

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.

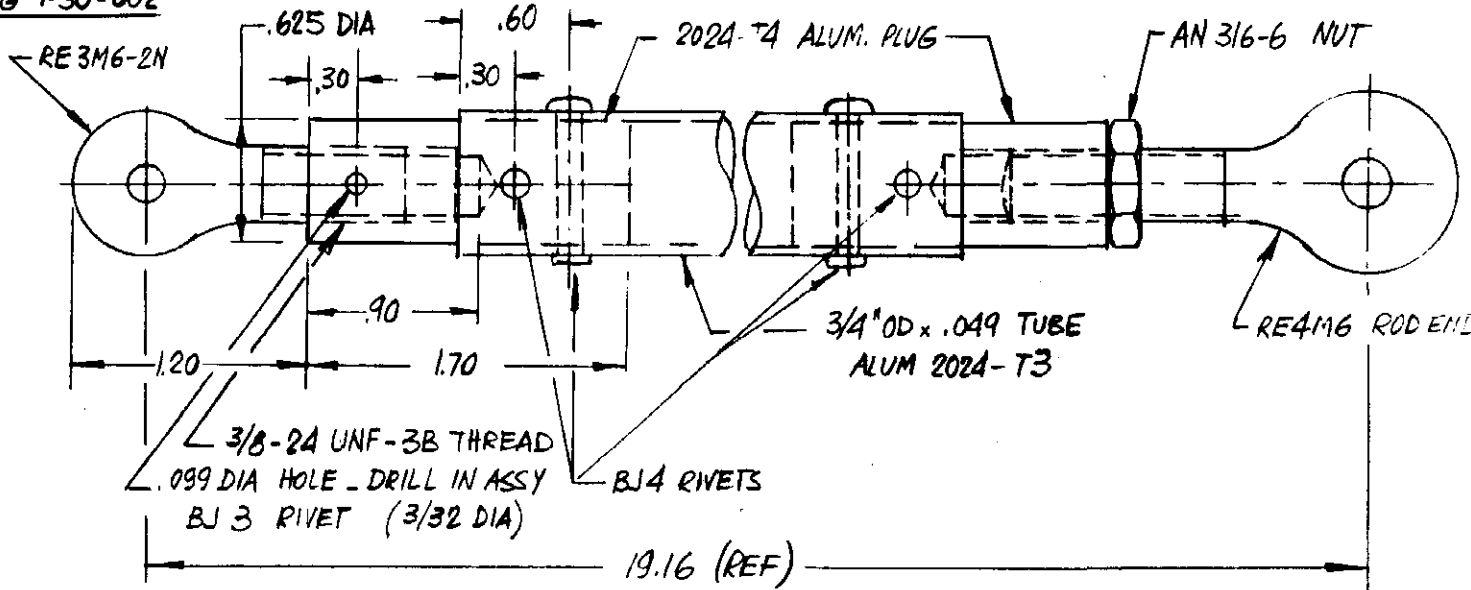
Have fun!


