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PL-1 & PL-2 Mutual Aid Letter #32

Dear Fellow builders:

Have you ever noticed how a mother bird pushes her young out of the nest when she figures their wings are strong enough to fly? On Friday night, June 11, 1971 our "bird" was litterly pushed out of the garage! Sue stood with tongue-in-cheek as eight of our friends slithered the plane around for exit. During all the gymnastics, thoughts had gone through our heads of taking down a wall! As luck would have it, we managed to get the plane out, only knocking down about six inches from an inside wall. There was then plenty of room to spare---one quarter of an inch! Now she stretched her wings and sniffed the sweet, damp air. It was raining "Cats & Dogs"!! One of the fellas brought a large flat trailer to which we placed two ramps against. Heave, ho, now me buckos as we get her perched up on that trailer! She made it like a real "Queen". Got her all lashed down and called it a night. Saturday, June 12, at 4:30 AM, we took our "Queen" to the Piper Experimental Hanger, with the escort of the Vero Beach police and four cars to straddle the road as we jaunted gaily along the main roads of town. What a pretty sight to see. Blue lights flashing from the scout cars and four faithful companions following! The whole trip took just 20 minutes. Wouldn't you just know it, none of us took pictures. We were just too excited and too busy to think of them. Our trip was about to an end as we gave our "bird" her first ride on the runway of the Vero Beach airport. (Atop the trailer, of course.) Now she is having her engine hung, mufflers installed, etc., and I hope will soon be ready to travel on her own power across that airport!!!! Amen. An impossible dream at last coming true.

It is now the middle of July and it looks like we are finishing up. The Weight & Balance, Oil Pressure, and Fuel Pressure tests will be done next, then on to sanding in preperation for the paint shop. Try as we did, it looks like we will not be able to get to Oshkosh this year. You might like to know that we plan to do our Test Runs the first week of August. While you are at Oshkosh, say a little prayer that our bird flies well! Let us hear from you fellows that do attend tho.

Pazmany News, Notes & Quotes

There is a correction to the PL-2 Drawing #2-10-012, as follows:

On face of drawing, at the left of Section B-B, : add Station 110.00 in note for

hinge installation.

On Bill of Material: Change quantity for -21 Hinge from 10 to 12.

My thanks to Jack Lough, PL-2 #15, 172 Boniface Ave., Kitchener, Ont., Canada, for bringing this error to my attention. Please feel free to call to my attention any errors you may find. They shall be corrected.

I had a lovely letter from Mr. Asahi Miyahara, PL-2 #22, Tokyo, Japan. He sent along some photos of his plane so I thought you may like to see them also. From his photos, it looks like he is doing an excellent job. Notice his Fuselage Jig as shown on Page 46 of my book. Also the Nose Gear Fork bending tool as is shown on page 60 of the same book. (With some variations) (Photos on page #3) Mr. Miyahara said all parts are fabricated and he is aiming for completion by the end of September, 1971. I sent his plans to him on September of 1969.

*Alfred F. Jones, PL-2 #70, 828 Maxine Street N.E., Albuquerque, N.M. 87123, would like to be contacted by some builders of the PL-2 who no longer have need for their wood form blocks. He would be willing to pay the freight and a fee for the use of them. Can any of you fellows further along on your own project help out? Al is on the road quite a bit and says it is very difficult to find time to build blocks and make parts too.

*Mr. J. G. Anthony, PL-1A, #52, 4-B Lakeview Drive, Kinnelon, N.J., wrote to me in answer to those who are having a hard time finding Fuel Gages. He said he bought Stewart Warner Electric Senders and Gages, lengthened the float arm on the Sender and has had no problems. They are available from:

