

September 1966

PL-1 NEWSLETTER NO. 4

1. Incorporate changes shown in Engineering Change Notice No. 4 (see attached sheets). Most of these changes will simplify construction or increase the safety of your airplane.
2. As you know, for the last three years, I have been working on the PL-2 design, which is an improved version of the PL-1. Most of the changes you receive are a result of these improvements; I want to keep you up to date. I have finished engine installation drawings for the LYCOMING 0-290-G for the PL-2. These drawings, with very minor adjustments, can be used on the PL-1. The most important difference is the firewall width; also, the PL-2 has a canted engine (3°). This has to be tested to be sure it is worthwhile.

Following is a list of drawings in which you might be interested if you are planning to use a LYCOMING 0-290-G, 0-235-C, or 0-290-D2B.

<u>Dwg. No.</u>	<u>Used On</u>	<u>Title</u>	<u>Sq. Ft.</u>	<u>Price</u>
1-40.009	PL-1	Engine Mount for Lycoming 0-290-G	11.6	\$4.00
1-40.010	PL-1	Firewall for Lycoming 0-290-G	9.6	4.00
2-70-001	PL-1 and PL-2	Electrical System Schematic	4.2	3.00
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
2-40-005	PL-2	Engine Installation	13.0	4.00
2-40-009	PL-2	Nose Cowl (Fiberglass)	18.7	6.00

Drawing 2-40-006 - Power Plant Details shows: Spinner (Fiberglass), Spinner Plates, Carburetor Air Scoop, Carburetor Heat Box Assembly, Propeller Spacers.

Drawing 2-40-007 - Shows the cross-over exhaust for the Lycoming 0-290-G with mufflers and heaters in every detail. The cross-over exhaust will increase the performance of the engine by approximately 4%.

Drawing 2-40-008 - Shows the cowl for the Lycoming, including cowl flap.

Drawing 2-40-005 - Shows the major components and most of the hardware required for the assembly.

Drawing 2-40-009 - Full size loft lines for the fiberglass nose cowl

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

3. For those who are using the Lycoming engine, I prepared a weight and balance (2 sheets) which could be ordered for \$1.00. Also, if you still do not have it, you might be interested in Drawing 1-30.001 - Fuselage Tail Cone Frames Loft Lines - at \$3.00.
4. If you are building your PL-1, please send a card to Sport Aviation telling about your progress. PL-1 builders names can be seen more and more in the monthly list of "Airplane Under Construction", or reported in "Chatting with the Chapters". I talked with many of you at the Rockford Fly-In, also viewed a few PL-1's under construction, and was extremely satisfied with what I have seen. There will be more PL-1's flying very soon!
5. I would appreciate some photos of your ship, or at least a few words about your progress. When you write to me, please mention your PL-1 number at the top of the page and state your name. I have received letters without even a signature. Considering that I have sold 215 sets, it requires a tremendous amount of time to answer your letters, which I am pleased to do. However, if I have to spend additional time searching for your names or addresses, I will be unable to answer. Also, if you expect an answer, please send me a stamped, self-addressed envelope.
6. I will be glad to send you an updated list of PL-1 builders if you will send me a stamped, self-addressed envelope.
7. Mr. J. D. Waller (#194), 605 Howard Drive, Brunswick, Georgia, published the first issue of PL-1 Mutual Aid Club Newsletter. This is great! I will support him with everything I can and, if you also collaborate with him, this could be a tremendous help for all PL-1 builders.

