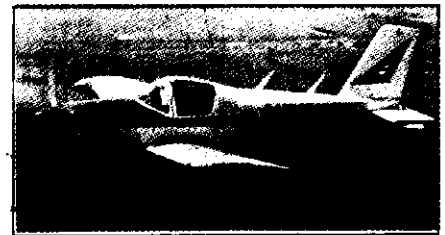


PL-1 PL-2 NEWSLETTER



NUMBER 52

FALL 1976

AIRCRAFT DESIGNER

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PAZ, SEZ

July 25, 1976

Just recently I printed an O & O (Owner's and Operator's) Manual - I also printed PL-4 sheets which can be pasted in the pages of the manual. I am now planning to prepare similar sheets for PL-1/PL-2 owners - and I can use help. Specially in the "Inspections and Maintenance" areas. Perhaps you want to explain this in the next news letter and ask the PL-1/PL-2 fliers to send me their comments. I was able to do most of the PL-4 because I own one with 322 hours on the log book.

Also just recently I received a batch of PL-2 extruded caps - It cost me a lot. I still have to pay Alcoa, and the next batch is going to be even more expensive. Also I re-printed the PL-2 Construction Manual (LIGHT AIRPLANE CONSTRUCTION) and also my old stand-by LIGHT AIRPLANE DESIGN book. So I reached the bottom of the barrel as far as financing. Therefore I decided to sell my PL-4 airplane with the trailer. Price is \$10,000 equipped with 3 radios - electric T & B, etc. in perfect flying condition. I already put an ad in TRADE-A-PLANE. I hate to do this, but I don't see any other solution. Would you please pass the word.

Obviously, if I can sell most of the PL-2 extruded spar caps in a short time it will greatly help my finances and same applies to the fuselage tail cone extrusions (bulbed angle), which is another item where I invested a lot of money. Just for reference, Do you realize that the best offer I had for the AND 10135-0701 bulbed angle was about \$22.00/lb.?? Each airplane required 3 pieces: 20 ft. long - 6.2 lb. at \$22.00/lb. = \$136.40 - After months of search I was able to locate the equivalent Boeing extrusion which I offer to the builders at \$60.00/set and I still can make a small profit.

So, these are the kinds of delights which you get in as an airplane designer/plan seller.

September 4, 1976

I am enclosing a letter from Len Hoddinott building a PL-2 in Australia. Perhaps you want to publish it. It may encourage other builders to also write to FAA with similar thoughts.

11-26-76

E. D. LEVY, 506 Forrest Avenue, Savannah, Georgia 31404 is offering his completed PL-2 PROJECT FOR SALE.

PAZ SEZ

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You are probably aware of the first PL-1/2/4 gathering at Paso Robles Airport - next September 25 organized by Darrell Radford. I will be there and hope we will have all PL's from the West Coast there.

L. & A. HODDINOTT, 4 Consort Avenue, Vermont South, 3133, Australia
I would like to pay tribute to another E.A.A. member, for the prompt service that myself and other PL-2 builders in Australia receive.

"PAZ GETS THROUGH"

The pigeons all had colds that year, and wouldn't fly for love of corn whiskey. The airliners all had full cargo holds, and the pilots pockets were full, so, not one more letter could be dispatched!

Anyway, Australia is at the bottom of the world so who'd want to write to anybody down there, yet there's more business doing in the good old U.S.A. than you could shake a stick at. Who cares if you didn't answer the letter of that chap down under.

Well, somehow, apart from writers cramp, sick pigeons, overloaded aeroplanes, Paz gets through.

Whenever I send him a letter, 2 weeks later there in the mail box, is a reply, don't know how he does it? Not many other Americans seem to be able to get letters to Australia.

Paz doesn't perform this miracle only for me either. All the other Paz builders in Australia get the same service!

I have been writing to Paz for 4 years now and the service is excellent. Just like the detail and quality of his drawings, for anyone who appreciates good engineering design, clear concise drawings and fast service, see if you can stop "Paz getting through".

Hoping you might publish this tribute on behalf of some PL-2 builders in Aussie.

Ed Levy, 506 Forrest Av. Savannah, Ga. 31404

May 25, 1976 Ed called to say that he 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, hammerheads, left and right. Ed Levy is looking for 5.00 wheels that will fit 1 1/2" axel. Anyone that has any should contact him. August 17, 1976 Ed reported that he had taken his PL-2 to Oshkosh. Although Ed took on some water in his fuel along the way and had to set it down in a hayfield, his ship with a 140 Cherokee gear survived

ED LEVY cont.

