

HAROLD E. SPONAUGLE

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871

PL-1 & PL-2 Mutual Aid Letter #33

Hi Gang:

We were so very pleased to hear that our fellow builder, Sam Pawlowski, PL-1 #108, 2112 24th Street, Akron, Ohio 44314, (my old home town) won not only one, but three trophies at the International Show at Oshkosh! Had we won such an acclaim, we could not have felt more overjoyed. Sue called me by phone at the office, telling me the good news. Needless to say, I did not accomplish another thing that day. Boy, what a great feeling!

Sam, congratulations from Sue and I for a magnificent job so well done. From the various letters and phone calls received from our fellow builders who attended the show, we know that each and every one wish to extend their congratulations as well. Your craftsmanship, knowhow, and endless hours of labor are an example of true devotion to the art of aviation and truly represents the spirit of the EAA and all Sports Aviation enthusiasts.

Again, congratulations-----our hats are off to you, and we, the PL-1 & PL-2 builders, especially, are so very proud to know you and to have you as a member of our group.

We knew your ship could not help but win such praise. In fact, after the 1970 show, Sue and I stopped off in Akron to see your bird, and in our Newsletter #24 of last year, we wrote the following, "The workmanship on Sams bird is extremely outstanding. This comes as no surprise, as Sam is by trade a first class sheetmetal craftsman and his ship certainly reflects his ability." See page one of the photo pages, picturing Sam, his bird, and Paz's presentation of the trophy for the Best PL-1 or PL-2 at the 1971 Show.

Mr. Pazmany advised us that another PL-2 has been completed by the VNAF (Viet Nam Air Force) and had a very successful flight test evaluation during July of this year. We are glad to hear that the PL-1 & PL-2 are so popular throughout the world. Sometime in the near future you will hear of other countries selecting the PL's as a primary military flight trainer. Congratulations to you also Paz!

And still another PL-1 is perched ready to fly in Canada! Namely, Joe Collins bird. He is awaiting final approval of the Canadian Minister of Transport. This news just received from our good friend Don A. Dale, PL-1 #266, Box 699, Orleans, Ont. Canada. (refer to Newsletter #30)

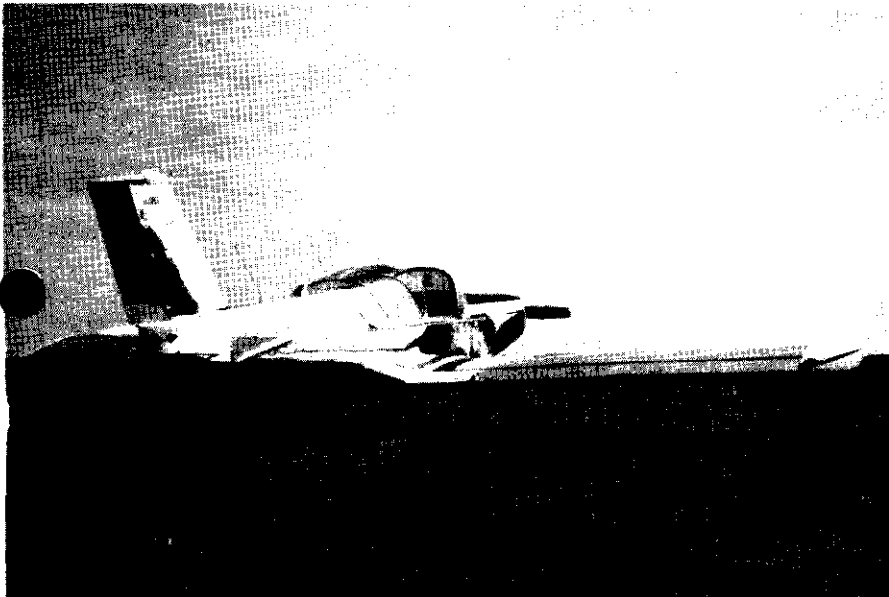
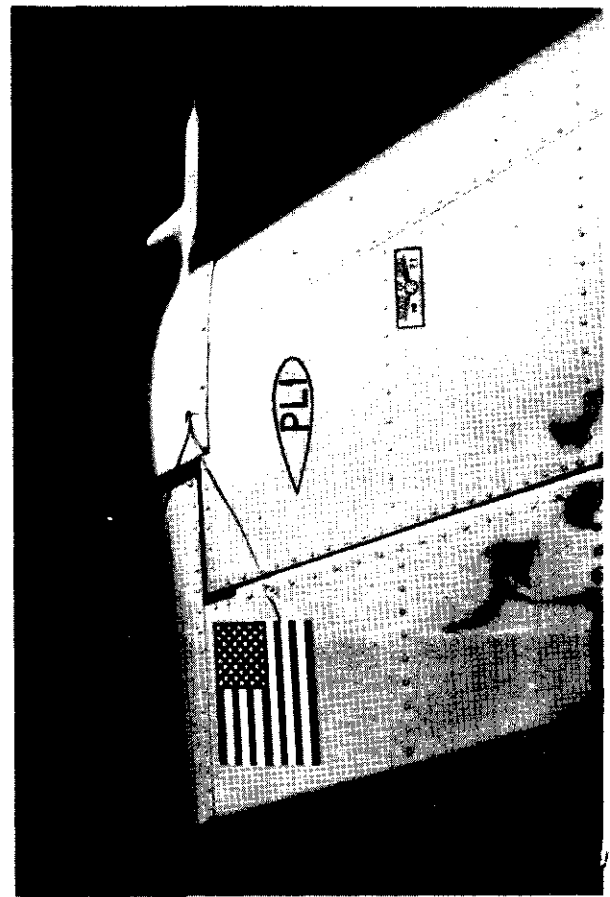
Just received word that Sam Lane did attend the Oshkosh Fly-in, but was unable to fly his bird to the show as he only had a couple of hours on it at that time. Although we have not had an opportunity to see his ship, we have had word from a couple of friends that Sam Lane has another very outstanding and beautiful bird. We all hope to see this ship come 1972.

