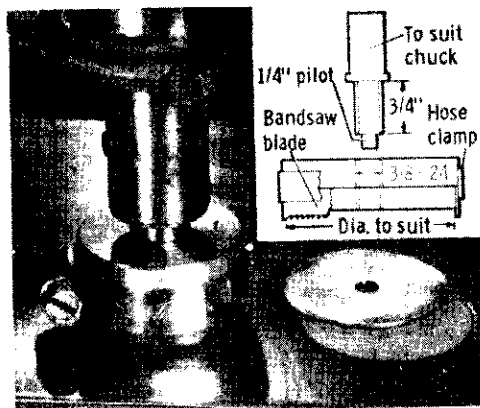
Bob Blair, Joe Sellers & Editor work on Engine mount



Pondering placement of radios. Harold Sponable & Ed Spradley



Instrument panel of T6-1 #302 (see page 1)



Cup saw for special hole jobs Submitted by J. J. Becker



Recent visitor, J.D. Waller



Piper Engineers, B. McCullough & M. Giersher, visit our "Plant"

*****Interesting People*****

J.D. Walter, PL-1 #194, 605 Howard Dr., Brunswick, Ga. 31520 is 35 years old. He and Pat have been happily married for 13 years and have two children. A daughter Jackie and a son, Jimmy. Before becoming interested in flying he was active in professional motorcycle racing and held a Class "B" professional rating for 5 years. He has approximately 500 hours of total flying time, with 44 hours credited to his private ticket. (What happened J.D.?)

The "Waller's" wing is about 80% complete. They have completed the Vertical Fin, Rudder, Flaps, Ailerons and most machine work is completed on their "bird". The plane is being built in his back yard workshop, with some parts being everywhere, from his job to the backroom, in the winter months.

J.D. is a Leader in the Mill Department at the Georgia Pacific Corp. (Bestwall Gypsum Division) and has been with the company for 12 years. Being a sort of easy going fella, he likes warm friendly creatures such as Blondes, Red-heads, and Brunettes. (at his request, please send photos on reply.) We were dared to print that, but we believe him!!!!!!! Happy moving day J.D. & Pat.

we had visitors down for Thanksgiving holidays. Sue's son and wife, Joe Sellers & Willadean, were on leave from the Navy, and her brother Bob Blair from Detroit. As you can see by the photos, we put all house guests to work on our "bird". Every extra hand helps!

*Sue and I wish to extend to you our wishes for a very Merry Christmas and a most prosperous and healthy New Year.

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



Harold E. Sponaugle
455 19th Street
Vero Beach, Florida 32960



Pagnary Aircraft PL-2 2
Box 10051
San Diego, Calif, 92110