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Mutual Aid Newsletter #31

Hi Buddies:

Time sure does fly and it is almost unbelievable that there are only eleven weeks to go before Oshkosh! I certainly would appreciate hearing from you regarding the number of PL-1 & PL-2 aircraft that plan to be at the fly-in. If you have one, or if you know of any other builder planning to have his bird at the fly-in, please drop me a line at once. We would like to have this information to publish in our next issue. Sue likes to get the letter to press about the 15th of the month, so let's hear from you soon. Mr. Pazmany has much interesting news for us so I won't take up any more space this time.

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Pazmany News

Wednesday afternoon, August 4th, I shall arrive at Oshkosh. I will be staying at the Holiday Inn there and any PL-1 or PL-2 builders who have questions may visit me there in the evenings. Please feel free to visit me at the fly-in ANY time. I am at full disposition to answer questions. The two forums I have planned are:

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\*\*\*Friday, August 6 9:00 to 10:15 AM Main Meeting Tent

"Design of Light Airplanes"

\*\*\*Saturday, August 7 9:00 to 10:15 AM Field Tent No. 2

"PL-1 & PL-2 Forum"

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I am trying to work out with the EAA Awards Committee, a prize for the best PL-1 or PL-2 at the fly-in. If this cannot be made officially, I will have the award, unofficially and will be presented at the PL-1 & PL-2 forum. So, please make an effort to take your PL's to Oshkosh!

There is a chance that Ray Borst will run the Efficiency Contest, as he did last year. The results of which will be published soon in the "Sport Aviation". Here is a chance to measure what your PL's can do. Please participate.

I delivered 34 sets of PL-2 extrusions (Spar Caps). Some went as far away as Australia, Japan, South Africa, and all arrived in good shape. At the present, I am re-ordering extrusions for another 14 sets. Please, if you wish to buy your Spar

Caps, now is the time to order. Please send check for \$250.00 with your order. I also have in stock: Fuselage Extrusions Kits at \$75.00, and Extruded Piano Hinges (2" x 72" at \$30.00.

Please note the data on the photo page regarding the PL-1A & PL-1B which was compiled by the CAF. (Data is from the current "All the World Airplanes") Good honest data, no fudge, as the CAF is not in business selling PL's!

Received a letter from Kenneth Arnold, PL-2 #8, PO Box 8684, Kansas City, Mo., 64114, and I quote:

"A client of mine who is a captain on TWA and flies around the world once every 5 weeks, called me the other day and said: "Last Tuesday I was in Formosa and had my 707 ready to take off, when I received a signal to taxi off the runway, back to the taxi strip. I could not figure out what was wrong. I thought I might have inadvertently violated some rule. Soon I looked out and saw the most beautiful sight. Guess what? A PL-1, no, wait-----8 of them!!!! They were landing two at a time, then stop, taxi back, then took off again. These planes were painted beautiful, with the Nationalist emblem on each side." End of quote.

Seems that the success of the PL-1 as a military trainer with the Chinese Air Force has encouraged several other nations to try the PL-2. Unfortunately, I cannot reveal the names of the countries as yet, but they are "Good Guys". At present, one PL-2 is being built in a crash program and hope to fly it next June. This is in a South East Asia Country. Another country purchased drawings and have ordered Spar Caps.

Another bit of news: My book "Light Airplane Design" is being translated to Japanese. It will be published in Japan very soon. I was told that the second book, "Light Airplane Construction", will follow. Both books describe the PL-1 & PL-2 and can be purchased in the English version directly from me.... Box 10051, San Diego, California, 92110.

Well friends, I guess this is enough for this month."

Sincerely,

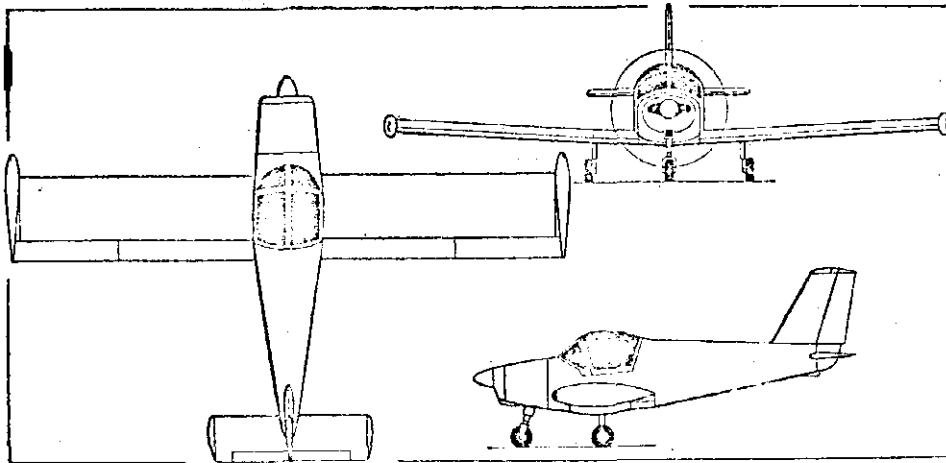
Paz

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\*Ken Arnold, PL-2 #8, PO Box 8684, Kansas City, Mo., 64114, has caught up on his orders for mufflers and stacks and again is taking orders for same.

Mufflers - Exhaust Stacks - Designed by Pazmany for PL-1 & PL-2, or any aircraft using Lycoming O-235-C, O-290-D, O-290-G.