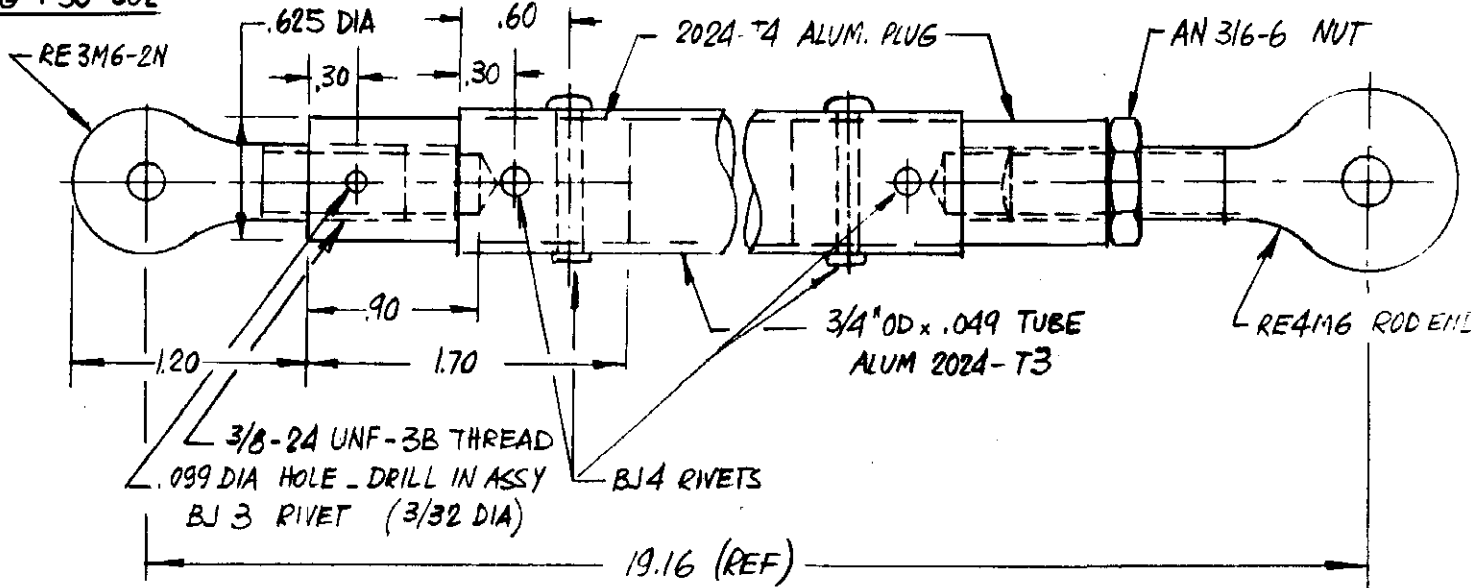
Have fun!


