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PL-1 & PL-2 Mutual Aid Letter #28

Hi Gang:

With the holidays behind us, no doubt most of you are back in the saddle and parts and assemblies are rolling off the old PL Assembly Lines all over the world. Letters from fellow builders have been at a minimum, which indicates either you are busy on the "bird", or you have not yet got over the holidays. If you are one of the latter, we suggest you get with it again as one month of the New Year is gone!

Recently, we had as house guests, Dewey Greene and his lovely wife Laurretta. They flew their Brand "X" plane in from Geneseo, Ill. We were very busy talking and swapping ideas. Dewey carries a little red note book and has kept your editor nuts. This guy sure has the questions! Really, he and Laurretta are grand people--two of the best. Sue and I sure enjoyed their fine company. More on this couple in the "Interesting People" by Sue.

We are now at the final stages of installing our instruments in the Instrument Panel. Pictures of it, as well as Merrill Roth's Panel, PL-1A, submitted by Robert Brown, appear on the photo page. By comparison, you can see that there is more than one way to skin a cat!!! The sky is the limit. Use your imagination and build a panel to suit your own likes and needs, but do some planning before chopping in the holes...OK? You will note that Merrill's panel is fully equipped, well planned and he is using push-pull throttle and mixture controls. On the other hand, we elected to use a center console utilizing lever type throttle and mixture controls and utilizing lower space for switches, etc. Look them over and come up with your own arrangement. Both of these panels have woodgrain overlay treatment. You may prefer paint, crinkle finish, or some other treatment.

*****-----Pazmany News-----*****

Recently your editor asked Mr. Pazmany for particulars on stabilator balancing. The following information was forwarded, and we felt others may be in need of such data. "The Elevator and the Ailerons can be unbalanced up to 15% of chord, but I decided to limit this imbalance in the Stabilator to 2" behind the hinge point. In other words, if you balance the Stabilator 2" behind the hinge point it should be OK. Nevertheless, if you use a heavy engine, and eventually may use ballast in the tail, the Stabilator mass balance would be the best place to put it. Remember please, do not overbalance the Stabilator or the Ailerons===!!!!

Paz

See drawing and photo of actual balance, as set up by your Editor. We simply drew a pencil line on the under side of the Stabilator, 2.00" aft on the Hinge Center Line. Two wood strips were cut to a sharp edge and clamped to a small work stool as pictured. One-half inch thick sponge rubber strips were then taped to the lower edge of the Stabilator underside so as to prevent slipping and thus to insure alignment with pencil lines. We then proceeded to file lead weight until proper balance was obtained. Make sure bolt, nut and washers are in place during balancing. (If your balance is bolted on as was ours) Also note that balancing should be done after painting has been finished, otherwise balance may be affected.

*****Wiring Tips*****

Wiring of your bird is extremely important, not only planning, but especially running of wires, harness, antenna wires and coax. Make sure wires are run in an orderly fashion and properly identified for future reference and hook-up to the equipment. Label both ends to insure no mix-up at a later date. All wires should be routed with proper support and protection from operating or moveable parts and to prevent chafing over long periods of operation.

Use Alligator Grommets in lightening holes where wires will be run. If, as in the fuselage, holes in the frames and bulkheads are to be punched or drilled for wiring, make sure proper rubber or plastic grommets are used. These holes should be punched before skins are attached for ease of placement. Where several wires (harness) are to be run, a standard rubber or plastic grommet may require too large a hole in these frames. If so, we found that plastic tubing works very well indeed. Simply drill holes to proper O.D. and slip in the tubing, tying each end with plastic pull-tight strips to prevent tubing from vibrating or slipping out. (See sketch and photo).

In photo you can see such an arrangement just below the instrument panel on the right hand side of the fuselage. As you run each wire, make sure you ring out wires, and ground connections to eliminate mix-ups or poorly grounded wires.