The rough landing without damage and he flew on to Oshkosh without incident.

DEWEY GREENE, Rt. No. 3, Box 4, Geneseo, Il. 61254

July 27, 1976 Dewey called with news that he has his fuselage jig up and is putting on some skin. Dewey has already finished his wing, flap and ailerons, pretty well completed on landing gear. Complete on vertical fin and rudder and most of the welded parts. He has a landing strip right on his farm and enjoys showing his project to interested builders.

DUANE SFYMOUR

The August 1976 issue of SPORT AVIATION carries Duane's article about the CANOPY BREAKER TOOL complete with drawings for the instrument to be used in punching a hole in the Flexiglass from the inside. Since the PL-2 has a large blown canopy, the article should be of interest to PL-1/PL-2 builders.

J. G. ANTHONY, 6 Stewart Lane, Wilton, Ct. 06897

August 2, 1976

Your PL-1/-2 Newsletter #51 recently came to my attention.

I wish to correct impressions which may have been made as result of Darrell Redford's contribution about "collapses" of the landing gear on PL-1 A-#N4725G which he purchased from me, "is -- not as strong as Paz design etc"-

1. The Chance Vought F4-U aircraft was a WWII Navy airplane designed in carrier landings - "controlled crashed". Navy carrier landings were full stall and on a rolling & pitching carrier landing loads on the gear of a plane 5 times heavier than the PL-1 proved to be substantial. Who ever dreamed up the idea that the Corsair gear is not "strong" has not done his homework.
2. The failure in the hard landing was to a Paz designed attach plate to the main spar - the .010 alum plate - not to the Corsair gear. The undamaged gear was removed and all holes we found to be dangerously elongated. All attach plates were replaced with .010" 4130 steel - which I would recommend be done particularly if the A/C is to be operated from rough gravel strips as 4725G was for over 150 hours.
3. During my ownership - from completion in Oct. 1968 to June 1975 - I "serviced the landing gear twice - by adding air - which was done

J. G. ANTHONY cont.
without removing the gear.

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4. The gear didn't collapse due to landing on "rough" field but due to pilot error in not reading approach chart carefully to be aware of a dike on runway approach at beginning of runway. Stall & drop June 20, with 7 gal. more gas in right than left tank put full impact load on right gear. The plane was taxied to transient parking area but gear didn't let down until braking and maneuvering to tie down spot.

Please correct impression that gear is unsafe and that I sold Radford a "suspect" airplane,

AL BARTELL PL-2 #27, 1153 E. 168th St., Cleveland, Ohio 44110
The garage is built now and I am back to work on the PL-2. The outboard spar caps and the web are complete and I've just finished reviting the -14 angles on the web. I thought before I get started on the -13 that I would take a break and write to you. I've been wanting to write for a long time but for me its a snap to build an airplane compared to writing a letter.

One thing I wanted to write you about was the corsair tail wheel struts. If anyone is still interested in using them, I have some extensive information on them and will be glad to correspond with anyone interested in using them. By improving a little on J. G. Anthony's plans you come up with a set of gears that is comparable in everyway to Paz's gear.

There are a couple of things I would like you to put in the newsletter if possible. First, if anyone has changed their mind about using the corsair tail wheel struts, I would like to buy them. If they keep the price realistic. Bearing in mind that they only cost \$6.00 from Pulleys. Second thing is, I know Paz has been very busy working, But I wonder if all of the PL-1/PL-2 builders got together and asked him if he would make up a set of plans for wet wings and possibly a wet wing tank like the ones on the Cabalier 102.5. I was at Oshkosh this year and I saw so many PL-1 & PL-2's, but one disappointing thing about all of them was leaking fuel tanks. Everyone I talked to agrees that they need more fuel and what more sensible way to do it than the builder of the plane designing a way. It would benefit everyone building the plane if Paz made up a set of plans for the wet wings. That way everyone would be doing it the right way. There would be less chance for some ham handed amateur like me to come along and make a mistake and possibly dent a very beautiful airplane, not to mention the dent I might put in my head.

