

PL-1 & PL-2 Mutual Aid Letter #26

Hi Fellow Builders:

We are now into the month of November and the frost is on the pumpkin. This would make us all work a little harder on our birds. The response to our request for "Interesting People" has been very good. No pictures tho fellows! Please send a couple along with your letter to make it more interesting and we will be able to recognize you at Oshkosh!

As you may know, the Aircraft Industry is quite slow at the present time and Mr. Pazmany has taken an extended leave of absence. He is doing some consulting work but would like to devote more time to his next design. Due to the circumstances, he has for sale, his half-completed PL-2, which consists of:

Complete Wing: Rear Skin Panels, drilled & dimpled ready for riveting after FHM inspection.

Complete: Fin, Rudder, Stabilator, Flaps, Ailerons, Landing Gear, Fuel Tanks, Engine Mount, Control Sticks, Flap Control, Carb. Heat Box, Nose Cowl (fiberglass), Spinner, Instrument Panel, Firewall, Windshield, Canopy & Canopy Slides.

Fabricated, ready for Assembly: All Fuselage Frames, Longerons, Many Gussets, Angles, Stiffeners, practically the only thing missing are the skins. Aileron Push-pull Tubes, & fittings, Stabilator Push-pull, etc.

The price of the whole package is \$4000.00 FOB San Diego. If a crate is required, for shipment, the cost of the crate will be added. Also add 5% California Sales Tax. All parts are ready for inspection at his shop. Please contact him direct, Box 10051 San Diego, California 92110.

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

PL-2 Builders: All items below are in stock and ready for immediate delivery except the Spar Caps, which will be ready in approximately 3 months.

1. The second batch of 40 Spar Caps has been delivered in October. The third batch of 10's are now in process. Price is \$250.00, crate included.
2. Fuselage Extrusions Kit (all required AND 10135-0701 & AND 10133-1002) \$75.00.
3. Extruded Piano Hinges MS 20001-P4, two lengths (72" each) at \$30.00.
4. Small pieces of Aluminum Kit (one each) as follows:

.040" x 36" x 36"	2024-0	Clad	\$17.94
.050" x 18" x 36"	2024-0	Clad	14.30
.063" x 12" x 18"	2024-0	Clad	13.42
.063" x 12" x 36"	2024-T3	Clad	13.86
.080" x 26" x 36"	2024-0	Clad	28.67
.080" x 12" x 48"	2024-T3	Bare	12.19
.125" x 18" x 48"	2024-T3	Bare	38.75
.190" x 4" x 72"	2024-T3	Bare	18.27
.250" x 4" x 18"	2024-T3	Bare	8.98

(cont.)

.375" x 4" x 36"	2024-T3	Bare	\$19.43
2.50" x 3.50" x 32.00"	2024-T4	Bare	61.00
		Crate	<u>10.00</u>
		Total	\$256.81

All shipping charges to be paid C.O.D. Sales Tax, in California only, add 5% to any purchase.

*****~~Sell or SWAP~~*****

* Dr. C. U. Brock, PL-2 #35, 6115 Blue Ridge Blvd., Raytown, Mo., 64133, wants the following: Center Root Ribs, 2-10-005-17 & -18, Gusset, 2-10-006-27 & -28, 5 each of Flap & Aileron Ribs, 2-10-005-5, -6, -7, -8. Also, any and all items on the Center Wing Panel, except -7 Ribs. Mr. Brock is interested in a parts building & sharing program. He is about 1/2 finished on the Wing, Fin, Rudder, Flaps, Ailerons, & Stab. Please contact him direct, if interested.

* Dr. Bruce Carmean PL-2 #75, lets us know he still has some small parts for the PL-1 for sale. Please contact him direct at 150 S. Fairview Ave., Decatur, Ill., 62521.

* Frank Pearce PL-1 #116, 10 Sturgis Rd., Kendall Park, N.J. 08824, is trying to get in touch with Norman Broaderson in California. He used to sell Windshields & Canopies for the PL-1. Seems like he has moved. Any of you fellows know where? If not, do you know of anyone else who sells this item? Please contact your editor & we will let you know in the next Newsletter about this item.

