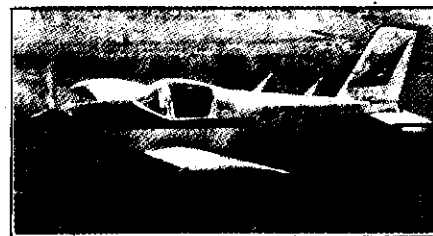


PL-1 PL-2 NEWSLETTER



NUMBER 48

SUMMER 1975

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NEWSLETTER NUMBER 46 for WINTER 1974 was mailed out about the first of December. Unfortunately there seems to have been a delivery problem for some subscribers. If you did not receive NEWSLETTER 46 please write to the PL-2 Editor so that a duplicate can be mailed to you.

PL-2 NEWS

FROM ERROL JANSEN - I am planning to be at OSHKOSH this year and am looking forward to talking to all of the PL-2 builders. I will be at Oshkosh Tuesday thru Sunday and will probably be camping out. The easiest place to find me will be around the PL-2's. I'll have my camera and will be eager to find out about your projects so that Pat can put it in the newsletter.

Our move from West Texas to Houston suspended work on PL-2 N186EJ but I am now back into production and am working on skinning the flaps after having completed the ailerons and finally getting the skin on my stabilator. This summer I plan to finish up on my fiberglass parts and work on the wing.

D. L. DENNIS, 137 N. Nighland PL. Monrovia CA 91016 has been working on the PL-1 but hopes to use some PL-2 Features. He is still forming ribs and small parts at present.

GERALD W. GERDES, 1549 Cynthia Ln., Bartlett Il. 60103 initiated PL-2 Plan #115 in May, 1971. Working in his garage he has completed the wing spar and fuselage from cockpit back and installed the vertical fin. McFarland has been his main parts supplier.

M. W. PROWSE, #6 Bellevue Cres., St. Albert, Alberta, Canada started PL-1 Plan #138 in 1967 and is also utilizing his garage. He has assembled most of the wing and parts of the fuselage.

GARY PERRY, Rt. 5, Box 53, Bristol, Virginia 24201 has PL-2 Plan #278.

ALISTER SUTHERLAND, The Bungalow, Kindeace, DELNY, IV18 OLL, Ross-shire, 13.1.75. has just started constructing. He says, "I have only copied out a few parts from the Rudder Drawing and I don't have all of my material yet, so I'm still ordering, looking, hoping and scrounging like most of the other 'plane builders I've met. My colleague Don Lee is building a PL4. He has the rudder ready for skinning now, so by comparing notes we've found it a great help."

ELBERT K. WILLIS, 1308 El Nido Drive, Fallbrook, California 92028, is among the PL-1, PL-2 Subscribers.

BOB BRADLEY, 44 Beach St., Marblehead, Mass. 01945 is aided by his wife Margie. In 1964 they began PL-1 Plan #95. They have finished up with everything except the front cowl and wing flap section. The wings were cut at 4' 3" from ϕ and wing joints made - this all in hardware now. A section of 2½ feet of flap must be made to go with central flaps. The plane is all monel 'pop' rivets - joints with aircraft epoxy - rivets are machined C. sunk, not dimpled. There will be several electronic controls. Flaps are hand hydrolic with bleed dump.

MR. K. W. JOLLY, 1, Wilson Street, Mansfield Park, South Australia 5012, began construction on PL-2 Plan #119 in 1973. The 2024-0 is ready for forming, the spar is ready for assembly, U/C and controls are ready for welding, and rib ends are ready for assembly. He will loan or rent joggling dies and 2024-0 Formers. Construction takes place in his garage cum workshop. Mr. Jolly shares these short-cuts and hints:

Use .010 Mylar (opaque) to trace outlines then cut out with scissors and use as scribe template. If you start on larger parts first the mylar can be reused.

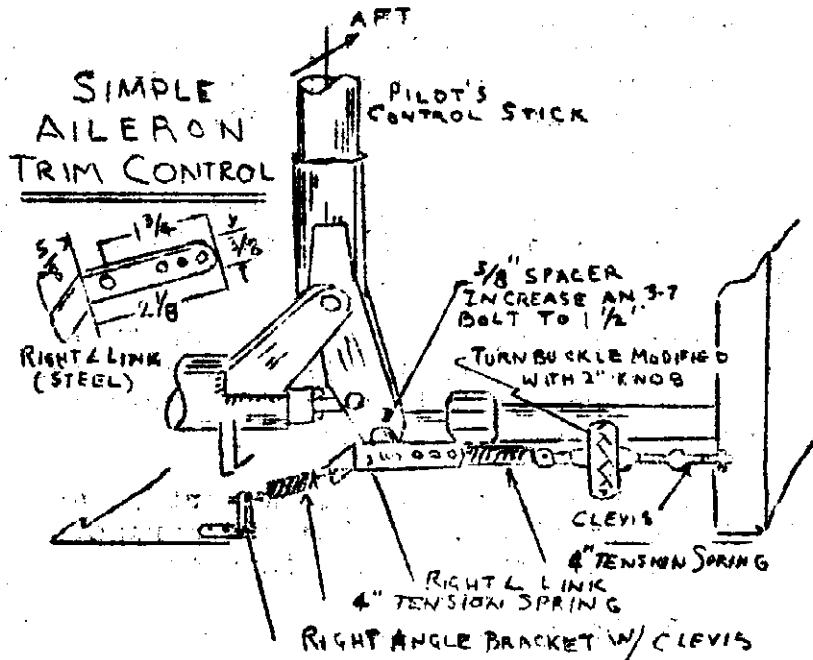
Bus conductor's ticket punch makes an inexpensive nibbler for those corner radii (modified of course).

