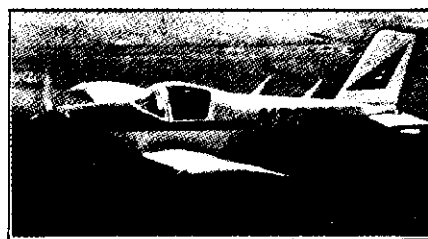


PL-1 PL-2 NEWSLETTER



NUMBER 47

SPRING 1975

AIRCRAFT DESIGNER

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THOSE TERRIFIC PICTURES OF THE PL-1 AND PL-2 PROJECTS were duplicated by Lee Conlan. A hearty thanks to him for a job well done. Its exciting to see those beautiful creations taking shape. Please share your favorite snap shots of your project with us. Lee advises that black and white pictures are preferable. Color comes out o.k., but he has to group them on an extra plate from the black and white.

PAT PAGANO, CALIFORNIA PL-2 #199 appears in picture 4A. Pat is a TWA A P station at LAX International Airport. He is shown with his finished vertical fin and rudder with a set of vertical fin and special rudder fiberglass fairing Lee made for him.

PL-2 EDITOR PAT JANSEN has followed her husband Errol and his PL-2 project to Houston. Their new mailing address is 7712 Telean, Houston, Texas 77034. Telephone is 991 0763. The plane weathered the trip remarkable well with only one wing rib showing signs of damage. Fuselage, vertical fin, and wing assemble are now nestled safely at Clover Field.

PAZ SFZ

I would like very much if you can generate some enthusiasm for PL-1 and PL-2 builders to show up at OSHKOSH this year. It would be wonderful for every possible PL-1/PL-2 builder to get-together. A dinner meeting similar to the one organized last year by the PL-4 builders would be beneficial for all. A volunteer is needed to make advance preparations for the dinner (make reservations with a restaurant, arrange for a speaker, promote the dinner, etc) If you live near Oshkosh and can help with arrangements for the dinner please write to the PL 2 Editors. If we can have all finished airplanes at OSHKOSH, it sure will make news and encourage the builders. Here is a list what I know is flying in USA and Canada.

PL-1	Lee Conlan	Harold Pio	PL-1
PL-1	Lt. Col. Robert Loeffler	Milton Grimaldi	PL-2
PL-1	Sam Pawlowsky	Sam Lane	PL-1
PL-2	Harold Sponaugle	J. J. Collins	PL-1

7712 TELLAN
HOUSTON TX ~~77034~~
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LADISLAV RAZMANY
P.O. BOX 80051
SAN DIEGO CALIF.
92138

FIRST CLASS MAIL

COMPLETED PL-1/PL-2 PROJECTS

PL-1 J. J. Collins	PL-1 Dietrich Bochmann
PL-1 Merrill Roth	PL-1 Vance Mosher
PL-1 Gordon W. E. Brown	PL-2 Kenneth Arnold
PL-1 J. G. Anthony	PL-2 Ed Levy

Add to this some 60 PL-1s in Taiwan - 4 in Korea - 1 in Thailand - 1 in So. Viet Nam - 1 in Indonesia - 1 in Japan - Makes a total of approximately 80 airplanes.

PL-1 PROTOTYPE 1962-1975 - Update on maintenance. Now has his engine mounted and wheels, brakes, tires and wing. Engine is a O-290 G but needs a MA-3 SPA CARBRATOR also a LYC - 6Ø 849 or 69952 STARTER. If you have the above parts available or know where they can be acquired, please write Lee Conlan, 7858 Arnett St., Downey CA 90241 with prices.

CONGRATULATIONS Gordon W. E. Brown on the satisfactory test flight of PL-1 Plan #154 at Vancouver International Airport. Canadian registration is C-FCWB. He expects to base it at Intercontinental.

DRAWINGS FOR WHEEL AND STRUT FAIRINGS are available from PAZ. He sells two drawings for the fairings at \$15.00. They are an optional feature but do a good job in improving performance. With fairings H. Pio's plane was timed at V cruise 131.9 mph and V max 156.0 mph.

