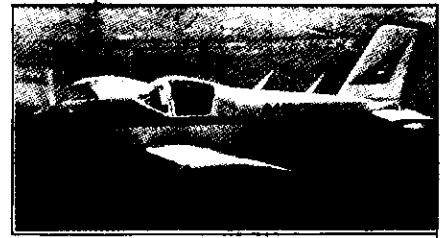


PL-1 PL-2 NEWSLETTER



NUMBER 51

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PAZ SWZ

Paz has received the new PL-2 brochure from the printers. The updated version has many PL-1/PL-2 photos. The pictures of the trimly painted projects which have been brought to completion are a real encouragement. You may write to Paz if you would like a copy of the new PL-2 brochure.

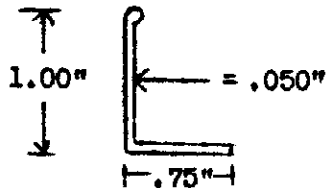
June 19, 1976 I just received a photo of PL-1 #210 built by Bruce A. Mollaur, Greenland, N. H. He flew it recently with a Franklin 90 HP PL-2 business keeps up. No decline. Seems that many builders slowly reach the conclusion that if they want a good releable airplane they have to spent the effort and build a PL-2.

I also had a phone call from a PL-1 builder in Canada. - Bochman. He stalled on take-off - Demolished the wing- but very little damage to the fuselage. He walked away unscratched. I asked him if any problem or fault was with the airplane - He told me it was pilot error. Well, so far several PL-1/PL-2s have had serious accidents and so far no one has even been in the First Aid.

- 1) Sam Pawlowski - on his back - He and wife unscratched
- 2) Bob Miller's - PL-1 purchased by someone else in Calgary - Forgot to remove wood stick controls lock - Flew into dirt mound, walked away unscratched - Airplane demolished
- 3) Merrill Roth - Oregon - Emergency landing after rupture of aluminum oil line in the engine compartment - Wiped out gear, over a ditch - walked away, no injuries
- 4) Bochman, Canada - as described previously
- 5) Chinese Air Force ???? So far I do not have any news of serious accidents

I now have SPAR CAP EXTRUSIONS in stock. The present price is \$410.00 per set including box. But seems that next order will have to be more expensive. So any one interested should order now - First come, first served.

I also have the BULBED ANGLE EXTRUSION FOR TAIL CONE - It is not exactly AND 10135-0701 - because last time I wanted to re-order, it would cost me two times of my sale price to the builders - I was fortunate to obtain from Boeing an equivalent extrusion. Slightly larger cross section.



The complete kit for BULBED ANGLE EXTRUSION FOR TAIL CONE:

5 x 100"
 1 x 108" \$60.00 - Shipping charges C.O.D.
 1 x 32"
 1 x 40"

June 12, 1976 BRUCE A. MOLLEUR.

Just a note to say that my PL-1 has successfully flown, powered by a 90 HP Franklin Engine which turned out to be a clunker. The aircraft performed beautifully and all I have to do is put a trim tab on the left wing as the right wing is a little heavy. I am most pleased with the aircraft. It is a good design and with the right engine will really be a good aircraft. I have now purchased a Lycoming O-235-C1 engine which I am going to put on it. I would like the drawings for the Lycoming Engine mount which you sent me the literature on a while ago.

June 26, 1976 Paz

Paz reports attending the EAA Chapter 14 Fly-in where he saw N14571 built by Earl Heldt, 21917 Oakview Lane, Monte Vista, Calif. 95014. Paz says - I was very pleased to fly in Earl's PL-2. It is extremely smooth. He did a beautiful job. Earl flew to Ramona with his wife.

H. B. NICHOLS JR., 902 W. Sixth Street, Irving, Texas 75060 is planning to build the Pazmany aircraft

NOLAN E. SCOTT, 4751 Abbeyville Ave., Woodland Hills, CA 91364 joins the new subscribers to the newsletter.