* Glen Wheeler PL-2 #86, 1405 E. Maine, Enid, Oklahoma, 73701, has these PL-1 parts for sale: 3/4" x 2" bars, .080 Caps, Drag Angles, etc. Has a Yoke cut out of 1/2" 7075 Hard, would have to be drawn & re heat-treated. Contact him direct.

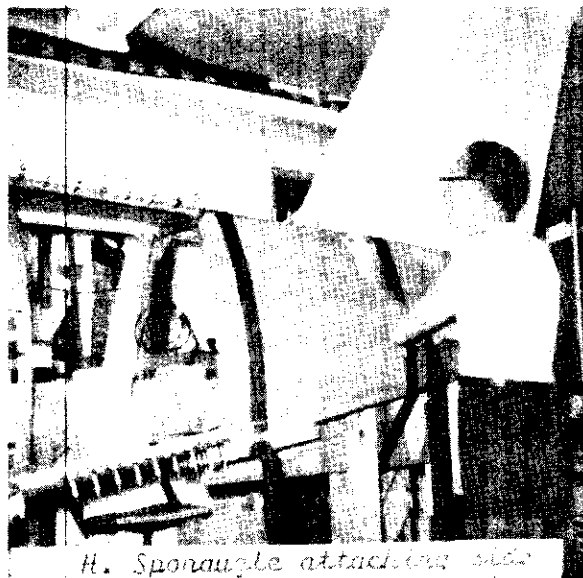
*****Hats Off Column*****

Keith Smith, PL-1 #294, Box 223, Norwich, Ka., 67118, sent this tip in to us to pass along to the rest of the gang. While making his Nose Rib-form Block, he undercut it in a couple of places and was faced with the prospect of making it over. Since these were made of Richlite or Phenolic, it would have meant a lot of work to start over. He went to the hardware store and got some Plastic Aluminum that filled in the areas beautifully. It is made by the Woodhill Chemical Corp., Cleveland, Ohio. It takes about 24 hours for it to set up, but Keith tells us it is well worth the wait. Thanks for taking the time to give us this tip Keith. It may save a lot of us extra labor.

We had a visit from J.D. Waller and family last week. He left some pictures so that all may see how his bird is coming along. By the way, the only help J.D. has had on his plane is from his little wife Pat. She drills, rivets & bucks for him. Hats off to you, Patty !!!! We plan to have some interesting facts on J.D. for you in the very near future.



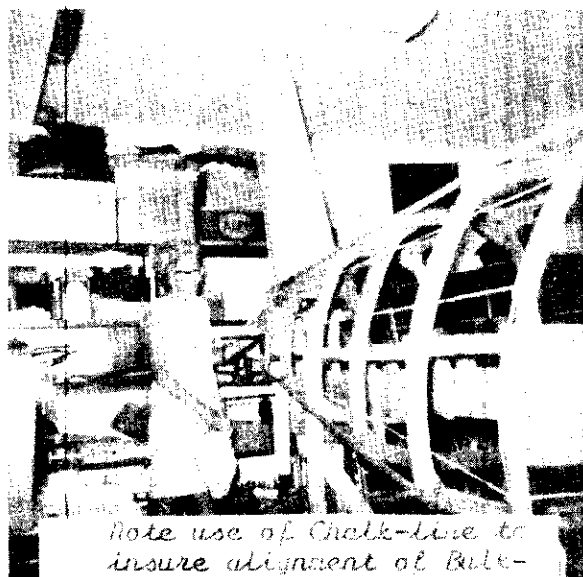
Ship of J.D. Waller. Note Control Sticks in position