DUANE SEYMOUR, Box 16012, Tel Aviv, Israel, sent the newsletter a brief history of himself, some thoughts for the new builder, plus a few random ones free. He would like to find some EAAers near by. Duane writes:

I am a Field Service Engineer for McDonnell Aircraft Co. presently stationed in Tel Aviv, Israel. All of that is a fancy title for an itinerant laborer. I seriously started to work on my PL-2, #25, about three years ago while in Tokyo, Japan but spent almost ten years day-dreaming about building my own before that. I had to stop everything when we got ten days notice of our move here so I shipped all my airplane parts and tools to the States for storage. I've got most of the parts made, or purchased, but still need an engine, prop, accessories, cowling, spinner, etc. Sure wish Franklin would get back in the kit business. I'm at the point now where the hard work starts. Trying to get all those pieces to fit each other. Thanks to my airplane avocation I've increased my basic aviation knowledge, which is directly applicable to my job, plus got off my duff and studied up enough to pass the FAA A & P tests. My thanks to Pazmany for providing the motivation. Anyone who can build his own aircraft can memorize enough regulations to pass the tests.

For the new builder, my approach was:

1. Buy a large box of assorted colored pencils. Go through your drawings and color each part a different color. You need to study them in depth anyhow plus it gives you recognition of each part at a glance when seen on different drawings from different angles.
2. Get a pack of 3 X 5" cards. List each separate material by

FOR THE NEW BUILDER, cont.

type and thickness at the top. A separate card for each. Go thru the drawings along with the bill of materials and meticulously list each part by part number that uses this material on the applicable card. This gives you an instant reference of what you need to make from each type material plus if you check them off as you make them you will stand a much smaller chance of duplicating. (Surprising how many duplicates you'll make.) Also, I'd advise checking them off as you make them, or buy them, on the drawings.

3. If you've done 1. & 2. above how and where do you start? Begin making whatever you have the material, tools, and knowledge for. The problem will then solve itself.

Another random thought. Take a close look at your drawings if you live in a cold wet climate. How many water drain holes do you see? Also what about your pitot-static system? Got moisture drains? Ever check them? We've lost aircraft because of iced up instrument systems, flight controls, etc.

Cover your drawings with plastic made for this purpose. They'll stay clean and readable even if they fade.

Break (file smooth) all sharp edges and corners. Will greatly reduce fatigue cracking plus you'll loose a lot less blood during assembly.

Don't get in a hurry. Stop when you get tired or you'll make mistakes. Don't get discourages, its a long slow tedious but very rewarding hobby.

ERROL JANSEN, 7712 Telean, Houston, Texas 77034 reports that the wing for PL-2 N186EJ is progressing well and should be complete by summer or possible sooner. He has the center section complete and has extended the outer panel on the right side to full length. When he gets the left side extended and the flaps and ailerons ready, he'll call the FAA for his OK to close inspection which will be the approval for everything except for the final inspection.

TRADE - Will trade my set of tested PL-2 tip tanks for a set of PL-2 oleo struts. Contact Errol Jansen.

JACK H. LOUGH, Dandy Dimple Die Co., 172 Boniface Ave., Kitchener, Ont., Canada, N2C 1L9 sent the editors a copy of his brochure of stock. Jack of the owner of PL-2 #15. Stock from the company includes 'One-Sided, One-Hand' rivet dimple dies (4 sizes), "Lightening-hole" flanging dies (12-sizes), monel 'pop' rivets, guns, and fly cutters all of handy use to any 'PAZ' builder. With every order the Dandy Dimple Die Co. gives free: the complete working drawing for a "4 to 7 ft. all-steel bending brake" very need by all metal builders. They do give same day shipments to USA customers.

WILLIAM RAKSANYI, 7510 McCook Ave., Hammond, Ind. 46323 is on the home stretch for PL-1 #183. 90% of all parts are made, wing partially assembled, fin, rudder and stabilator ready to skin.

FRANK W. COURT, 601 Dartmouth Rd., Raleigh, N. C. 27609 with PL-1 plan #370 is a new newsletter subscriber.

RAYMOND C. VOUGLE, 870 N. 60 East, Layton, Utah 84041 began PL-2 Plan #45 in January, 1970. Everything is ready except canopy, prop, main landing gear, and cowling. He hopes to fly it soon after spring '75.

A HELPFUL HINT - Contact cement can be used to hold pieces of place (clip angles, half hinges etc.) before assemblies are riveted together.