DARRELL F. RADFORD, P. O. Box 2112, Paso Robles, California 93446
 Thank you for your information you sent my on the Paz newsletters. In between the time I wrote you and the time I got your note, I met Lee Conlan. He is really a great guy. I flew my Paz down to Fullerton to pick up a new windshield for the Paz. A few miles from Fullerton my electrical system went dead so I had to go into Fullerton's control field with no radio. (made it O. K.) Lee helped me pull out the battery and take it to a service station to get it charged. By the time it was charged and ready to go, we had not found what was discharging it and it was obvious I was not going to be able to make it home without lights so Lee invited me to spend the night in his home. I had a real great time visiting with Lee and his family. While there I got to see some of the back issues of the newsletter. The next morning he took me back to the airport to re-install the battery and we found that one of the coils of wire in the regulator had broken. We fixed that and I was on my way.

I saw Lee's beautiful PL-1 which as you know was the prototype. His I.F.R. instrument panel is really something else - beautiful.

DARRELL F. RADFORD cont.

I have also had Lee take my ASI to a nearby instrument shop which has the screens made up to repaint the face with markings according to Paz's specifications.

I noticed in one of the newsletters that you were wanting information on landing gear made from Corsair tailwheel oleos. My Paz has them and my suggestion would be not to bother with it. I guess it is not as expensive as the Paz design, but I do not think it is as strong either. Between the time I gave Mr. Anthony the deposit on my plane and the time I picked it up, one of the landing gears collapsed when he landed on a rough field. The problem is that the mounting system is not as good as the Paz design either. Servicing the oleo is another problem - you wind up with the filler valve on the bottom end and you have to completely remove the wheel and oleo from the plane (time consuming) and turn them upside-down to add hydraulic fluid and if you have a little too much air when you put them back on you have to take them off again because when you try to let the pressure out, all of the oil is on the bottom and it will come out first.

F.M. (SAM) BORDE, 9501 Fairground Rd., Fern Creek, Ky. 40291

wished to SELL HIS PROJECT. Sam says

I have been deeply involved in my PL-2 project for two years. Have all the frame stations complete, all the little bits and pieces for the fuselage. It is ready to put in the jig. Also Rudder Petal assembly, stick assembly - and all parts for the landing gear ready to chrome and stick together. Due to personal commitments I must abandon this project. Will sell all - including plans and PL-2 number. Interested persons may send a self addressed envelope and I will send a more complete list. They can call 502 267 6045, No collect calls please.

ALLEN L. STRONG, 2135 102 Ave. Ostego, Michigan 49078 is a new subscriber to the newsletter who plans to start building in late summer, 1976.

A. B. WERTZ, 644 W. 7th Street, Plainfield, N. J. 07060 IS SELLING PROJECT PARTS

Project Details

Fuselage - complete with rudder cable & pulleys installed - top skin fitted - some riveting left; rudder complete - except fairings; instrument panel - complete covered - instruments - air speed-compass fuel pressure gauges; gas gauges; gyro panel cut & chock mounted not installed - fuselage FAA inspected OK'ed to cover
Vertical Fin - complete & installed - no fairings - tubing installed
Airs Spars Bent for horizontal stabilator, flaps & spar.
Ribs formed and heat treated for flaps and ailerons and horizontal stabilator hinges for both

Approximately 95% of aluminum needed to finish aircraft goes with project

You may call evenings 201 561 5966 - days 201 582 2724.

DUANE SEYMOUR, McDonnell Aircraft Co., Box 712, Tel Aviv, Israel
 McDonnell Aircraft Co. finally made up its collective mind advising the wife and I of our future. I'm transferring to the Newport News, Virginia area where I'll be the boss of a Company mod team putting some electronic equipment in our F-15 (Eagles) at Langley AFB. At long last I hope to start putting my PL-2 together. For any of your readers that complains about the cost of gasoline tell them to think of this place. 94 Octane automobile gas is now \$1.97 per U.S. gallon.

ED LEVY has flown off the hours on his airworthiness certificate. Plane flying just fine. Has taken a 60 mile cross country. Aerobatic rolls - barrel and snap - no spin, loop, chandelle, hammer-heads, left and right. Ed is looking for 5.00 wheels that will fit 1 1/2" axel. Anyone that has any should contact him. Ed's address is 506 Forrest Av., Savannah, Ga. 31404.