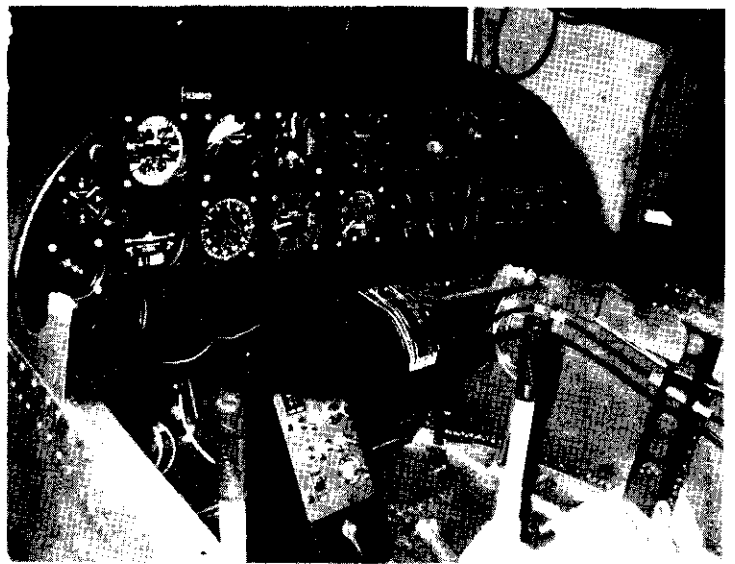
An old flashlight (2) two Alligator clamps and (2) two flashlight batteries mounted in a cigar box makes a cheap, but adequate device to ring all wiring. We used such a rig to check out all our wiring. Keep your wiring neat. As the wires build up, tie with mildew proof twine to bundle the harness into neat runs to the Cockpit area and on into the Circuit Breakers and Switch Panel.

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

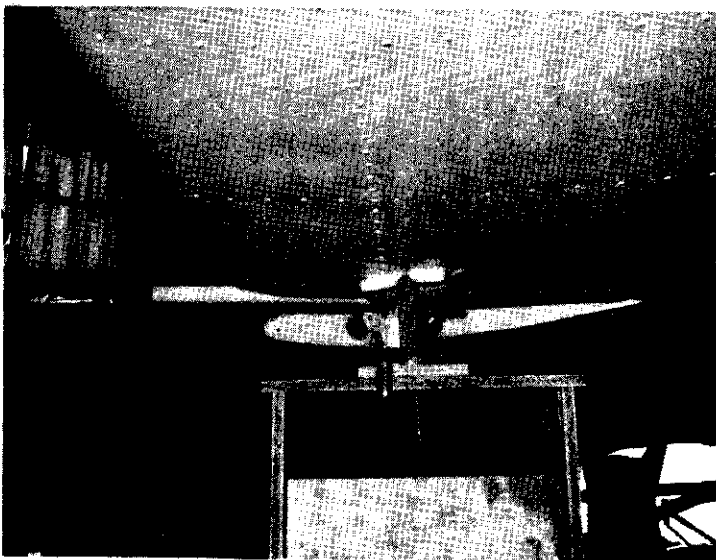
Harold Sponaugle PL-1 #302, 455 19th Street, Vero Beach, Fla. 32960, has for sale, one full set of Fuselage Longerons, formed & Zinc Chromated. One set Flap Spars, One Main Stabilator Spar, One Instrument Panel Channel. All for PL-1. Contact at above address, if interested.



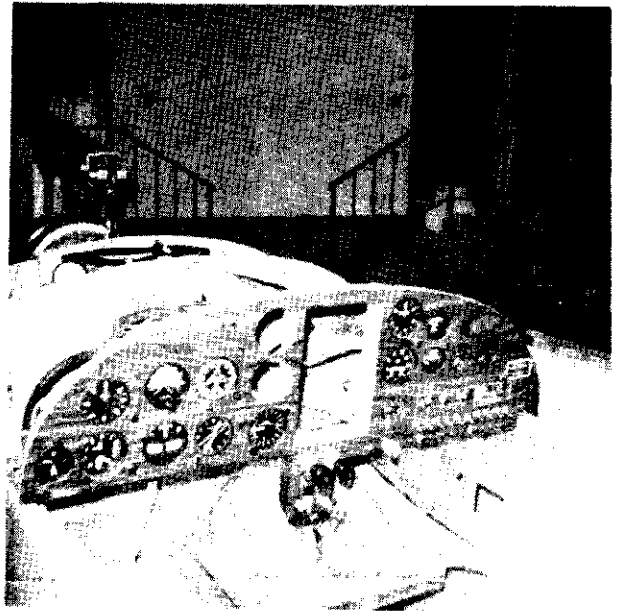
Dewey Greene all dressed up to ride his Stallion in the Geneseo parade. (Don't let the beard scare you)



