

PL-1 & PL-2 Mutual Aid Letter # 25

Hi Fellas:

The October issue of Flying Magazine has a very interesting article on the Pazmany Plane. It is called, "Three For The Price of One" and is written by Peter Garrison. You will find the article on pages 59 thru 67. If you haven't read it, do so. You'll find that we are a different breed of men, and that our birds are exceptional as well.

*****Pazmany News*****

The second set of 10 Spar Caps for the PL-2 is now finished and being shipped. Due to an increase in machining cost, the price of the next 10 sets will be \$250.00. I still have a few Fuselage Extrusion Kits left at \$75.00. Also, I have two Wing-Tip Fuel Tanks, assembled about 90%. They need bonding of Nose and Tail Fairings and installation of Filler Cap, position Light and Float. Price, \$300.00, including the wood box for shipment. Write to me direct, Box 10051, San Diego, Calif. 92110.

Paz PL-2 #2

Numerous members have asked when their donation was due. All members donations are due January 1st, however since some members came into the club at various times of the year, their dues will be on a proportional basis as the data listed below:

If you donated in:

January, February, or March you now owe	\$3.00
April, May, or June you now owe	\$2.25
July, August, or September you now owe	\$1.50
October, November, or December you owe	\$.75

All donations are due January 1st, 1971.

We have kept records on the date your donation was received. If you would like this information we will send it to you.

The Newsletter requires considerable time to prepare, however the bookkeeping has turned out to be most trying. Your cooperation in paying your donation on January 1st will be greatly appreciated. Enclose: PL Model and Number please!

My flying machine is beginning to take shape like a real bird. We have made the jig for the Fuselage and we have all the Bulkheads and Frames as well as the Vertical Fin, in place. The first rivet went into the Fuselage the other day, when we attached the Longerons. Amen! I just hope I don't start dreaming about the trips we will be taking in her and forget to work. It is so easily done!

I am sure we would all like to get to know each other better. We can do this by starting a column called "Interesting Builders". To do this, we need your help. Send us your name, age, number of hours and years of flying, your pilot rating, your type of aircraft now being built. Where is your plane being built? (Home, barn, etc.) How many are building in your immediate area, and what kind of aircraft? Personal data such as: Married, children, hobbies, trade or profession. Photos of you and your bird, regardless of the state of completion, will aid us in preparing such articles. Get going fellas and pass along the information to us so that the gang may get to know you better.

Perhaps some of you may have knowledge of a suitable propeller for PL-1 & PL-2 based on the engine you plan to use, or perhaps you know other PL-1 or PL-2 builders farther along on their project that may have such data. We would like to compile this information to assist our group.

For your information we would like to suggest that a "No Step" placard be attached to your Flaps to prevent damage to same. It is a good idea, and recommended by Paz, that the aircraft Flaps be placed in the down position when the aircraft is parked. This will prevent someone doing damage to your Flap mechanism.

*****Sell or Swap*****

Joe Durbar PL-1 #20, 1196 Pennington Rd, Trenton, N.J. 08618, has enough .375 Nose Fork material for eleven forks. It is in 2024-T4 condition and costs \$3.00 per piece. First come, first served. Please contact Joe direct.

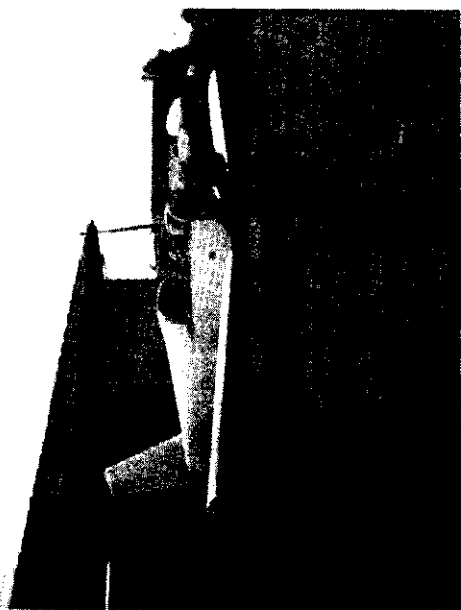
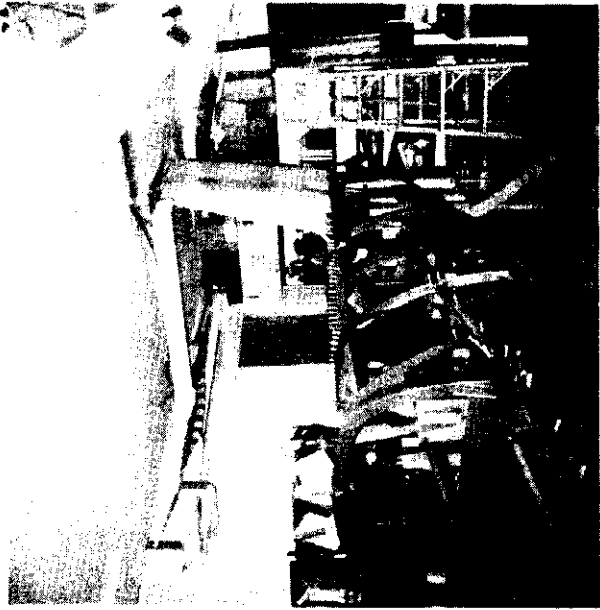
Doctor Bruce Carmean PL-2 #75, still has parts for his PL-1 for sale. Please contact him at 150 S. Fairview avenue, Decatur, Ill. 62521.