Well thats all for now, I'll send some photos and a progress report in a few weeks. Also let me take this opportunity to thank you for putting out a very fine newsletter. I know it must be very hard when you have people like me who don't write and let you know whats going on.

P.S. I also thank Paz everyday for making a set of plans that a dummy like me can build an airplane from. I've seen many sets of plans for

AL BARTELL cont.

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other homebuilts and if I were building one of them I would have probably given up long ago. Paz's plans are so detailed that almost everyone in the chapter comes over to study them and see how the Pope (Paz as he is called in the chapter) does that or this. His plans and construction book are chapter 325 and 118's bible.

M. P. WALKER, 5 Portal Close, West Norwood, London. SE. 27. England.
July 31, 1976

I have received your name and address from the Pazmany Aircraft Corps. I understand that you produce a newsletter of interest to all PL-2 builders. I am a new constructor, I have never built anything so big before, although in my youth I did build model planes from Balsa wood and paper. Over here most amateurs build in wood but I consider the qualities of wood to be a little bit unpredictable, so I have opted for metal. I have bought the relevant booklets from the EAA and am amassing the necessary tools. At the present time I am limited to one garage for space to work in but this will improve soon. However I am not really ready to start work on the plane as I have only had the drawings (less 10-0-10) a week and I should think that I'll need at least another month to understand them.

I would like you to include me on your newsletter mailing list if possible.

THOMAS K. COKER, 127 Western Springs Rd, Auckland 3, New Zealand, 9/3/76
Mr. L. Pazmany has written sending me your names as the publishers of the Pazmany Constructors newsletter, I am anxious to join the "Club" & receive all the information possible. There are now several PL-1, PL-2 and PL-4 being constructed in N.Z.

DARRELL RADFORD, P.O. Box 2112, Paso Robles Ca. 93446

Some of the Paz owners and builders in Central and Northern California have been talking of getting together for the purpose of "Paz Talk" and looking at the planes that are flying. On Saturday, September 25th the Paso Robles Airport is putting on "Airport Day". Although there is a very interesting airshow in the afternoon, don't expect this to be the usual EAA type fly-in. It is mainly to get the businessmen and citizens of our area acquainted with the local airport. I think this would be an excellent opportunity to get together and enjoy a good airshow at the same time.

I would like to invite all of the Paz owners and builders to come and enjoy the day here. We can all meet at my hanger and park the Pazmanys around it and rope them off. My hanger is at the far north end of the airport and will be away from the crowds but can give us good shade and an excellent place to watch the airshow.

SCHEDULE: 10:30 Music Presented By 562nd Air Force Band; Hot Air Balloon Rides; Radio Controlled Aircraft By B.A.R.K.S.; Static Displays; All Concessions Open; 12:15 Opening Ceremonies, Flying Condor Senior Squadron #135; AT-6 Aerobatic Sequence; Parachute Drop - 3rd Bn. 12th Special Forces Group; Aerobatic Sequence; Marine Corp Repelling & Helicopter Demonstration, B-17 Air Tanker Water Drop; Free Fall Parachute Demo.; Prof. Nicolaides & His Flying Thing; etc.

E.D. LEVY, 506 Forrest Av., Savannah, Ga. 31404

The following is an editorial from PROP WASH, the monthly newsletter by the Costal Empire Chapter 330 of the Experimental Aircraft Association, Inc.

"Oshkosh By Gosh"

The time, June, 1971 - preparation for Oshkosh, July, 1976. PL-2 #130 is awakening. A dream becomes reality.

July 31, 1976, 6:20 a.m. I kissed the wife goodbye to go pick up the "Proud Lady" and my companion for the trip, Robert Hodges, at Hopeton Airport. When Bill and Kenny Johnson arrived, we had the PL-2 and T-craft, their plane, gassed, washed and burped - ready to depart on our 2000 mile trip. Pictures were taken by Joe Tomme, f.b.o., as each crew manned their respective craft for the trip to Oshkosh, Wisconsin.

The first leg of our trip was, as it always is leaving Savannah, hazy and foggy. We made Milledgeville, Georgia right on time, schedule wise. While waiting on the T-craft, we gassed up and preflighted for the next leg to Stone Mountain, near Atlanta. Bill pulled in, gassed up, rested a few minutes and took off for Stone Mountain. We followed a few minutes later.

