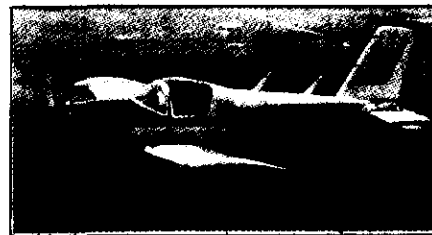


PL-1 PL-2 NEWSLETTER



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PL-2 NEWS FROM ERROL JANSEN - Oshkosh has come and gone with school started which leaves much less time to build on the PL-2 and take care of the newsletter. There were two PL-2's at Oshkosh this year - Kenneth and Mildred Arnold's pretty red and white PL-2 N72KA was there along with a new polish aluminum with blue trim built in 4 1/2 years by David Thomas of 108 State Street, Neenah, Wis., 54956. David was just able to finish his PL-2 by Oshkosh time and hadn't flown it prior to the convention. For this issue Lee Conlan has again produced another page of pictures of projects. The picture showing four people in the cockpit of Errol's PL-2 #186 is just a gag picture. It's still a two place. We really appreciate Lee's work on these pictures. It's a big job and a job well done.

Louis Normand, Drawer 10, Friendswood, Texas 77546 would like to buy a set of spar caps if anyone has an extra set laying around they want to get rid of. Louis has all of the parts completed for his PL-2 and all of the subassemblies complete. He should be able to make real fast progress when he starts assembling his PL-2 after retirement from NASA in the next year or two. He suggests that a Xerox copy can be made of parts that are full size on the plans, that need to be cut according to a pattern. The Xerox copy can be cut out with a scissors and taped directly to the metal to form a cutting pattern.

At Oshkosh we learned that Raymond Nogelle has recently flown his plane. We would be interested in more about his project. Ross Whitney of Canada has his wing finished and all his other parts made. W.H. Greville 355 Jones St. Broken Hill 2880 N.S.W. Australia is interested in buying or having someone make his landing gear.

We received a newsletter application from William J. McFall, 21 Cussen St. Hamilton, N. I. New Zealand who reports that there are four others building PL-2's in New Zealand.

GLEN CUSHING, 4502 E 12th, Tucson, Arizona 85711 writes that he has the fuselage joined to the wing and is ready to put the skins on the sides of the cockpit. The next job will be to fit the canopy.

CHARLES AUTON, 2260 N.W. 27th AVE-171 A, Miami, Florida with Plan #281 joins the newsletter subscribers. His engine is an O-290-D2.

PAZ SEZ

PL-2 Components FOR SALE:

1 Stabilizer - complete - \$400.00
1 Vertical Fin - " 250.00
1 Rudder " 150.00
1 Windshield - Plexiglass untrimmed 50.00
Trim control mechanism - Control Push-Pull tubes-End Fittings 200.00
All fuselage frames - including assembled Firewall and Instrument Panel-
Fuselage extrusions, brackets, gussets, angles, clips, etc. - but NO
SKINS - 800.00
Shipping charges C.O.D.
Contact L. Pazmany - P.O. Box 80051 San Diego, California 80051

DICK THOMPSON, 5781 Morris Rd., March, N. Y. 13403 offers his
PROJECT FOR SALE. Dick has PL-1 A Plan #323. He has the wing spar
parts and ribs for PL-1 wing, PL-2 Stabilator and fin and rudder
complete, landing gear and many machined parts for controls, rudder
pedals, and fuselage frames. Loads of hardware is also included.

PIERRE A. HABERLI, R. D. #2, Selinsgrove, Pa. 17870 is just starting
to build a PL-2.

DEWEY GREENE, Rt. No. 3, Box 4, Geneseo, Il. 61254 now has the stabilator,
rudder, fin, flaps, gear, engine mount, fuselage frames all done. The
wing is inspected and leading edge is skinned and the trailing edge
skins are all fitted, and partially drilled. The tanks are all cemented
but not tested. The Greens put in a 1600 foot E-W-strip last fall which
should be on the new sectional - visitors are welcome. Dewey has 3 dies
for the lightning holes in ribs made out of aluminum (he cut the holes
first) any one may borrow them. He also has a little mold for the
aileron counter weight PL-2 - the pie shaped one. Just pour the lead in,
tap it out, and trim the end on a band saw.