We have run high speed and brake test evaluation on our bird, PL-1 #302, and it too, is ready to fly except for a couple of small problems, mainly re-rigging of brakes as linkage was not to paz'z design, so we re-worked our system to the PL-2 system and replaced the brake lining and now have the braking power we feel necessary. The other problem is the lack of a two-way radio! We burned out a transformer for some reason or other, and are still trying to correct this problem. Still hoping to fly our bird within a few days! We are pleased to show you fellows some photos of our bird, which are on the photo pages. Further test data will be published just as soon as the tests are completed.

**Since engine installation may be a problem for many builders, we had a professional photographer take a set of seven (7) Engine Installation Photos (8 x 10) B & W, of our bird. Anyone wishing a set for reference purposes may order some from your editor. The cost is \$1.75 each, the set of seven, \$12.25. These photos are very helpful when it comes to installing and plumbing your bird. We plan to make the set a part of our Maintenance Manual. Also note that if anyone is interested in a copy of our photos (see photo page) 8 x 10, B & W can be obtained at \$1.75 each. Color photos will also be available, however, we will not have them in for a few days yet and do not know what the cost of them will be at this time.

Best regards to all,

Harold E. Sponaugle PL-1 #302



San Pawlowski's 11-1 2108





Harold Sponaugle's PL-1 # 302



HAROLD E. SPONAUGLE

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Pozmany PL-1 Serial Number 302

Equipment & Features

Instruments:

- | | |
|--|---------------------------------------|
| Stall Light | ADF Radio, with directional indicator |
| Eight Day Clock | UHF Radio, two-way communication |
| Vacuum Gauge | Fuel Gauges, (2) Left & Right hand |
| Air Speed | Fuel Pressure |
| Artificial Horizon | Oil Pressure |
| Gyro Turn & Bank | Oil Temperature |
| Directional Gyro | Ammeter |
| Altimeter | Cabin Heat Temperature Valve |
| Rate of Climb | Defrost Valve |
| Ovnl. Head | Magnetic Compass |
| Tachometer | Outside Temperature Gauge |
| Cylinder Head Temperature Gauge | Cigar Lighter |
| EGT (Exhaust Gas Temperature Gauge) | |
| Circuit Breaker Panel, for all systems, (resettable) | |

Cabin Controls & Features:

Completely insulated and upholstered with Naugahyde and fabric, which includes:
Headliner; Seats & Backs.
Floor, fully carpeted, Gold carpet.
Instrument Panel tailored in Wood-grain finish.

- | | |
|-------------------------|-----------------------------|
| Seat Belts | Dual Ash Trays |
| Inertia Shoulder Straps | Dual Hand Holds |
| Toe Brakes | Parking Brake |
| Dual Control Sticks | Flap Lever & Trim Mechanism |

Center Console:

- | | |
|-----------------------------|--|
| Throttle & Mixture Controls | Carburetor Heat Lever |
| Master Switch | Combination Switch for Flaps & Start Mechanism |
| Auxiliary Fuel Pump Switch | Flap warning Light |
| Pitot Heat Switch | Head Phone & Pike Jacks (Auxiliary Head Phone Jack also located in Head Panel) |

Baggage Compartment:

- | | |
|---|-------------|
| Fuel Timer | Speaker |
| Chart Rack | Cabin Light |
| Hat Rack, incorporating Fresh-air Valve | |

Battery:

Aft mounted, completely housed in fiberglass retainer, equipped with Drain Valve & Air Venting System.
Auxiliary Power Plug to exterior of aircraft.