The visibility was improving now and we climbed to 4500 ft. We were cruising along fine when the old saying, "silence is golden", was brought to mind. Right above a monastery at Conyers, Georgia, near Atlanta, our RPM's dropped to 700 and the engine got very quiet.

Carb heat, switch tanks and mag check while looking for a place to land! A field was spotted from 3900 ft., we positioned for a landing and said a quick prayer that was heard. Set up for key position, ease her down, full flaps. Too much! Back up one notch, speed 75mph. Got it made! Over one rise, down a valley, over the next rise while looking at high tension wires, fence and trees. The bottom falls out at the top of the rise @*&#!!! The plane rolls to a stop just short of the fence.

Robert and I really don't have very much to say for a few minutes as the truth dawns on us that we are really o.k. We meet the owners of the beautiful field we had just used, the sheriff of Conyers and his wife. Mrs. Eaze remarks that we had another plane land here once -- a 3 something or other (a J-3, no less). Two monks from the nearby monastery came to say rites, but we just shook hands, instead, and thanked them for their concern.

To shorten the story, water in a gasoline engine won't make it run! We drained the tanks, cleaned the carb, buttoned up and took off from our newly found "strip".

3 hours late, we met Bill and Kenny at Stone Mountain. We spent Saturday night and the better part of Sunday morning there due to weather.

E.D. LEVY "Oshkosh By Gosh" cont.

After one faulty start on Sunday over the mountains at 7000 and 8000 ft., we finally made Chattanooga, Tennessee. From Chattanooga we flew to Murfreesboro to Nashville to Henderson. From Henderson to Evansville to Mattoon.

Following a highway that Robert picked out (IFR), we flew for 200 miles - right past Chicago, Milwaukee, Hartford and then Oshkosh by gosh! We were there! One can not really describe the panoramic effect it has on the eye. Airplanes, airplanes, airplanes and more airplanes! The airshow is absolutely unbelievable!

If you have ever seen a marsh hen land in the water, picture a Great Lakes Bi-plane diving at the ground in a 90 degree descent from 2000 ft., flaring 80 ft. above the ground, stopping in 3 plane lengths, then, backing up on the runway and taking off in 3 plane lengths. This we saw!!!

The trip home was uneventful, other than being a sheer joy for all of us. We stopped overnight in Springfield, Tennessee and slept under the wing. Did I say slept? Bill and Robert told side-splitting jokes till the wee hours of the morning. They really know some good ones!

You must ask Bill Johnson how well a 65 hp. T-craft can perform grossed out at 7000 ft., above the clouds and mountains. Not to mention flying through and under a cold front hugging the fog and ridges of the Tennessee mountains, or meeting a flight of helicopters going in the opposite direction at the same altitude. Man, oh man!!

A word to all FAA members - as you preflight for your next trip, be sure and ask the Lord to look after you and help you have a safe trip. He will!!!

DONALD BIDDLEMEIER, PL-2 #144, 1649 Hampton Road, Grosse Pointe Woods, Michigan 48236
August 30, 1976

Thought you might be interested in this home made leading edge bender to put in the newsletter.

