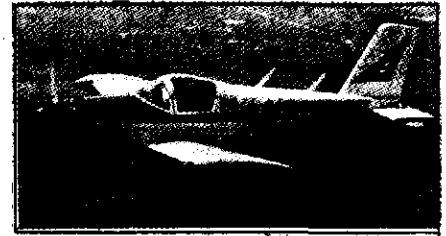




Pat Jansen

# PL-1 & 2 Newsletter



NUMBER 55

SUMMER 1977

AIRCRAFT DESIGNER  
Ladislao Pazmany  
P. O. Box 80051

PL-1 EDITOR  
Lee Conlan  
7858 Arnette St.  
Downey CA 90241

PL-2 EDITOR  
Pat Jansen  
7712 Telean  
Houston TX 77075

D. L. DENNIS, 137 N. Highland Pl. Monrovia CA 91016 April 20, 1977  
Progress has been made on our PL-1B relative to the main spar of the wing. Center section is now in final assembly using the dexter Hysol EA-9410 EPOXY to bond mating surfaces. Paz approved a slight modification to include inboard tie downs (2) about 8 inches either side of centerline of the ship on the main spar. I'd rather not trust just the outer tiedowns alone in some winds we have here in California.

Also if anyone needs the fuselage longerons formed I've located a high quality shop with press brake capable of doing the work within plans tolerance. Nearly all spar parts are made now and I now need to start collecting fuselage parts. The newsletter is a great help.

ROSS WHITNEY, R. 2 Lambeth, Ont. Can. PL-2, 189 April 20, 1977 I've been making the join for the wing root fairing, which I moulded right on the plane using epoxy resin. It is now finished and I am very pleased with the results & fit etc.  
I have finished the cowling and am now working on wiring and plumbing. I hope to have it ready to fly this fall.

We were in Florida in January and went to see Mr. Wood's PL-2. It is a very fine job and he is quite pleased with the flying qualities. We were unable to have a flight as it was pouring rain.

ALBERT F. PEARCE, 266 Canal Road, R. D. 1, Princeton, New Jersey 08540 reports a change of address.

THOMAS K. COKER, 127 Western Springs Road, Auckland 3, New Zealand May 14, 1977 Slow but steady progress is being made here in N.Z. with two or 3 projects, at present I am collecting a few bits & pieces & keeping my hand in at flying.  
There is little to report this month other than a newly interested party travelled all the way from Wellington recently to view PL-2 s under construction and went home fully converted to our kind of aeroplanes, sorry airplane!!

E. H. KELLY, 7339 Cerritos Ave. Apt. G., Stanton CA 90680  
May 31, 1977 Mr. Kelly lists a new address.

ALFRED F. JONES, P. O. Box E, Orono, Mo. 64855 is in a new location.

PETE KARMOUCHE, 2715 Concord Way, San Bruno, CA 94066 June 11, 1977  
My project #175 is still going strong. Completed so far: all control surfaces, tip tanks, engine cowls, fuselage bulkheads, engine mount, rudder pedals, control sticks and I have a set of mufflers and exhaust stacks built by Ken Arnold. Also have the canopy and windshield built by Lee Conlan. The wing is almost finished. By the end of July it will be all closed up after having been signed off just last week. The wing would have been completed long before this except for the fact that I designed, built and installed aluminum trailing edge auxiliary fuel tanks. There are 4 tanks altogether, 2 each side of the wing root. Each set is connected by 1½" transfer tubes for venting and level equalization when filling. Each set of tanks holds 6 gallons. Both sets have their own independent vents, fuel level senders and drain valves. A few changes had to be made to the wing, however. The landing gear brake line had to be re-routed along the spar and secured to prevent scuffing. Fairings, "a' la" tip tank style had to be made for the drain valves on each side of the fuselage. Both sets of tanks were pressure tested to 3½ P.S.I. before and after installation.

GRAHAM MANTEL, 6 Aranui St., Miramar, Wellington 3-Canada June 11, 1977  
I have just become the proud owner of a set of plans and main spar caps for the PL-2/220. This was a project which was started by Mr. B. McFall in Hamilton and I have taken over his baby.

As this project and time move on I shall enclose a few wee notes for the newsletter. In the meantime if you know of anybody who has installed snow skies on their PL-2 plans I would be pleased to hear from them as I intend to do this also.

Spencer Goard, RD #5 Touby Rd., Mansfield, Ohio 44903 continues to subscribe to the newsletter as does  
F. A. Bury, 2 Indian Rd., Ottawa, Ont., Canada, K2G 1N4

R. A. CHANDLER, 13 St. Georges Ave., Mont Albert, Victoria, Australia  
June 8, 1977 No news on PL-2 - 250 except that I am still accumulating bits and pieces.

DAVE PANTON, 3565 Asvia, Windsor, Ont. April 24, 1977  
PL-2 #110 is in the home stretch as the last item, the wing is coming along well with Leading edge skins going on quite quickly. After the wing is done only the tanks need assembly and an exhaust system needed to finish major items. Painting, wing root fairing fitting and I should be off to the airport. Late in '77 - Maybe, early 1978 likely unless we have major grief at the plant like last year.

EUGENE J. KOWALSKI, 237 Burtman Dr., Troy, Michigan 48064 PL-2 - 32 is still collecting parts.

J. Emerson Newton Jr., 1120 N. Hoskins Rd., Charlotte, N. C. 28209 has renewed his subscription to the newsletter.

LEE CONLAN, Homebuilders Aircraft Associates, 7858 Arnett St.,  
Downey, CA 90241 April 20, 1977

I'd like to report that we've got another PL-1 S/N 315 flying out here on April 9th 1977. John Altizer (10½ years) 8606 Sewanee Ct., Sun Valley CA 91352. He has an O-290G Conversion engine installed. Keith Fowler PL-1 S/N-1 builder flew the first flight, only problems (1) Radio problem (2) Engine high cylinder head temperature which was the result of a leaking engine baffel (3) insufficient stab. trim for nose up for hands-off level flight. There was no need for carrying heavy right rudder during take-off because John had the fore sight of adding 3 degs. offset to the right in his engine mount fab. Paz omitted it on drawings and has EO'ed it since it was brought to his attention for PL-1 builders using the O-290G. I have to carry heavy R-rudder with my 90 HP because the offset is not designed in my engine mount. I believe the PL-2 drawings do call out the offsets.

PAT JANSEN, 7712 Telean, Houston, TX 77075

While I have been typing the newsletter here in the hanger at Clover Field, Errol has been working industriously on the engine mount for his PL-2. Last week he attached the wings to the fuselage with the primary bolts and just yesterday he installed the secondary bolts. The landing gear and wheels have been attached to the wings but some adjustments need to be made before the nose wheel will be ready. All the instruments are installed in the instrument panel.

We are looking forward to the EAA fly-in for Texas on September 16 - 18 at Kerrville. Seeing the other home built projects always gives Errol a burst of enthusiasm. We would appreciate news from the gathering at Oshkosh this summer as well as news about how you subscribers are progressing with your own airplanes.

P5

Pat Jansen  
7712 Telecon  
Houston, TX 77075



FIRST CLASS



LADISLAV PAZMANY  
P.O. Box 80051  
SAN DIEGO CA 92138