J. C. Whitney & Co., 1917-19 Archer St., Chicago, Ill., 60616.

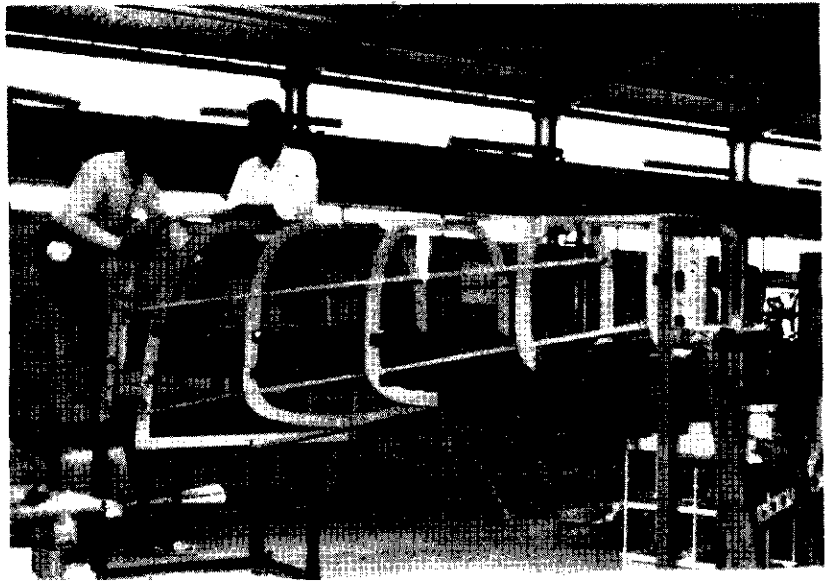
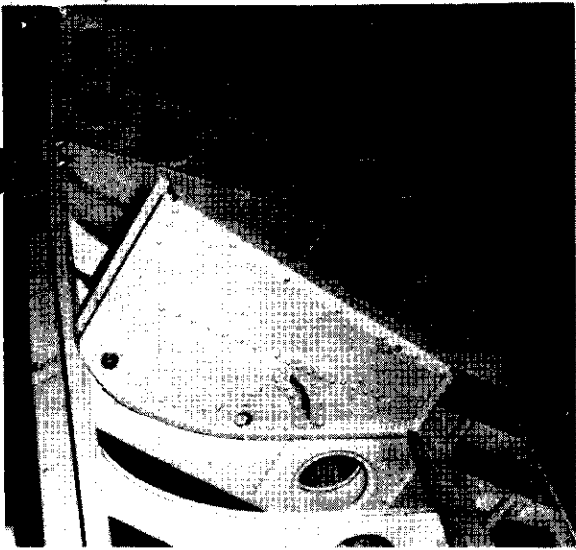
Gages - Catalog #74-1998 @ \$10.98 ea. Shipping Weight 6 oz.

Sending Units #74-2008 @ \$8.19 ea. (Left))

#74-2010 @ \$8.19 ea. (Right) } Shipping Weight 12 oz.

Mr. Anthony would be interested in hearing from other PL builders who have completed their planes and have them in the air.

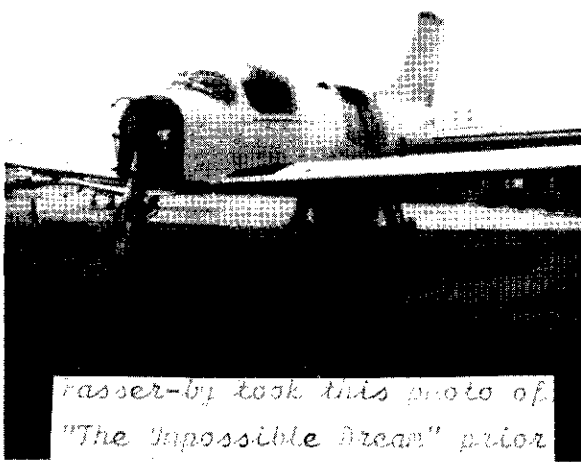
*Mr. William J. Alston, EAA Designee #2, 6004 Maplecliff Dr., Cleveland, Ohio, had a very nice article about our Newsletter in the June issue of "Sports Aviation", page 27. As a result, we have had some requests from builders wanting back issues and also to be put on the mailing list. We are most happy to oblige. Any of you fellows knowing of builders, other than the PL's, and as well as our PL builders, wanting copies of our Newsletters, just have them drop us a line. The cost per year is \$3.00, back issues are \$2.00. This cost is strictly to help cover the cost of



71. 5 Bell



71. 4 Bell



Passer-by took this photo of "The Impossible Dream" prior to unloading at Piper.



71. 5 Bell



Asahi Miyahara's PL-2 #22.
Note the wonderful work area
he has.

printing and postage of same. While on the subject, any of you fellows attending the Oshkosh meeting who have not yet paid the 1971 share and wish to continue on the mail list, may do so by contacting Mr. Dewey Greene or Doc Carmean at the Fly-in. Susie will not be there this year to collect from you!

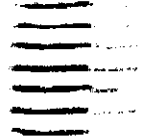
Helpful Hint

Got a Tank Timer for Fathers Day. Great little gadget to remind you to turn on the other tank. Sue ordered it from Sporty's Pilot Shop, Lunken Airport, Cinn., Ohio 45226. \$7.95. You can set the timer for any amount of time from an hour to just minutes.

Another little tip we came up with: A roll of Aluminum Foil (25 yds.) doesn't weigh too much if you take it from the cardboard roller and re-roll. Nice to carry in the plane for emergency needs. Can be spotted very well from the air as a mirror does. Just thought we would pass the tip along to you.

That's about all for now fellas, and we are sorry we couldn't get "The Impossible Dream" finished on time to greet all of you at Oshkosh this year. Perhaps next year tho, God willing.

Sincerely,
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