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NEWSLETTER #42

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Dear Fellow Builders:

Things have been very quiet in the Newsletter business lately and I have no material on hand for a letter so I think this one should be a gossipy one and I shall present pictures of the Canadian PL-1's that are now in the air. I was in Calgary, Alberta a short time ago and I couldn't find CF-SPQ which I had the pleasure of flying some time ago and therefore there will be no pictures of it in this issue. Apparently, Bob sold her to a man who keeps her at a private strip somewhere in the area.

Picture #1 is CF-JJC, the beautiful property of Joe Collins whose name has appeared in the Newsletter before. JJC is a carbon copy of the plans except for the cowling which is the design of Joe and his friend Jean-Paul. Notice the squared-off cheeks around the jugs. Joe reports that there is no problem with cooling. Note the instrument panel in picture #3 which is complete in all respects. I forget the reason for the rope tied to the stick but it is not too important here.

Picture #5 has a smiling critter sitting in the driver's seat-- almost as if he owns the machine! He does. This is Dieter Bochmann of Oakville, Ontario and he keeps CF-BPD at a small airport just North of Toronto called King Airport. There are several home-builts at this strip including a Pietenpol and a Sparrow Hawk. The Hawk is owned by Doug Leavens of the Toronto supply house known as Leavens Brothers. Leavens advertises in Sport Aviation and is probably better known in the USA as a supplier of Aerolite glue. Dieter makes his living as a tradesman whose name I cannot pronounce or spell but it is the art of making artificial limbs for children. Everyone has heard of the German machinist who is a perfectionist at his work and I think Dieter was the cat who started this trend of thought. His plane is immaculate in every way and I wish I could show it in color so you could appreciate the paint job which is his own design. Like Joe, he is completely instrumented so he can travel almost everywhere. BPD has a Lycoming 115HP and it cruises at 122 MPH on 75% power. When I last spoke to Dieter he did not have his ROC installed so that is a mystery to me but I can tell you it does climb well!

Quite often when we see pictures of proud owners with their arms around their airplane of some fellow with a face that is sore from smiling so much at his new plane we think of how they must have worked to create this thing of beauty. Right here and now I would like to say something in honor of the unsung hero who does not show up in the glory line at Oshkosh or may not even get to fly the thing. Of course, this hero should be called a heroine because it is the women of whom I speak. Mrs Bochmann, for example, would crawl inside the fuselage and merrily buck rivets until her ears would ring, and as far as I know she has no interest in flying. My wife has lived with a fuselage in the living room with the children standing on the sofa so they could see the TV; she has stood around windy, chilly airports while I crawled around some plane looking for clues; she has not complained when the children tracked aluminum filings up from the basement or the 'fridge has polishing compound stored in it for 4 years. This could go on and on not to mention the cost of the thing and she also has no interest in airplanes of flying. The wives of homebuilding maniacs should get a medal or something!

PL-2 PROJECT FOR SALE

C. V. Brock, 6115 Blue Ridge Blvd., Raytown, Mo.64133 (Kansas City suburb).

Preference will be given to persons wishing to purchase the complete project but parts will be sold individually. Entire list of parts available on request.

FLAPS: 3/4 complete--all parts cut and bent.

AILERONS: all parts cut and bent-mass balance completed.

STABILATOR: 3/4 complet--all parts cut and bent--mass balance complete.

FIN & RUDDER: parts for both completed and ready to skin.

WING: main spar completed, ribs completed, & located, landing gear brackets located, aileron push-pull tubes completed with rod-ends, most all other wing parts cut & bent; such as rear spar, seat pan, etc.

FUSELAGE: control stick assembly completed, one set of Paz longerons, & many other machined parts. Also most of the metal necessary to complete the airplane.

Plans, \$150; Main wing spar \$325; Wing ribs \$200; Control stick ass'y \$45; Aileron push-pull rods with ends \$45; Fin & rudder \$80; Stabilator \$80; Flaps \$60; Longerons \$75: Total \$1060. invested in parts alone to produce these items. Dr. Brock will take \$900. cash FOB Kansas City for the lot. This looks like a deal for the PL-2'ers!