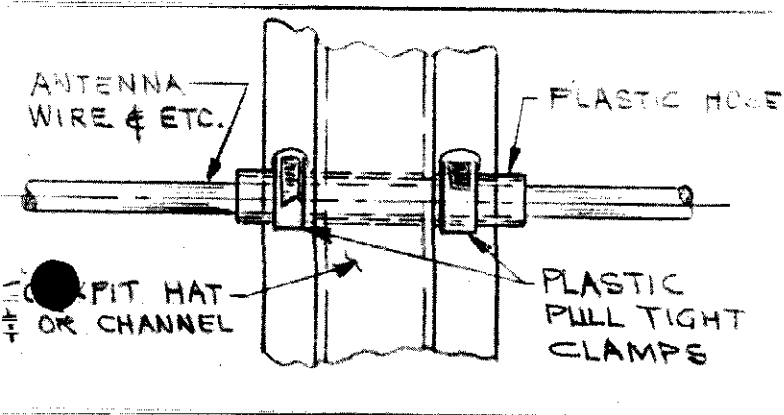
Harold Sponaugle's Instrument Panel & Console



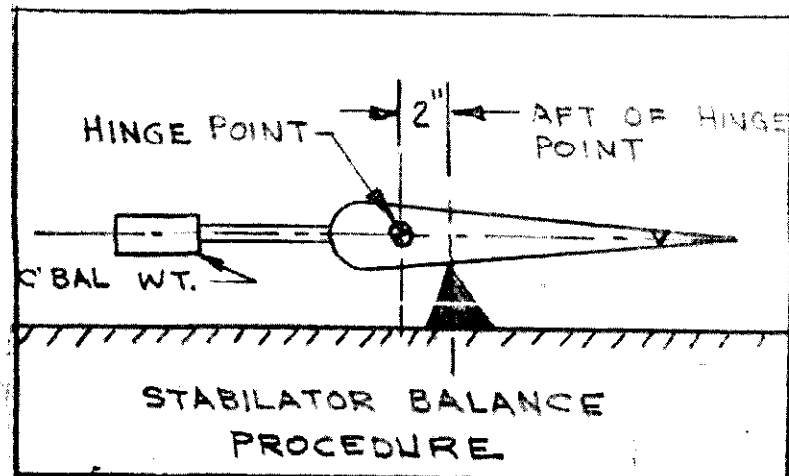
Actual Stabilator Balancing Procedure by your Editor



Merrill Roth's Instrument Panel



Use of Plastic Tubing in place of Standard Grommets



STABILATOR BALANCE PROCEDURE

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

*Dewey Greene, PL-1 #237, Rt. 3, Box 3, Geneseo, Ill., is 47 years young! Born in Jonesboro, Tennessee. June 26th, he and his wife Loretta celebrate their Silver Anniversary of wedded bliss. They have three children. Jim is 23 and is serving his country in the Army Intelligence and will be discharged in October. Sharon, who is 21, lives in Chicago and has a position with the Blue Cross-Blue Shield Insurance Company. Their 18 year old son John is attending Black Hawk College in Illinois and a real champ with engines and motors. Dewey should have a good helper with this lad around while assembling his "bird".

Loretta is a wonderful homemaker and loves to do fancy decorating of cakes for the town. She is very active in Homemakers Extention in Geneseo.

In 1944, Dewey started to fly. He obtained his private license in 1945 and holds an Instrument Rating. This fella has over 250 hours in Cross-country flying time. All Cross-country navigation is done by Loretta, who also has some flying time of her own. Dewey has a total of over 700 hours in flying. (Even if his Brand "X" is a 172 Cessna!)

At present time, Dewey is a grain farmer. His PL-1 parts have been made in the basement of his home. Most all parts are made. As Dewey says, "All he has to do is wrap some skin around the pieces and he'll have a PL-1". Any of you fellas got an extra box of Aluminium Foil around the house you can give to Dewey?

Dewey holds a Life-time Master Classification in the National Rifle Association of America and Loretta holds a Sharpshooters Classification. The Greene's are very civic minded. At present, Dewey is on the Planning and Zoning Commission of the City of Geneseo.

The Greene's are about to break ground for their new ~~home~~ which they will build. Loretta will be his number one helper in this project too. ~~Everything~~ Everything they do, they do together. A really nice family. Good luck in all your future projects Mr. & Mrs. G.

Sincerely,

Harold E. Sponaugle PL-1 #302

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