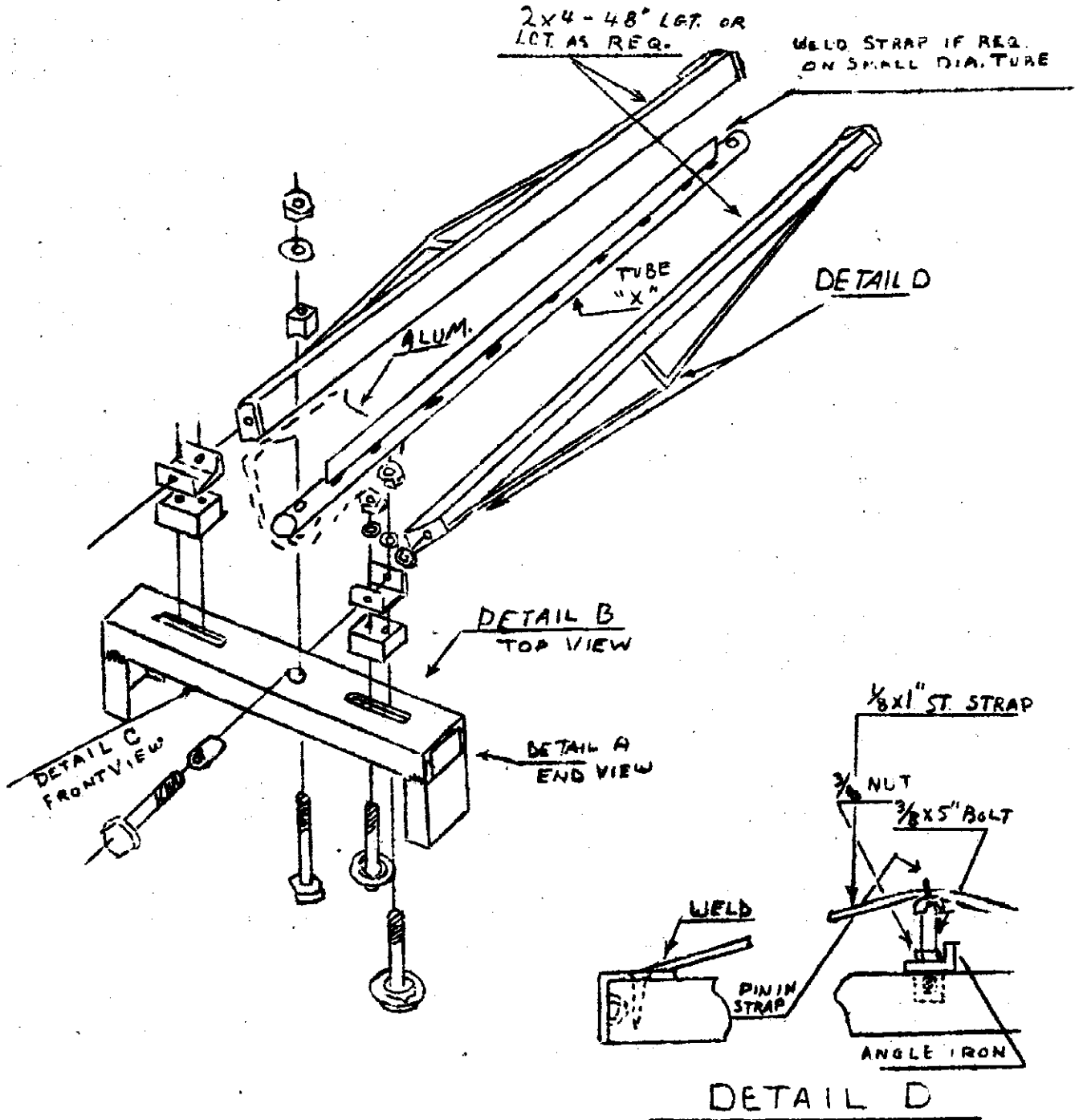
It works real nice and is simple to make. The best thing about it is the fact that it can't accidentally over bend or damage the material to be bent. A finished 5' wide sheet will come out with exactly the same leading edge bend as the small 2" wide test sample used to set it up. The 2 x 4 sides pivot and provide a large contact area to prevent damaging the metal on each side of the bend.

I used it to form the leading edge on the wing I built before buying the PL-2 project, and it did the job perfectly. It should handle the leading edges on the PL-2 design with no trouble.