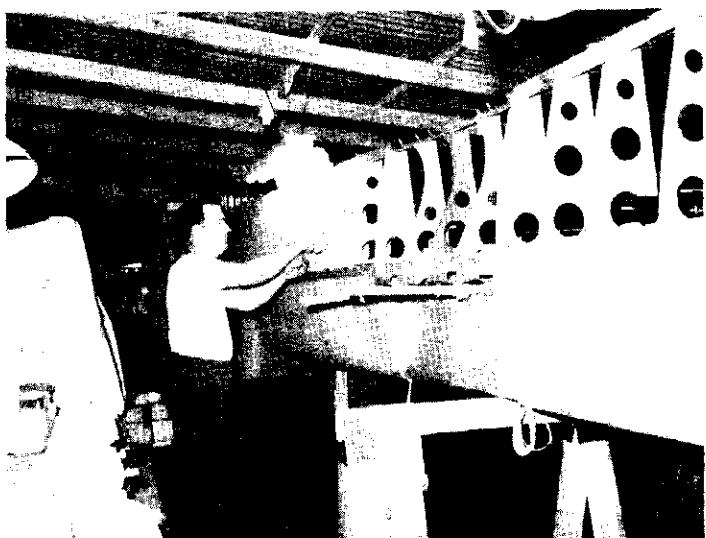
H. Sporange attaching side skins using hold-down bolts



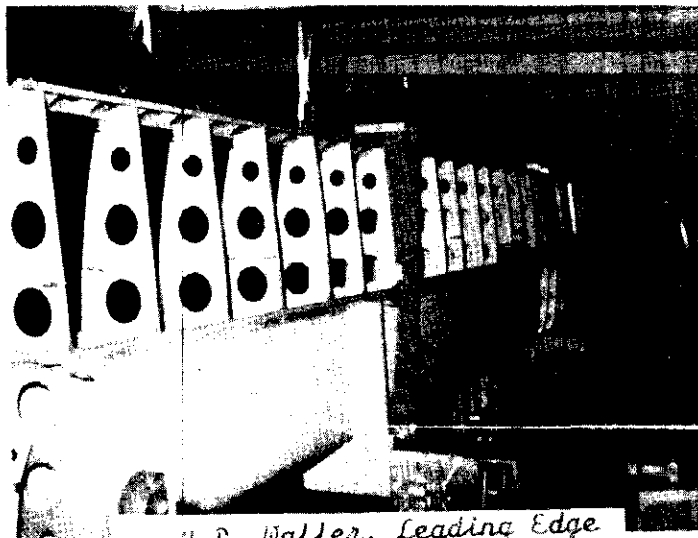
Mrs. J.D. Waller locking rivets.



Note use of Chalk-line to insure alignment of Bulk-heads & Frames. Mrs. S.



J.D. Waller working on his wing.



J.D. Waller, Leading Edge almost completed

*****Interesting Builders*****

Frank Pearce PL-1 #116, 10 Sturgis Rd., Kendall Park, N.J., 08824, seems to be living a good full life. He is 42 years old, (come December) is married and has an 11 year old daughter. We understand she is a whiz at drilling holes for her dad when he is fitting skins. Looks like she'll be his constant co-pilot. His lovely wife is now thinking of flying lessons. Frank likes to hunt and has bagged 10 deer in the past 8 years. He plans to use the hides on the interior of his cockpit!!

At present, Frank is employed as Research Engineer for Esso Research & Engineering Co., Linden, N.J. He has a B.S. in Mechanical Engineering from the University of Maine and holds a professional Engineers License in N.J. For the past 2 years Frank has headed the Engine Lab. at Esso. Private Pilot License was obtained in 1946 while Frank attended High School. His Army obligation, education and job kept him away from flying for quite some time, however, he has racked up 60 hours. In May of '65, Frank purchased his PL-1 plans and to this date completed the Rudder, Vertical Fin, Landing Gear, Engine Mount, Wing Tip Fuel Tanks, and almost all of the Fuselage completed. He hopes to fly his bird in '72 or '73.

A single car garage, which has a 10' x 10' workshop off the back, is Franks place of ship building. He expects to tear out the wall when he starts on his wing. Frank has not purchased his engine as yet, but intends to use an O-235-C1 with 115 H.P. This should take him to Maine on weekend trips without any trouble at all.