WALTER E. GAMBLE, Albany RRI.P.E.I. CANADA, COB-1A0 has his shop set up
and is ready to go on his PL-2.

TOMMY PHELPS, 1200 Hamsted St., Fort Worth, Texas 76115 writes:

On October 4, I went to the fly-in sponsored by EAA Chapter 422 of
Wichita Falls, Texas. This was the second fly-in Lucille Hauck and
Mona McKee have organized and staged. These girls are doing a great
job promoting sport aviation. Sam McKee's PL-2 will be flying soon.
The speed at which this young man works is unbelievable. Look for Mona,
Sam and his beautiful creation at Oshkosh 1976.

Kenneth and Mildred Arnold were there with their PL-2. The workmanship
is exceptional. Ken put that little extra touch to make his a ship of
beauty. The seating is very comfortable. Plenty of head and elbow room.

Not only did Ken take me for a ride, he let me fly. His ship handled
nicely, however, having flown very little in the past 23 years, I had a
tendency to over control. Certainly no fault of the ship. Just a very
rusty pilot. It is fascinating to fly a ship with which you are
familiar with all structural parts and know the function of all moving
parts, This flight was comparable only to my first flight when I was
twelve years old. Thank you Ken.

TOMMY PHELPS cont.

For those who are not familiar with Dick Poston, Custom Aircraft Parts, 1318 Gertrude Street, San Diego, California 92110, I'd like to put in a plug. Dick has built a PL-1 airframe and knows our building problems. He will sell any amount of material needed, such as 16" of electric wire, 1" tubing, 3.0" x 9.0" 4130 sheet aluminum bronze, etc., and most all hardware. Dick is a pilot and knows the aircraft business. He has been most helpful in solving problems for me.

DAVE PANTON, 3565 Oskin, Windsor, Ontario sent the editors an interesting article written for his local EAA Chapter 185. An excerpt from the article follows.

Via E.A.A. contacts and Pazmany newsletters I have met other Pazmany builders and have shared tooling problems parts orders and sympathy. A lot of friends have been made and good times shared. All our wonderful wives have made possible some great 'plane builders' parties with more planned as each craft progresses.

The Pazmany is not a simple-to-build aircraft, nor does it look that way when it is finished. On the other hand, there are no impossibly difficult tasks. It just takes a lot of care and patience. Paz's excellent plans, illustrations and books help enormously. Building any aircraft successfully can be done by determination and perseverance and the Pazmany is no exception.

To date, progress has included completion of all control surfaces and all welded components and assemblies. The fuselage is well on its way and a lot of sub-assemblies are complete. About 99% of all parts are complete and in stock and the project beginning to create a gleam in one's eye as it is visualized sitting on the end of the runway. Four years have been spent and two more should make a big dent towards completion. By Spring '77 I hope to write a pilot report on these pages.

Lib and I are keeping up our flying at the Windsor Flying Club. She is becoming a very helpful co-pilot and enjoys flying as much as I. Visits to see the project are welcome. Please call ahead as we seem to keep somewhat odd hours. Call 969-0875.

DONALD BEDDLINGMEYER, 1649 Hampton Road, Grosse Pointe Woods, Mich. 48236 has written to inform the newsletter of his recent purchase of Mr. Bryon Montgomery's PL-2 project serial #144. He says -

The project is well along with the wing, ailerons, flaps, tail empennage, landing gear, and engine mount completed, and most all of the parts for the fuselage made. The workmanship on the project is excellent and I am anxious to complete it as a Pazmany has been a dream of mine for a long time.

Originally I began construction on a PL-1 some years ago. After working on it a couple of years I realized how long it would take to complete and decided to build a simpler plane. The plane chosen (before the PL-4 came along) was a Bantam designed by Bill Warwick. Well the Bantam is far along with the % of work done even ahead of the PL-2 project. You might have guessed by now that the Bantam is being put in storage and the PL-2 will be completed.

*Det Gansen
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