ELI WINTFELD, 1439 E. 86th St., Brooklyn, N. Y. 11236 has made some fuselage form blocks. He started forming the smallest frame. Both the garage and basement are used for working areas.

JIM NEISWONGER, McFarland Aircraft Co. 9239 Vista Drive, Spring Valley Calif. 92077 has one of the original PL-2 plans. He claims that he can't remember that far back, so cannot say when he started. For completion date, he says Maybe next year? The structure is 95% complete. He can't get any time to work on his plane cause all you PL-2 builders require parts. His fuselage assembly jig is for rent to close builders. He works in his small parts plant in Spring Valley. In three months he assembled the fuselage to removal of jig. If you have not gotten a MCFARLAND AIRCRAFT CATALOG yet you might wish to order the current price list at the address above or call 466-8914.

W. BELTON, 7 Lyne Grove, West Brunswick, Victoria 3055, Australia was living in a flat in Hong Kong when he prepared almost all the parts for assembly, currently his PL-2 Plan #117 is at a standstill because of his shift and lack of a workshop. He is concentrating on building a house which should be complete early next year.

MERRILL R. ROTH, Roth Manufacturing Corp., P. O. Box 456 Hillsboro, Oregon 97123 says that if you have a copy of Pazmany's small book which he sends out with his introductory package, you can see his airplane pictured in that book. The number is N1119R. He had some landing gear problems but it will be flying again soon. In regard to items which are available from him, he wrote:

We do have several items which we supply to other people and I am sending you a price sheet on these items. We have one other thing that I would like some publicity on if possible. When the group I am now working with started building PL-1's, we built 4 sets of almost all the pieces and I have for sale one set of parts for an airplane exactly like mine for \$1,800 FOB Hillsboro. These parts include the finished built-up spar, all the ribs, almost all of the machine parts in the fuselage and tail, the landing gear complete less wheels and tires and brakes, the stainless fire wall ready to trim, and instrument panel ready to finish, a plexiglass wind shield and canopy in the dark-grey color and all of the pieces applicable that are indicated on my sheet. We probably have more money than that into the materials but it might be a good place for somebody to start building an airplane and obviously we can give them the benefit of our experience. If we can help you in any way, please let us know.

WALTER K. LANGENDORF, 10 Elm Lane, Stony Brook, N. Y. 11790, PL-1 #341 exemplifies the patience and enthusiasm of the successful home builder. His letter to PAZ follows:

Dear Mr. Pazmany,

This is the first correspondence that you have had from me since I received your PL-1 plans 5½ years ago and I have to apologize for this. I saw your notice in Sport Aviation about builders who did not receive PL-1/PL-2 Newsletter #44 and PL-2 ECN No. 4 to please contact you. Because I did not inform you of my move from Florida to New York I haven't received any PL-1/PL-2 News Letters and the last PL-1 ECN I have received was E.C.N. #8. I have inclosed a 8½x11 envelope with postage for your use if you would be so kind to bring me up to date on News Letters and ECNs.

I would like to bring you up to date on my progress with building the PL-1 at this time. Even though I haven't been in touch with you I have been making steady progress towards completion of my PL-1. The aircraft has been under construction for the last 4 years starting in the summer of 1970 after my move from Florida and is expected to be completed in the next 2 - 3 years.

The construction status is as follows:

1. Material - Purchased everything to complete aircraft per drawings.
2. Construction - Per drawings with the following exceptions. a) Landing gear - I used surplus shock struts and modified them to PL-1 configuration as shown in attached photo. b) Rudder Pedals - Redesigned to use toe brakes with homebuilt pedal design as shown in photo.
3. Fuselage - a) All frames complete. b) Longerons complete. c) Rudder Pedals complete. d) Sticks and Stick Belcrank details complete. e) Motor mount for O-200 Cont. is under construction now.
4. Wings - All details complete except spars.
5. Tip Tanks - All details complete and ready for assembly.
6. Stabulator - All details complete except spars.
7. Rudder & Vert Fin - All details complete except spars.
8. Landing Gear - Only have to assemble sissors to gear.
9. Engine - Cont. O-200 which will be installed after overhaul.