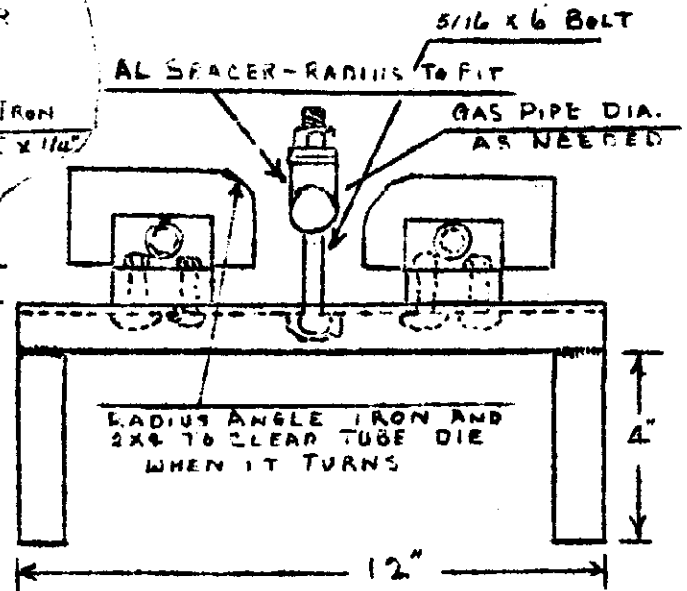
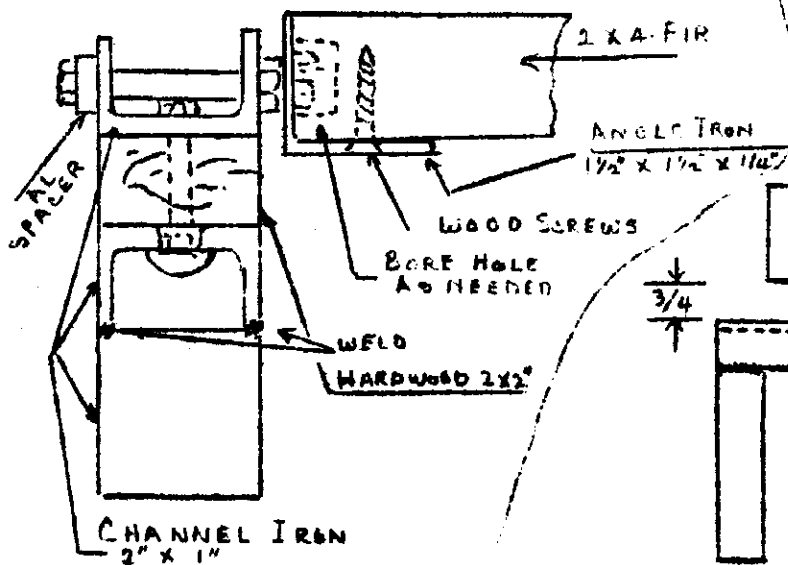
Don't know if you made it to Oshkosh this summer, if you didn't you might be interested to know that there were 5 Pazmanys there. 4 PL-2's and one PL-1D built by Merrill Roth.

TAKE A BRAKE DESIGNER TIP

Here's a "break" for all you metal benders that go to great lengths to bend up the leading edges of your wings and tail group and -- yes, many other items. I'm sure that you have wished for a press brake to obtain a nice radius for your pride and joy. Now you can have just such a gadget for a few dollars. This is a real "break" for those that need a "Brake". (sorry about that). This device is tested and in use by Don Biddlingmeier (the inventor). Thanks to Don Biddlingmeier for this idea. He has one and it works fine. (Use Die (tube "x" for req. radius. Adjust 2 x 4's to req. width. Place sheet (alum) under die and screw die down until radius is sheet is formed.)

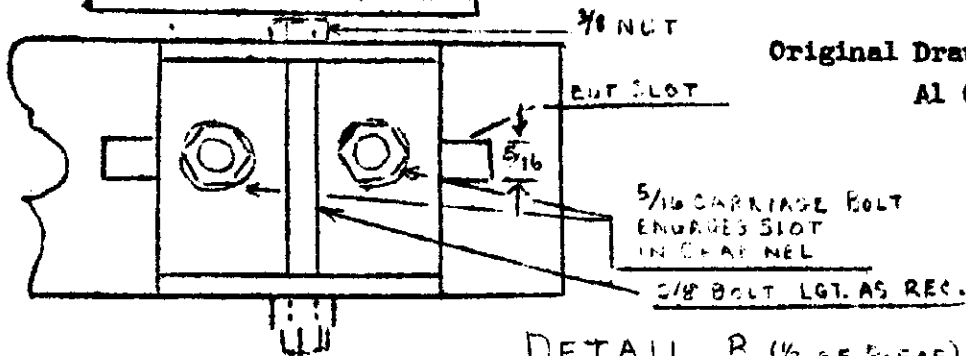
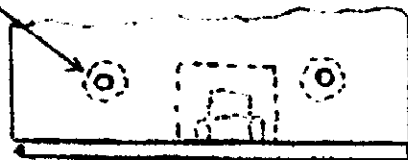


DETAIL A



DETAIL C

10 X 1 1/2 SCREWS



DETAIL B (1/2 OF PIECE)

Original Drawings by:
Al Chiaverotti

NEW SUBSCRIPTION DUE. It's time again to renew your newsletter subscription for the next 8 issues of the newsletter. The new rate will be \$4.00 for the next 2 years (Outside of the U. S. and Canada add \$2.00 for extra postage). Send your name and address along with information about your project to

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