DAVE PANTON, 3565 Oskin, Windsor, Ontario N9E3K1
 Twelve years ago I tucked away a 1963 issue of "Air Progress" featuring the Pazmany PL-1. At that time I was very much involved in soaring, travelling for a living and being an unattached bachelor with a yen to build his own aircraft. Times change and opportunity brought myself and new bride, Elizabeth, to Windsor in 1969. By 1970 a home was purchased after a long search, always looking for one with room to build an airplane. After putting the house in shape, the 1963 Air Progress issue was dug out of its musty file and the final "go" decision made on the new PL-2, an improved but similar version of the PL-1. E.A.A. contacts played a big part by bringing me into contact with other's suffering the same mental condition. Seeing other's projects helps confirm the impossible can be accomplished. "PL", incidentally, stands for "Pazmany Lamindr", describing air flow over the wing.

Why a Pazmany? We consider it the perfect little aircraft for both local fun flying from small fields and for seriously travelling. It is rugged, built to take abuse, operate from small fields, yet fly with good cruising speeds and adequate range.

Paz has gone to great pains to design the whole structure light, strong and with the safety of occupants at top priority. Wing tip fuel tanks reduce fire hazards and the low wing configuration makes "see and be seen" in traffic a reality. The cabin structure surrounds the pilot and passenger with strong members curved to buckle outward in the ultimate crunch. The instrument panel is well forward away from one's face and head, even with a loose shoulder harness. Again it is designed to collapse forward. Even the control stick assembly is designed to pull away from the pilot and passenger in a crash landing. The energy absorbing oleo-pneumatic landing gear can soak up a very bad landing. One green pilot is reputed to have stalled in from an estimated twenty feet without damage of any kind except perhaps psychological.

The flying characteristics are mild, stable and forgiving. Take off is short and climb rapid (1600 ft/min with 135 HP engine). Economy

cruise at 2250 revs yields an honest 130 MPH sea level speed while maximum sea level speed is 148 MPH. These figures have been verified over measured courses and found accurate. At economy cruise, the range is 493 miles, plus gliding distance.

For those so inclined, aerobatics can be safely performed as the structure has been designed to handle the various loads.

The 28 foot wing span and high effective aspect ratio, helped by tip tank effects should provide a fairly low sink rate, power off. As an old glider pilot I abhor aircraft with high power off sinking speeds and "hot" approaches. If desired the three flaps can be set to provide a very steep approach so trees and power lines on approaches to small strips should be no problem.

The Pazmany is the only "home-built" type aircraft listed in Janes "Military Transport and Training Aircraft". They are being built by number of far east countries where they are used as Air Force basic trainers.

DUANE SEYMOUR, McDonnell Aircraft Co., Box 712, Tel Aviv, Israel has sent the editors several thoughtful articles. The details of the articles have not appeared in the newsletter so far because of their length; however, PAT JANSEN will send you copies of the drawings and working details if you will send her a self-addressed envelope.

1) CANOPY BREAKER TOOL many homebuilt aircraft nowadays have large blown canopies that are very functional and provide excellent visibility. These canopies are made of relatively thick plexiglass in order for them to withstand normal flight and ground operational loads. In the case of the PL-2 its 1/8th inch thick. Did it ever occur to you how to get out of your pride and joy if you should crash and the canopy is jammed closed?...A solution used on some jet fighters is a canopy breaker tool. This tool is just that. Its not a knife. The tool is blunt, compact and heavy which is used to punch a hole from the inside.

2) FORM IN PLACE SEALS A form in place seal is primarily used to prevent water from entering the area being protected. They take the exact shape of the door or panel since the sealant material is applied in a liquid state then the door or panel is closed against it until it cures. While they make an excellent seal they are easily damaged during maintenance, climbing in or out, loading etc. but are easily repaired/replaced. Having worked on fighters in a wet climate, Japan & Vietnam, for years - the lack of water sealing and drains on light aircraft is very apparent to him.

3) SELF RETAINING BOLTS Self retaining bolts? The name seems self-explanatory but what are they exactly and why would an EAA'er be interested in them? A self retaining bolt is one that keeps itself in the bolt hole even if the nut is missing. Duane is building a PL-2 and intends to use self retaining bolts in the stabilator and aileron control linkage. If he is successful in obtaining enough he will use them in the flap, rudder, and brake linkages as well. For drawings and a fully developed explanation if the three items you may contact PAT. She is interested in the names of suppliers for the self retaining bolts also.

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