Mufflers are \$90.00 a pair, Stainless Steel Stacks are \$150.00 a set. Both \$225.00



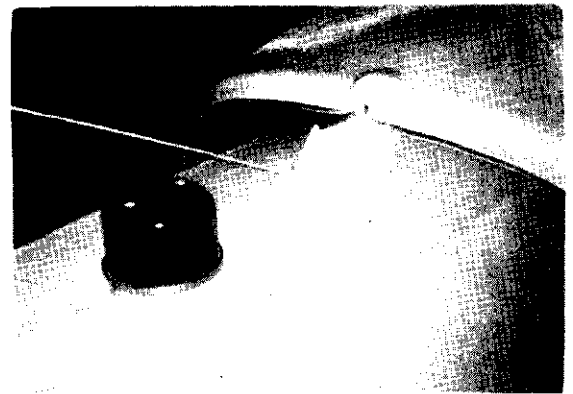
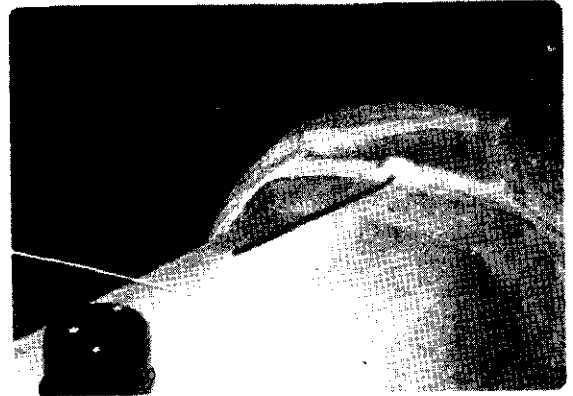
GAF/Pazmany PL-1B two-seat primary training aircraft

PERFORMANCE (at max T-O weight):

Max level speed at S/L:	
PL-1A	120 knots (138 mph; 222 km/h)
PL-1B	130 knots (150 mph; 241 km/h)
Max permissible diving speed	
	178 knots (205 mph; 330 km/h)
Max cruising speed at S/L:	
PL-1A	100 knots (115 mph; 185 km/h)
PL-1B	113 knots (130 mph; 209 km/h)
Econ cruising speed at S/L:	
PL-1A	90 knots (104 mph; 167 km/h)
PL-1B	100 knots (115 mph; 185 km/h)
Stalling speed, flaps down:	
PL-1A	46 knots (53 mph; 86 km/h)
PL-1B	47 knots (54 mph; 87 km/h)
Rate of climb at S/L:	
PL-1A	1,300 ft (396 m)/min
PL-1B	1,600 ft (488 m)/min
T-O run:	
PL-1A	600 ft (183 m)
PL-1B	560 ft (171 m)
T-O to 50 ft (15 m):	
PL-1A	1,000 ft (305 m)
PL-1B	950 ft (290 m)
Landing from 50 ft (15 m)	
	1,100 ft (335 m)
Landing run	
	550 ft (167 m)
Range with max fuel:	
PL-1A	390 nm (450 miles; 724 km)
PL-1B	351 nm (405 miles; 651 km)



Earl Heldt's Landing Gear shows excellent craftsmanship



Auxillary Top Track for Canopy, with thought in mind of increasing canopy life. Top photo, Canopy closed. Bottom photo, Canopy in open position. (Developed by your Editor)

FOB Kansas City. Please contact Ken direct, if interested.

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\* Earl Heldt, PL-2 #17, 21917 Oakview Lane, Monta Vista, Calif., 95014, sent a picture, shown on page 3, of his landing gear which he made up from old Corsair Tail Struts. Note the 5° angle of fittings as he has changed his wing to 5° dihedral. This was to accommodate the PL-2 Fuselage. Result? PL-1 wing, modified, and a PL-2 Fuselage. He calls it his PL-1 and 1/2!

We got this information from Earl to pass on to you: He cut the loops off of hinges to use as spacers for Flap & Aileron Bushings, the little bushings for the rear end of rib for rivet spacers. Also, does anyone have Cherry Rivet 756-3-4? Earl has had poor luck in obtaining same.

More information from Earl: He has patterns for Landing Gear Scissors and can get sets of castings (6 pieces) for \$20.00. Material will be 356-T6, heat Treated. He showed these to Paz and has his approval. Thank you Earl for the tips and I do hope some of the builders can come up with some help for you on the rivets. Please contact Earl direct on the above items.

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Duane Semour PL-2 #25, CMR Box 4957, APO San Francisco, Calif., 96328, is in need of assistance to obtain the following items: The Tyco brand unitized Buffing Wheels. (N/L #30, Tom Phelps) Can you help Tom? Duane is stationed overseas and uses Sears or Wards Catalogs. Do they have the equivalent? He also needs the tip tank fuel transmitters, cockpit gauges, and voltage regulators found in any old 1959 Fords. Duane would like to know what some of the rest of you are using and where you obtained your items. Please contact him direct. Good luck to you and your wife on your air tour to Teipai, Bangkok, Singapore, Kuala Lumpur, Penang, and Hong Kong. Sounds exciting.

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So long for fellas,

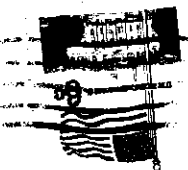
Harold E. Sponsugle PL-1

Second Class Mail

San Diego, Calif. 92110

Box 10051

Payment Request PL-2 #12



455 19th Street  
Vero Beach, Florida  
32960