Engine:

- | | |
|-----------------------------|-------------------|
| Equipped with Oil Cooler | Buffeting System |
| Heat & Defrost Valve System | 60 Amp Alternator |
| | Electric Starter |

Gascolator:

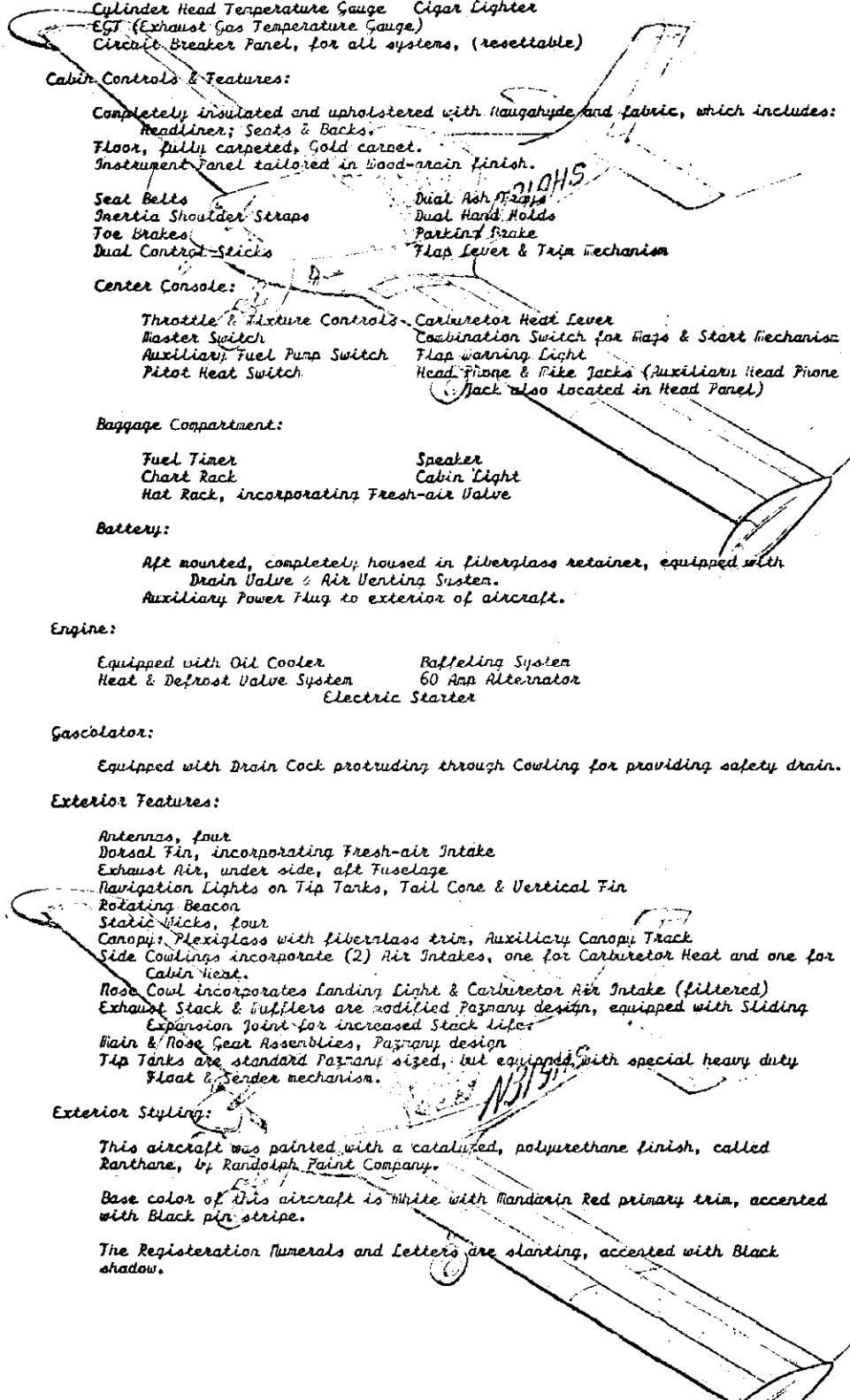
Equipped with Drain Cock protruding through Cowling for providing safety drain.