FOR SALE:

1 piece	36X72	.016	2024-0	\$9.36	
1 "	36X72	.025	"	16.08	
2 "	36X48	.040	"	12.72	each
7 "	18X48	.050	"	7.90	"
23 "	12X24	.063	"	3.14	"
4 "	26X48	.080	"	16.00	"

The material is new, in good condition & certifiable & cut into pieces the size, or slightly larger than the size for PL-2 requirements. F.O.B. Calgary Alta., Canada; no charge for crating.

Frank Arnold, 52 Klamath Place S.W., Calgary, Alberta, CANADA.

Ross G. Whitney, RR #2, Lambeth, Ontario, CANADA asks if there is anyone willing to rent, loan or whatever forming moulds for the PL-2.

MORE ON JOGGLING BLOCKS:

This refers to the picture on page 3. The data was sent in by Mr. A. E. Aleshire of Alexandria, Virginia and I thank him for the contribution.

"My form blocks were made from a piece of 2" x 3/4" aluminum bar. The base block had a proper radius on both sides. To the cap block I bolted a 2 1/2" x 1/4" piece of steel plate. After lubricating the form-blocks with grease, placing the angle between the form blocks and placing in a bench vice use only enough pressure to hold the form blocks in place, I used 2" "C" clamps to hold the base block and the steel portion of the cap block together. Tighten the "C" clamps only tight enough to allow the angle flange to slide between the steel plate and the base block, but firm enough to keep the base block, angle, and steel cap plate against each other. Once the two "C" clamps are in place, simply press the form blocks together with the bench vice. The steel plate and the base form block with the angle clamped between the two eliminated any distortion and the shrinking of the flange takes place as the vice is being tightened. This method allows for only one angle to be formed at a time. Simply moving the steel plate

to the opposite side of the cap form block allows for forming the opposite angle. I have found this method to work equally well on other types of flange joggles. I hope this little suggestion will make someones task of forming the joggles a bit easier." A. E. Aleshire

PAZMANY NEWS:

I have received a very nice letter from Paz telling me of some of the highlights of his trip to Taiwan, Hong Kong and Tokyo. First he and his wife were official guests of the Nationalist Chinese Air Force Aeronautical Industry Development (AIDC) and Paz says it was a fantastic experience. He went through the PL1B production line (48 have been finished) where the last 10 are being assembled. They talked with the pilots and went sight-seeing in the most beautiful places in Formosa, which does, in fact, mean "beautiful" and it was named hundreds of years ago.

Paz says he knows more about the PL-1 flying characteristics now than he ever did before because the CAF have put about 15,200 hours of time on their machines. They have made very few changes; mostly to accomodate the training environment. They have made no basic changes to the design but they have explored the PL-1 in areas beyond the design limits. They have performed spin tests and at some later time Paz will have more to say on this subject but at this time he still says "NO SPINS".

Paz has been promised a description of some of the dive tests and flying with open canopy etc. and we will publish more later when he has had a chance to obtain and digest the results.

In Japan, Paz visited the factory where the PL-2 will be produced after Type Certification by the Japanese. He witnessed the flights of the prototype PL-2 at a little airfield near Tokyo.

In Hong Kong he visited with William Belton of Cathay Airlines. Mr Belton is a Newsletter subscriber and is building a PL-2.