A piece of old carpet laid on bend will protect bare sheets from scratches.

Newspaper on bandsaw table protects material from scratches. Let it slide with the work piece.

An inexpensive fly cutter (hole saw) can be made from a plywood circle within and an old screw cap with bandsaw blade rivetted to the outside. To adjust saw slots in blade and bend either in or out. Drill in center acts as a guide.

LEE CONLAN shares an aileron trim control system that has been o.k.ed by PAZ.



R. A. CHANDLER, 15 St. Georges Ave., Mont Albert, Victoria 3127 AUSTRALIA writes, "I have PL-2 plan set No. 250 but I am yet to start construction I have our Department of Transport Approval to start on the rudder but further work is not permitted until I complete a satisfactory workshop."

J. B. M. HOBBS, P. O. Box 23, Carolusberg, 8247, Cape South Africa states that his PL-2 project has been static for the past 18 months but he is moving into a new house soon with plenty of space so things should start happening again.

LEWIS IHNNEN, Box 159, Golden, Ill 62339 is building a PL-2.

RENS POELS, 125 Graham Street, Broadmeadows 3047 Victoria Australia now has plans for a PL-2.

SHELDON W. SHENK, 6513 Elmfirst Drive, Falls Church, Va. 22043 hopes to start construction on a PL-2 sometime in the near future.

L. E. NORMAND, Drawer 10, Friendswood, Texas 77546 is both an enthusiastic pilot and PL-2 builder.

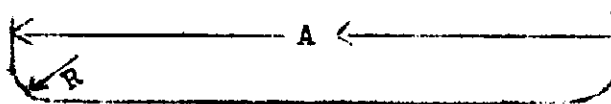
BUILDING TIP

Contact cement can be used to hold small pieces in place (clip angles, half hinges etc.) before assemblies are riveted together.

Need information about using Corsair tailwheel strut and others like Cherokee oleo struts and adapting them to the PL-2. If you have adapted any surplus oleo to PL-2 or know where Corsair struts are available or have information about adapting available oleo struts to PL-2, please write newsletter.

WET WING TANKS - Is anyone putting wet wing tanks in their PL-1 or 2 for some extra range. If anyone has any knowledge about how to make wet wing tanks please write newsletter editor.

One of the problems to builders who do not happen to be sheet metal mechanics is how to get bends to come out in the right place the first time. I have read about some pretty complicated ways that involve algebra and other figuring which most of us have forgotten anyway. Problem: How do you determine before you bend, the flange distance "A" of the channel shown below?



ARTHUR J. FORT, 12 Strathcona Dr., Belleville, Ontario Canada K8N 4H9 has PL-2 Plan #268.

RUSSELL D. WELLS, 712 South 2nd. St., Yakima, Wa. 98901 has purchased most of the sheet aluminum and spars for PL-2 Plan #212. He will be working on his back porch - that must be some porch. Russell will share his 10' sheet metal break and 4' square sheer; however these items cannot be moved.

MARK RIPPPE, 201 Washington St., Providence, Rhode Island 02903 has PL-2 Plan #270.

PAUL S. PETERSEN, 2200 Windsor Lake Dr., Minnetonka, Minn. 55343
Began working on his PL-2 in January '75. Thus far, he has completed
the rudder, stabilator, ribs, fin ribs, and some fittings. Paul
has some 2024-o material to sell, and he has some rib forms to rent.

HERBERT O. SANDEURG, 122 Stevens Ave., Valhalla, N. Y. 10595 offers
his PL-1 Plan #353 for sale - complete set of plans, never used.

DONALD E. EMCH, 4227 N. 24th St., Phoenix, Ariz. 85016 is not yet
building, but would like to some time in the future.

JOHN G. OSBURN, 3215 S New York Av., Milwaukee Wi. 53207 has been
working on PL-2 Plan #39 since December '69. Working in his basement,
he has parts everywhere - all machined parts, landing gear, various
ribs, bulkheads, spar parts and fittings.

ROBERT S. FINCKE, P. O. Box 285, Griffin, Georgia 30223 with PL-2
Plan #127 started in 1972. So far, he has concentrated on mostly
machine work. He has some 5/8" x 9" hard aluminum to sell. Robert
combines working at a Vocational Technical School evening course
with working in his basement at home. He is fortunate to have such
a good source of assistance in his endeavor.

H. D. GINTER, RR #1, Leesburg, Ind. 46538 builds in his shop.
PL-2 Plan #180, started in November, 1972, is taking shape. Flaps,
silerons, fin, rudder, stabilator, landing gear, wing spar and almost
all metal parts have been fabricated. Mr. Ginter is in need of
instruments, radios and prop for O-290-D2.