Exterior Features:

- Antennas, four
- Dorsal Fin, incorporating Fresh-air Intake
- Exhaust Air, under side, aft Fuselage
- Navigation Lights on Tip Tanks, Tail Cone & Vertical Fin
- Rotating Beacon
- Static Wicks, four
- Canopy: Plexiglass with fiberglass trim, Auxiliary Canopy Track
- Side Cowlings incorporate (2) Air Intakes, one for Carburetor Heat and one for Cabin Heat.
- Nose Cowling incorporates Landing Light & Carburetor Air Intake (filtered)
- Exhaust Stack & Bufflers are modified Pozmany design, equipped with Sliding Expansion Joint for increased Stack life
- Main & Nose Gear Assemblies, Pozmany design
- Tip Tanks are standard Pozmany sized, but equipped with special heavy duty Float & Sender mechanism.

Exterior Styling:

This aircraft was painted with a catalyzed, polyurethane finish, called Ranthane, by Randolph Paint Company.
Base color of this aircraft is white with Mandarin Red primary trim, accented with Black pin stripe.
The Registration Numerals and Letters are slanting, accented with Black shadow.

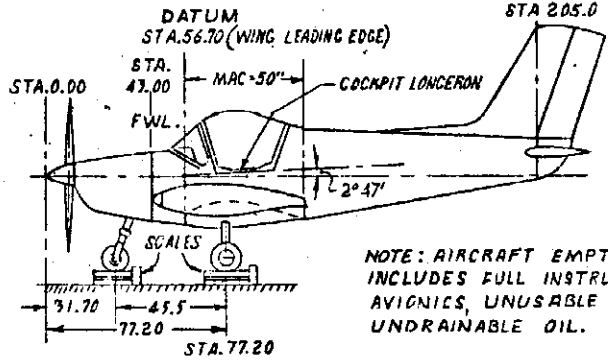


AUG. 1971

NOTES

D = DISTANCE, DATUM TO MAIN WHEELS, 20.5 INCHES
 F = WEIGHT, NOSE WHEEL, 254 LBS.
 L = DISTANCE, NOSE WHEEL TO MAIN WHEELS, 45.5 INCHES
 W = EMPTY WEIGHT, 1016 POUNDS
 C.G. LIMITS:
 MAX. FWD. 20% MAC (10.0 IN. AFT DATUM) STA. 65.83
 MAX. AFT 27.6% MAC (13.8 IN. AFT DATUM) STA. 79.50
 PILOT PASSENGER C.G. STA. 82.0
 FUEL (25 GAL. CAP.) C.G. STA. 74.15
 OIL (6 QT. CAP) C.G. STA. 27.60
 BAGGAGE (CAP. 40 LBS.) C.G. STA. 100.0

PL-1 WEIGHT AND BALANCE
 HAROLD SPONAUGLE



NOTE: AIRCRAFT EMPTY WEIGHT INCLUDES FULL INSTRUMENTATION, AVIONICS, UNUSABLE FUEL, AND UNDRAINABLE OIL.

WEIGHTS

NOSE WHEEL 253.9 LBS.
 L MAIN WHEEL 388.0 LBS.
 R MAIN WHEEL 374.0 LBS.
 TOTAL 1016.0 LBS.

CENTER OF GRAVITY CALCULATIONS

$C.G. = D - \frac{F \times L}{W} = 20.5'' - \frac{254 \times 45.5''}{1016} = 9.125$ IN. FROM DATUM
 DATUM STA. 56.70
 C.G. AFT OF DATUM 9.13
 EMPTY WT. C.G. STA. 65.83

C.G. SOLO FLIGHT

ITEM	WEIGHT	ARM	MOMENT
EMPTY AIRPLANE	1016	65.83	66883.2
PILOT	170	82.00	13940.0
FUEL	150	74.15	11122.5
OIL	45	27.60	1242.0
TOTAL	1321	69.49	93187.7

C.G. MAX. GROSS WEIGHT

ITEM	WEIGHT	ARM	MOMENT
EMPTY AIRPLANE	1016	65.83	66883.2
PILOT/PASSENGER	340	82.00	27880.0
FUEL	150	74.15	11122.5
OIL	45	27.60	1242.0
BAGGAGE	40	100.00	4000.0
TOTAL	1591	69.80	111127.7

San Diego, Calif. 92110
 Box 10051
 Payment Aircraft PL-2 #2



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