Harold Sponaugle PL-1 #302, has been searching for a good, used, disc-type hand grinder to be used with an air compressor. I haven't been able to locate one around here. Any of you fellows know where one may be obtained? Appreciate your help.

****A Gals Point of View****

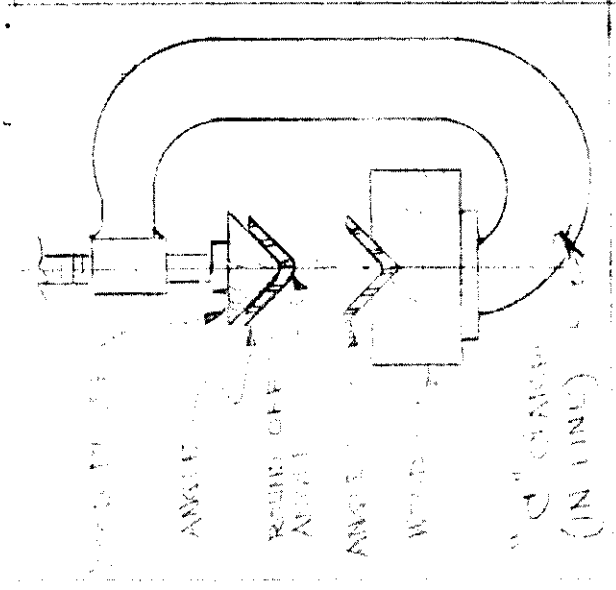
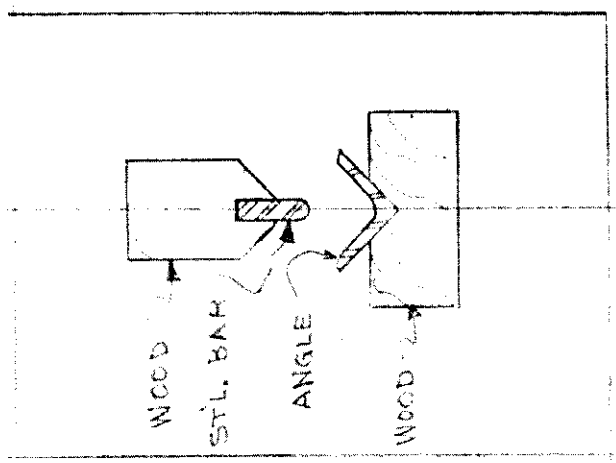
Gals, give your fella a little detergent for his water when he starts to do the sanding of his plane, or parts. Sure makes the work go a lot easier. We made oval access holes on the bottom skins of the Fuselage (underside wing), curvature part, rather than the round. These provide better service access holes to the Electrical and Hydraulic Lines. I'll bet the rest of you gals have some real gems you could share. How about dropping me a line so we can put them in the next newsletter?

Suzy



Photos of Merrill Roth's PL-10. This has the skin of the PL-1
& Fuselage of the PL-2. Should be completed in early 1971.

Progress of your Editors project.



Wood Brake made by
Harry Valasek

Figure 1. See
Text, page 4.

Figure 2. See
Text, page 4

****Hats Off Column****

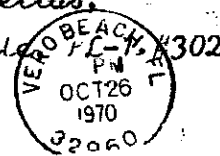
Harry Valasek, PL-2 #21, 9446 Morcado Circle, La Mesa, Calif. 92041, certainly is to be commended for his determination in building a plane. He couldn't get his Longersons bent for him, so went to work and made his "Poor Airplane Builders" Press Brake. Harry has sent me the directions and hopes that some other ambitious soul will take it from here and perhaps improve upon it. Thanks again Harry for a good job, well done. Also for passing the information along to others! Hats off to you!

***** "Poor Airplane Builders" Press Brake*****

The lower and upper piece are of the same size wood. A full 1" x 2" x 8' Oak. There is a "U" groove in the lower section running across the top, of 1/2". It is made small for the short bends in the Rudder Post, Flap, & Aileron Spars. The angle he used was 85°, but a tesser angle will probably be better for a good 90° bend with good radius. The dowel is a press-fit in the lower board, and slip-fit in the upper. This makes it easier for a one man operation. The lower board is clamped in a vise and then "C" clamps are used to squeeze the two together. Two dowels are used, one at each end. The clamps are tightened a partial turn at a time until the "knife" bottoms. The "knife" has a small radius on its edge. Because the wood may leave little ripples, or bumps, he uses 2 pieces of Angle Aluminium with one piece having its corner rounded as in figure 1. He sets the bottom angle in the grooved lower board, sets his sheet metal in, place the other angle on the top, set the triangle left over from cutting the "knife" to give him a seat for his clamps, and squeeze again. This really cleans the bend. For greater than 90° bends, a deeper and smaller "U" groove angle is used. For less than 90° bends the "knife" is not "bottomed". Determine the depth with a piece of scrap and a gauging point marked on the dowel. He is going to insert a 1/8" metal bar, Fig 2, into his "knife" for a clean bend.

So long for now fellas.

Harold E. Sponaugle



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PL-2 2
San Diego, Calif. 1971