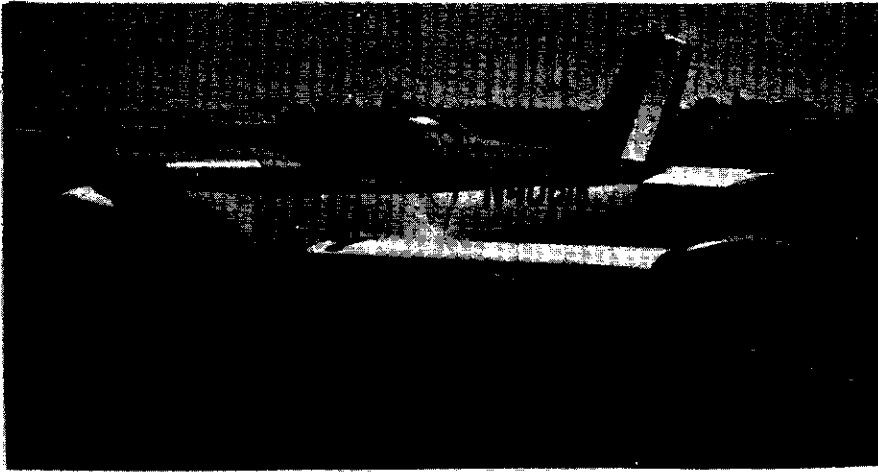
I find your drawings to be excellent and to date I haven't found a mistake. My progress may be slow but it keeps peace in the house which makes for pleasant conditions in which to build your PL-1 Design. Its a big job but an enjoyable one.

Sincerely,
Walter K. Langendorf

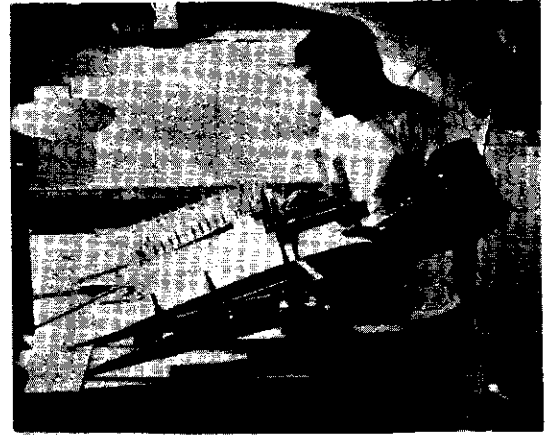
JAMES VAN HAUEN, 6305 - 116th Ave. No., Champlin, Minnesota 55316 with PL-1 Plan #331 is forced to sell his plane because of a busy work schedule. For a Cashiers check or money order for \$80 plus shipping charges for 35 pounds he has 1. Plans to PL-1 serial #331 2. Rib template 3. Rib for blocks 4. PL-1 Newsletters (#23 to present 5. Engineering notices 6. Parts Sources

JOHN WILLIAMSON, 818 E. 39th St., Hibbing, Minn. 55746, is more than half finished with PL-2 Plan #136.

JOHN T. LARKINS JR., 111 E. Lincoln St., New Carlisle, Ohio 45344 took over PL-1 Plan #167 in 1969. He has done about 25%. He is willing to do machine work at a nominal fee (machined parts). As of now his project is dormant - stored in garage.