L. Pazmany

ENGINEERING CHANGE NOTICE #4

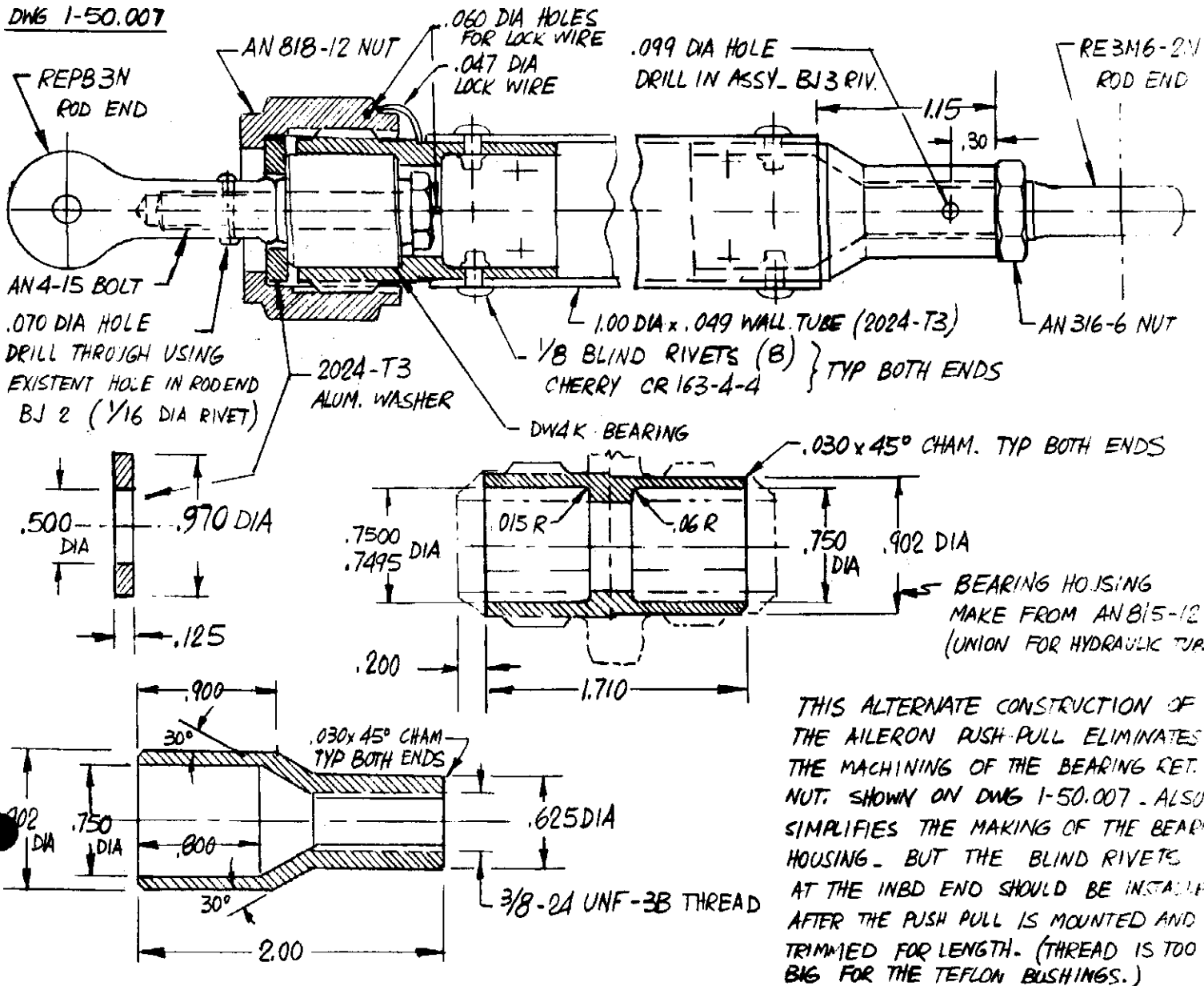
SHEET #1
SEP, 1966

DWG 1-50-002



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

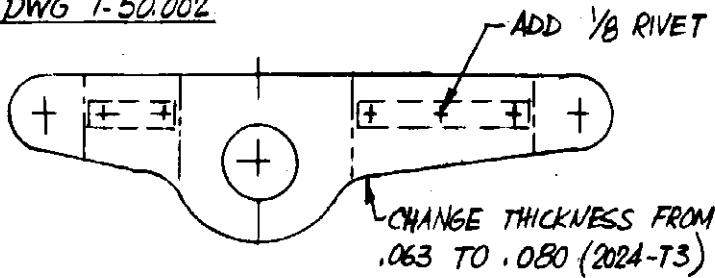
DWG 1-50.007



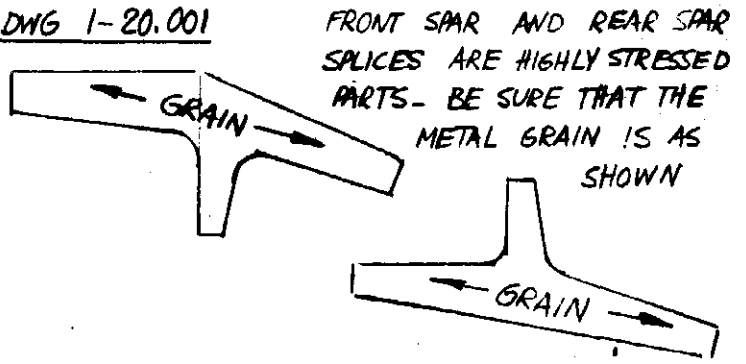
ENGINEERING CHANGE NOTICE #4

SHEET # 2
SEP. 1966

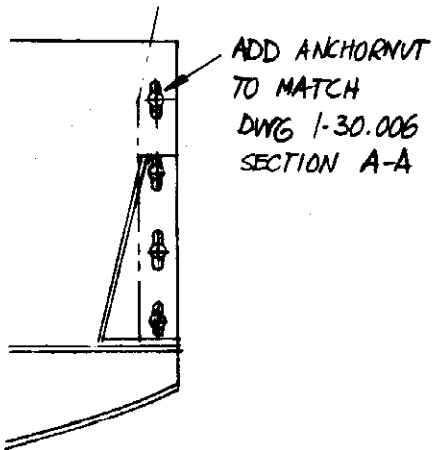
DWG 1-50.002



DWG 1-20.001



DWG 1-50.004



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

£ 25

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

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.