BRUCE CARMEAN, 226 Bayshore Dr., Decatur, Ill. 62521 is $\frac{1}{2}$ complete
on PL-2 Plan #75 which he began in 1970. Bruce will loan his
fiberglass molds.

J. EMERSON NEWTON JR., 1120 N. Hoskins Rd., Charlotte, N. C. 28216
has PL-1 Plan #339.

ROBERT A. BROWN, 12775 S. W. Bowmont St., Portland, Oregon 97225
is combining the PL-1 wing and PL-2 remainder with Plan #52. Robert
has produced the wing spar, all wing and tail ribs and spars, landing
gear about 50% completed, and numerous parts made. He has a set of
PL-2 rib blanks ready to hydro-form and heat treat. He has the dies
to press them there or sell the blanks. He has some extra fin and
rudder ribs already formed and heat treated. Robert has a set of
fuselage frame forms with which he expects to be finished soon and
will rent them until material cost is recovered or will consider sale.
Robert and Merrill have a fiberglass mold for nosebowl (Lyc. O-320,
mold for fin tip w/rotating beacon mount, and Merrill has (PL-1)
vacuum formed fin and stabilator tips. Merrill also has a complete
PL-1/PL-2 fuselage kit for sale, and has molds for tip tanks. They
have many patterns, parts of various kinds.

R.A. BRUNER, 2553 Frostwood Drive, Youngstown, Ohio 44515 has
PL-1 Plan # 32.

LOWELL KLFVEN, 10410 York Lane, Bloomington, Minn. 55431 initiated
PL-2 Plan #18 in '72 and now has done the rudder and part of the
stabilator.

BUILDERS FROM HERE AND THERE

FRANK W. COURT, 601 Dartmouth Rd., Raleigh, N. C. 27609
PL-1, Plan #370

ED O. KRUSE, 5807 Daffidil Circle, Dayton, Ohio 45449
PL-2

BYRON MONTGOMFRY, 18275 Birwood Rd., Birmingham, Mi 48009 started PL-2 Plan #124 in January, 1972 and is progressing well. The tail is completed and approved, wing, ailerons and flaps are approved for closure, and all machine work and welding are complete.

EDWARD HEINTZ, 1685 Sassafras Circle, Mansfield, Ohio 44905 has completed gear (nose & main), all tail and wing ribs, flap handle, control stick assembly, miscellaneous clips, etc. Edward is willing to SELL ALL OF ABOVE.

JULIAN E. MADFAU, 8427 High Ridge Rd., Ellicott City, Md., 21043
PL-2 Plan #207

LARRY BEATY, 439 W. 49th St., Indianapolis, Ind., 46208 began PL-2 Plan #240 in August 1974 and began by working on the wing using both the basement and garage.

JACK LOUGH, 172 Boniface Ave., Kitchener, Ont. N2C 1L9 acquired PL-2 Plan #15 in September, 1969. Having done "maybe" 2/3 of the work, he hopes to complete his project by 1977.

ROBERT BUSSE, Box 87, Gaylord, MN. 55334 writes:

A number of years ago, I started to build a PL-1, and about 2 years ago, I bought a PL-2 project from Lloyd Gray. He was one of the 10 fellows who started on the PL-2 project.

My biggest problem is to find the time to work on the project. The court system in Minnesota is in the process of being changed, and since January of 1972, I have worked so many evenings and weekends at my job, that there has been very little time left for the PL-2. I have had a private license for ever 20 years, and at the present time I have an interest in a Piper Tri-Pacer, so I do have wings when time is available.

I have a jig built in my basement for the assembly of the spar. It will be built in 3 pieces, and then assembly will be completed after removal from the basement. I do plan to build a 2½ stall garage in my back yard for the final assembly.

DAVID E. LAVENDER, 4397 E. Mound St., Columbus, Ohio 43227 is working on PL-2 Plan #85 in the luxury of a 26' X 26' heated garage. David started in January, 1970 and plans to finish up in June, 1977. Among the completed parts are all ribs and various parts for the wing, fuselage bulkheads, purchased wing spars and fuselage spars and landing gear oleos. David will RENT THE WING RIB BLOCKS.

TOM KFLLY, Box 31, Silverado, California 92676 with PL-2 Plan #239 joins the new subscribers.

ARTHUR BUSBY, 375 South Quail Street, Lakewood, Colorado 80226 has PL-1 Plan #227.

THOSE TERRIFIC PICTURES OF THE - _____

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 projects 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 pl-te from the black and white.

PL-I (186) CF-BPD: Has about 75 hours now. No snags. Some moderate stick vibrations from elevator but nothing to worry about.

Using 0235 - CIB Lyc. (108-115 H.p.) Sensenich Prop 69½ x 52" pitch. Climb fully loaded (the plane that is!) 1200 fpm., Cruise 130 mph at 2350 RPM. Using Low profile 6" Wheels.

Plane handles good on everything including short grasstrips and Lake ice. Nose steering could be better: too large turning radius on ground.


Dieter

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