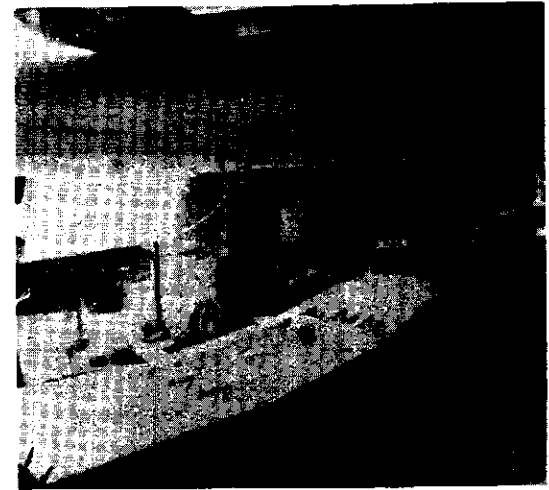
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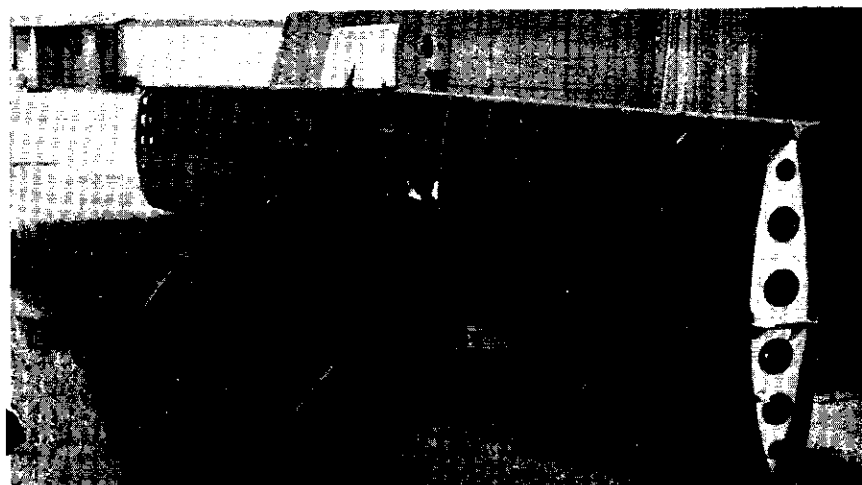
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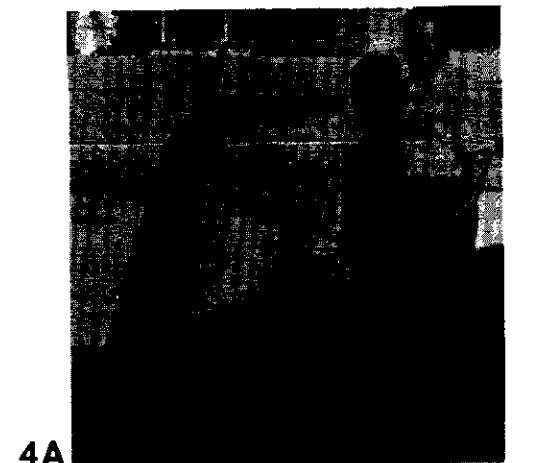
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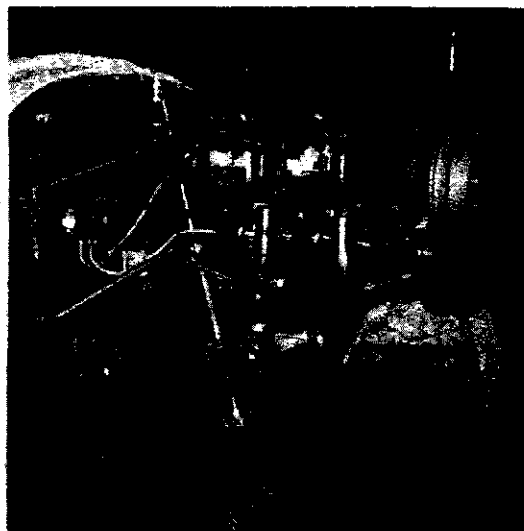


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1. LEE CONLAN (Calif.) PL - 1 #1
2. STEVE SINCLAIR (Calif.) PL - 1 #358
3. ALFRED BARTELL (Ohio) PL - 2 #27
4. RONALD SHOEMAKER (Florida) PL - 2 #89
- 4A PAT PAGANO (Calif.) PL - 2 #199



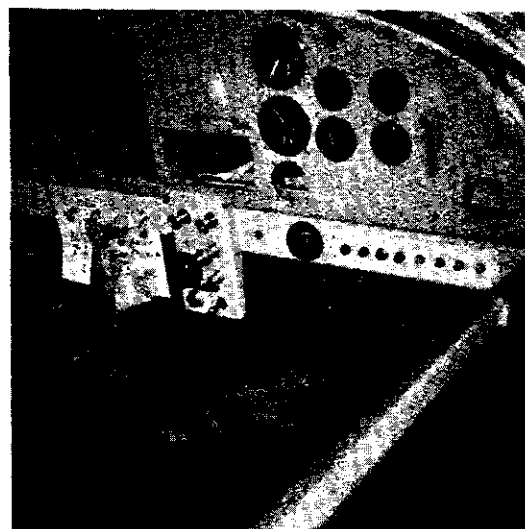
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- 5. JIM NIESWONGER (Calif.) PL - 2 #4
- 6. ED LEVY (Georgia) PL - 2 #130
- 7. RAYMOND VOEGELE (Utah) PL - 2 #45