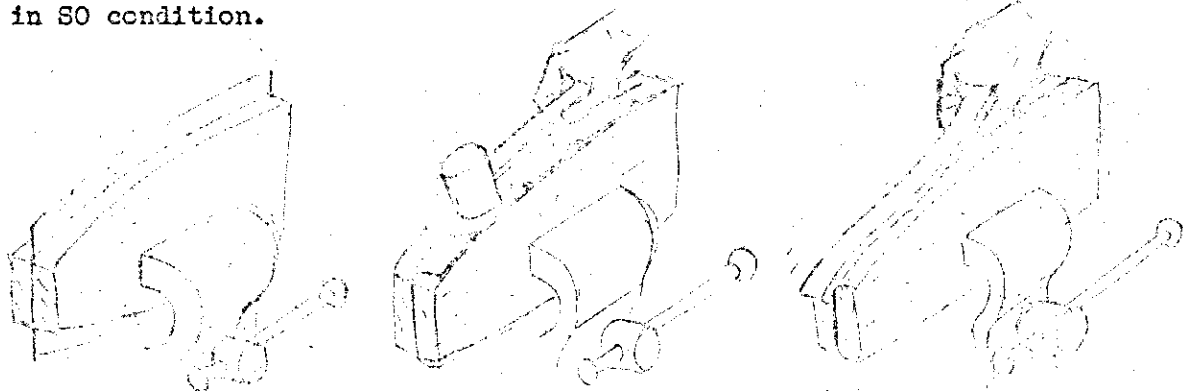


PL-1 News Letter #2

1. Incorporate changes shown in Engineering Change Notice #1 (see attached sheet).
2. When you form ribs, the bead for lightening holes should be on the side shown in the respective drawings (generally on the opposite side of the flanges). Ribs should be formed in SO condition.



Start by clamping the flat sheet metal blank between two (2) hard wood molds. Next bend the flanges with a plastic or rubber mallet. Do not worry about the wrinkles! Finally, slap the flanges with a lead bar (plumber soldering (50/50) bar). While the rib is still firmly clamped between the two wood blocks, the lead bar should hit over a considerable length of flange simultaneously, this will shrink the wrinkles. Form the beads for the lightening holes, but do not cut-out the holes in the SO condition. Heat treatment will warp the ribs with cut-out holes, therefore, cut-out holes AFTER you have the ribs back from heat treat.

3. The fuselage longerons should be formed in the T3 condition. I have a new loft drawing with all tail cone frame lines in full size, showing the longeron angles at each frame. You can order a copy of this drawing 1-30-011 for \$3.00.
4. All lead mass balances should be cast with Lead Spec MIL-L-18331, which contains 5-7% Antimony to make it harder and therefore avoid the ovalization of bolt holes.
5. Drawing 1-10-002 Wing Spar: Due to the difficulty in obtaining the HI-LOK bolts and tools for their installation they could be replaced as follows:

<u>SHOWN IN DRAWING</u>	<u>ALTERNATE</u>	<u>QTY</u>
HL-18-8-13	NAS 1104-15 Bolt	24
HL-18-8-16	NAS 1104-16 Bolt	4
HL-19-8-15	NAS 1204-15 Bolt	4
HL-19-8-12 & 19-8-13	NAS 1204-12 Bolt	24

Use AN 364-428 or NAS 679-A4 nuts and AN 960-416L washers under the nut, with all bolts. The hole preparation for all these bolts is as follows:

.2489 dia hole

.2505 dia hole - you should obtain a drive or interference fit.

In drawing 1-20-003 Stabilator: Change the HI-LOK fastener with NAS 1103-11 bolt and AN 364-1032 or NAS 679-A3 nut.

6. Drawing 1-10-002 Wing Spar: The .100 thick plates to attach the landing gear ^{are} 2024-T3.
7. Drawing 50-004: On the left edge of the drawing, correct the flat pattern for the TRIM TORQUE TUBE SUPPORT, by shifting the center of the .375 dia hole .28 to the left.

8. I am enclosing a copy of a letter which I received from Mr. Norman Brodersen, from Aircraft and Marine Windshields - 1031 Alondia Blvd., Compton 3, Calif., offering PL-1 canopies and windshields. If you are interested in this offer, please contact Mr. Brodersen directly.
9. I have received a letter with a catalog of riveting tools (squeezers, guns, head sets, cleco's & cleco pliers) from Mr. Paul H. Kneeper - Spring Creek Road - RFD #1 Macungie, Pa. These tools are either brand new or in very good condition. This is a special offer for amateur builders. Some of the PL-1 builders wrote me expressing their satisfaction with their purchase. Contact Mr. Kneeper directly for information.
10. Please do not forget to send a card to Sport Aviation, telling them about your progress with PL-1. I hope to see many of your names in the monthly list of "Airplanes Under Construction". Also, mention it to your local EAA Chapter Secretary, so it will be reported in "Chatting with the Chapters". I know many of you have completed even major assemblies, but I have not seen your names mentioned in the magazine. Knowing about other PL-1 builders in your neighborhood will help you and of course will help me.



L. Pazmany