Joe Dunbar and Frank have been competitive buddies over the past five years, regarding the building of their "birds". Makes the work more interesting. He is a member of Trenton Chapter of EAA #176 and has been Secy.-Treas. for the past 4 years.

* Mr. D.C. Seymour, PL-2 #25, PCS Box 4957, APO 96328, would like to know if there are any PL-2 builders finished, or nearly finished, who would give some tips on : Flat pattern layout figures for all parts that are not in the drawings. Good close-up pictures of individual parts (Flap Drive Rod Att.) Center Panel to O/B and the hinge area. Flap Spar pattern layout would be helpful as well. Close up of Fuel Pump Inst. and advise on Radio & Instrument installation & wiring hook-up. Mr. Seymour informs us that U.S. General Supply Corp. N.Y. & Aldebaran Eng. Plastics, Terre Haute, Ind., have moved leaving no forwarding address.

Heard that one of our fellow builders has been very ill. Ron Sands, Box 15, Temple, Pa., 19650. We all wish you a speedy recovery Ron and hope it won't be long until you get on your feet again.

Have a pleasant Thanksgiving Day, Each & All!!!!

Sincerely,
Harold E. Sponaugle PL-1 #302
455 19th Street
Vero Beach, Florida, 32960

We received the following letter from Ron Sands, Box 15, Temple, Pa., 19650, on Nov. 9. Although we have never met Ron, Paz had let us know of the considerable difficulties he has been having. Our first thought was, "But for the grace of God, there go I". Our next was to get the checkbook out and send a \$10.00 check, which wasn't much, but felt it would help Ron. Somehow, with the seasons of Thanksgiving and Christmas on the way, we felt we had to do something for one of "Ours" who was so desperately in need of help. Don't you feel as we do? Let your heart guide your pen as you write your check and send Ron your good wishes for a speedy recovery. Please send your contribution direct to Ron. May each of you enjoy a very pleasant Thanksgiving Day!!!!

Harold & Susie Sponaugle

JANCLD:

11.7.70

This is to advise you what's going on with me. On April 24th I WAS HOSPITALIZED & HAD 2 DISCS REMOVED FROM NECK.

I WAS HOME 2 WKS WHEN MY GALL BLADDER WENT NUTS & AGAIN WENT TO HOSP. THEY OPERATED & REMOVED GALL BLADDER.

I WAS HOME ABOUT A MONTH WHEN LIVER & PANCREAS WENT NUTS, & AGAIN WENT TO HOSP. THEY OPERATED & REMOVED SOME MORE STUFF & MY APPENDIX.

LAST MONTH I AGAIN HAD NECK TROUBLE & WENT TO HOSP. AGAIN I GOT HOME ON SUNDAY.

ANYWAY, AFTER 2ND OPER. I RAN OUT OF INSURANCE & AM STILL PAYING FOR 3RD & 4TH OPER. I RETURNED THE PC-2 DRAWINGS & CANCELLED MY SPAR ORDER & PAZIMANY REFUNDED MY MONEY (GOD BLESS HIM!)

I WOULD STILL LIKE TO BUILD A PC-2, BUT THAT WILL BE 2 OR 3 YRS BEFORE I CAN GET ENUF \$ AGAIN. I SOLD ALL THE GOODIES I HAD FOR PC-2. THE TRIPLANE IS STILL NOT FIN. & LOOKS LIKE IT WILL SIT FOR A LONG TIME TILL I GET MONEY FOR COVERING EXPENSES. WE HAD HOPED TILL GET IT DONE FOR THE READING AIRSHOW LAST LINE.

I HAVE NOT WORKED SINCE APRIL & DOCTORS' SAY IT WILL BE AT LEAST 6 MONTHS BEFORE I CAN GO BACK.

P.S. Ron will not be mailed this page of our Newsletter.

REGARDS
RON SANDS
(EX PC-2 #55)