L. Pazmany

ENGINEERING CHANGE NOTICE #4

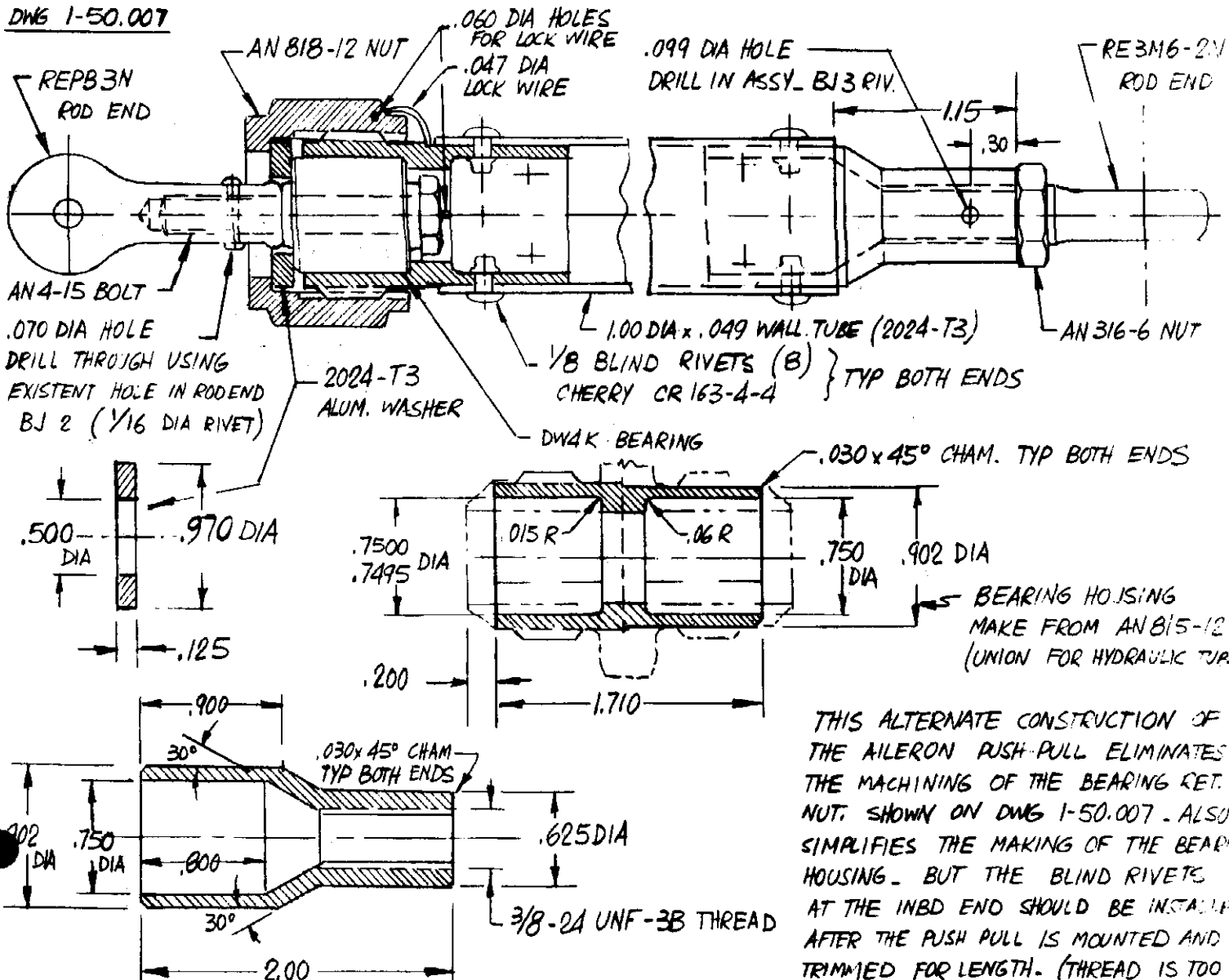
SHEET #1
SEP, 1966

DWG 1-50-002



ALTERNATE DESIGN FOR AILERON PUSH-PULL - THIS DESIGN ELIMINATES THE STUDS MADE FROM AN 5-20 BOLTS.

DWG 1-50.007

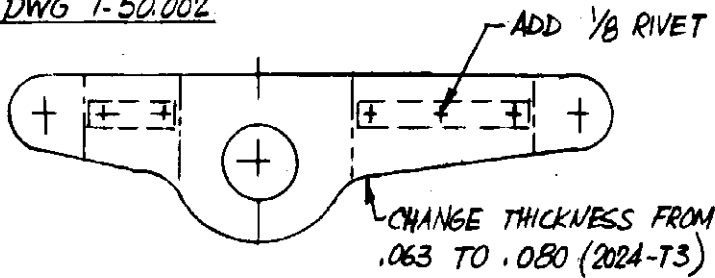


THIS ALTERNATE CONSTRUCTION OF THE AILERON PUSH-PULL ELIMINATES THE MACHINING OF THE BEARING RET. NUT, SHOWN ON DWG 1-50.007. ALSO SIMPLIFIES THE MAKING OF THE BEARING HOUSING. BUT THE BLIND RIVETS AT THE INBD END SHOULD BE INSTALLED AFTER THE PUSH PULL IS MOUNTED AND TRIMMED FOR LENGTH. (THREAD IS TOO BIG FOR THE TEFLON BUSHINGS.)

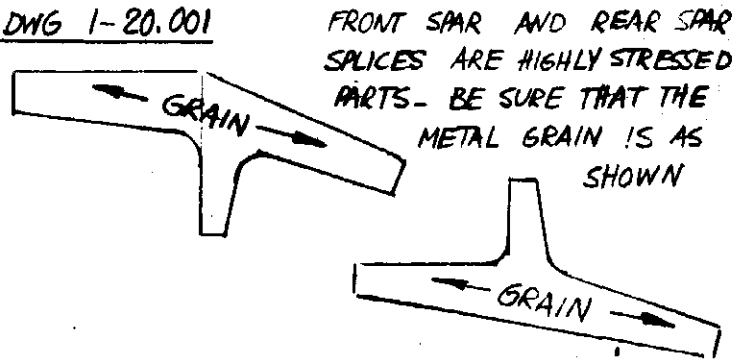
ENGINEERING CHANGE NOTICE #4

SHEET # 2
SEP. 1966

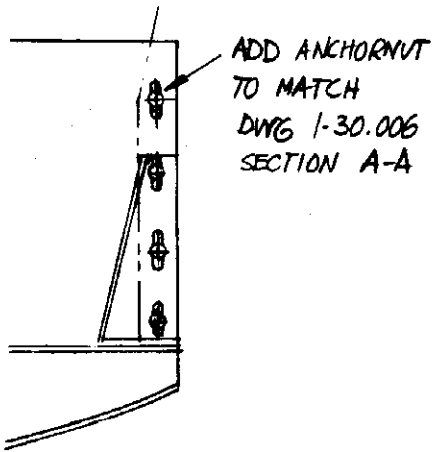
DWG 1-50.002



DWG 1-20.001



DWG 1-50.004



PL-1 LIST OF STANDARD PARTS - PAGE 21 & 22 DWG 1-50.002

PART NUMBER	PART NAME	QUANT	ACTION
AN 4-12	BOLT	2	ADD
RE 3M6-2N	ROD END	2	ADD
RE 4M6	ROD END	2	ADD
RE B 3N2	ROD END	2	DELETE
RE 4 F5	ROD END	2	DELETE
AN 5-20	BOLT	4	DELETE

£ 25

DWG 1-00.001

PROPELLER SHOULD BE: MC CAULEY 1A 100/MCM 6858
ANGLE BETWEEN WL 0.00 AND TOP OF COCKPIT LONGERON SHOULD BE 2°47'

DWG -1-10.002

CHANGE BOLT LENGTH AS SHOWN
USE WASHERS IF NECESSARY.