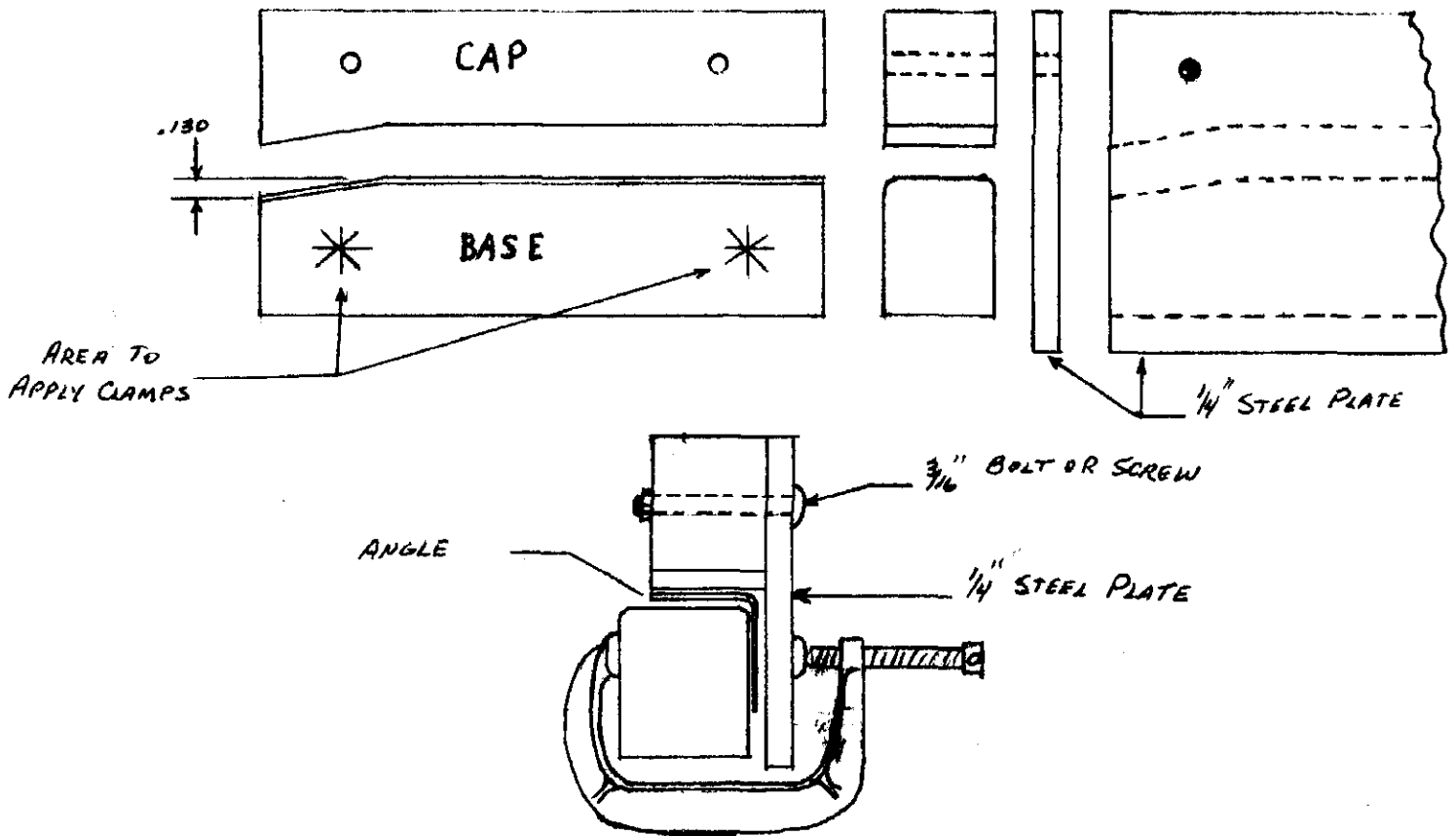
Paz hopes to have prices of different components for amateur builders from the Japanese; these would be landing gear legs and the like.

Well, you happy over-worked and under-paid critters, it is time to end this. I will first make a plea for some more material for the next Newsletter. I would like to publish more often but I'm drying up the material on hand so keep the cards and letters coming folks!

Merry Christmas and a Happy New Year, everyone and I hope you all get an airplane part for Xmas.

Best regards,

*Don Dale*



1. Form blocks made of 2"x3/4" alum. bar
2. Radius both sides of base form block
3. Bolt 2-1/2"x1/4" steel plate to side of cap block
4. Lubricate form blocks with grease
5. Place angle in cap form block
6. Mate base form block and cap form block and place in vice using only enough pressure to hold everything together
7. Using two small "C" clamps snug base block, angle flange, and steel plate together
8. Press form blocks together in bench vice
9. Remove angle from form blocks. Flange being shrunk will be straight and undistorted.