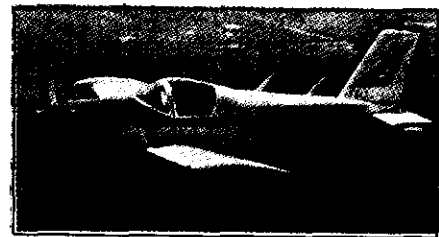




Pat Jansen

PL-1 & 2 Newsletter



NUMBER 57

FALL 1977

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PAT SEZ

If you have not sent any news about your project in a while be sure to send us a note about how you are progressing. We like to get pictures too but please don't send any that must be returned.

We have moved again. Our new address is 2514 MUNGER, HOUSTON 77023. we bought a house that is just 3 blocks from Errol's job. Rush hour traffic is terrible here in Houston so we decided to move closer to his work.

HOW TO BUILD A PL-2

Errol Jansen

I am sure that no two people would ever agree on the proper procedure for building any airplane but here is how I would go about building my PL-2 is I were starting again.

The first consideration would be forming all of the heat treated parts. Having completed the heat treating, I would build all of the smaller assemblies; flaps, ailerons, vertical fin, rudder, stabilator. For my next step I would build all of the fiberglass parts - tail cone fairing, canopy frame, tip tanks etc. I would follow with the landing gear. All of these things can be stored in the attic, basement, under the bed, behind the couch, or elsewhere until they are needed. After I finished the landing gear assemblies, I would next start making all of the parts for the fuselage. All of these parts can be made ahead of assembly time and if you follow the plans they will fit when you assemble the fuselage. After making all of the fuselage parts, I would then make all of the wing parts.

Now you have all of the sheet metal, welded steel, and fiberglass parts to build the airplane. Start with the wing and build it first. It is easier to use the wing for a jig to build the fuselage than the other way around. Flaps, ailerons, tip tanks, and control rods can all be fitted at the proper time so that you don't have any surprises like the flaps not fitting the wing you have just finished, then build the fuselage right onto the wing. I can assure you it will be a perfect fit. By building this way you will not need a large building area until the beginning of your fourth year of building.

DEWEY GREENE, RT. NO. 3, Box 4, Geneseo, IL 61254

Well, I got the dude (PL-1) in the fuselage jig & all the skins are fitted and drilled - ready to rivet when I get all the goodies inside. I am working on the floor board and brakes before putting on the sides. Looks like a plane when the skins are clecoed on. Be about another year, I hope. I have a beautiful mold to make the stab. weight & aileron weight for the PL-2 if anyone wants them to use - they are cast from aluminum. I'm heading down the home stretch for corn harvest then I can get back to work on it.

BOB BRADLEY, 44 Beach St., Marblehead, Mass. 01945 Oct. 3, 1977

The PL-1 was ready to go together May 1st but no place has been found to shelter it. Plans are to build a 20' x 30' - 10 mil. plastic over frame structure - frame now - cover in the spring. We have just enough room in the yard between the trees. Hydraulic flap system - hand pump- sho release has been completed - also complete control panel, all instruments including new Genave 200 B.

DUANE C. SEYMOUR, 892 Catalina Drive, Newport News, Virginia 23602

PL-2 No. 25

24 August 1977

Dear Paz,

I'm still plugging away with no major problems other than time, moving around the world, and dollars. I've run into a few minor difficulties I'd like to ask you about that I haven't found the answers to on the drawings, Aid letters or your construction manual. They are:

A. Please refer to PL-2 drawing 30-007 (Sheet 1), 50-002, and 70-002. The right brake master cylinder attach bracker, 50-002-49, is installed forward of the left but I can't find the locating dimension for the right. I could scale it from 70-002, View G-G, but you may have it called out somewhere I can't find.

PAZ: Please Do!

B. Drawing 70-001, Bill of Materials, Lists K1 and K2 relays as having the same Esses P/N of 70-918 when one is 100 amp rated with the other 50 amps? I haven't been able to find these relays to date so wondering if you know of any car/truck/tractor/ etc, relays that are the equivalent?

PAZ: Try KL Master Relay - Cessna #1579-2
K2 Starter Relay - NAPA - ECHLIN ST 67

C. Drawing 70-004, Area B-5, appears to show Circuit Breaker-4 (35 amp) attached to the bus bar but 70-001 shows this CB between the alternator/ A, Ammeter as it should be. In 70-004 the bus bar isn't tied to the radio circuit breakers but it is on 70-001?

D. What is your recommended routing, clamping, grommeting, etc. of the 0 gauge wire from the battery to relays K1 and K2? Where do you advise mounting K1 and 2? When I first saw Mishara's PL-2 in Tokyo it hadn't been flown yet. They way they had routed this wire the left rudder cable was rubbing on it which I pointed out to them. I assume it was repositioned.

Thank you.
Duane

Dear Duane,

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Aug 27

The Electrical Schematic was designed, inspected and approved by an Electronics Engineer. I was only a draftsman! Sorry, I can understand the discrepancies - but I don't know a thing about electrical circuits.

I suggest that you use your own good judgement.

Mount K1 on the battery box - and K2 on the firewall.

Sincerely,

Paz

Dear Pat,

10 Oct 77

The Last FAA Designee Newsletter caught me at the right time. See attachments as I'm about to the point of wing tip fuel tank assembly that they would be sloshed. Since Mr. Mettler recommends against it, I wrote to Paz for his opinion which is enclosed, I think it should be passed on to all PL builders.

Sincerely,

Duane C. Seymour

EAA DESIGNEE NEWSLETTER, SEPTEMBER 1977

IDEA! QUESTION AND ANSWER TIME

Dear Ron,

I've noticed that there is a problem too many builders are encountering with fiberglass fuel tanks. It appears that a tank is constructed and then treated with good old sloshing compound to insure no leaks. Later in life fuel feed problems arise and when the system is disassembled, 'chunks' of sloshing compound are found clogging the screens.

What happens is caused by the way the resin is formulated. The nature of polyester is to oxidize during the curing process (what this does to the resin I have no idea but it must be not too neat). To combat this the manufacturer puts a wax in it which boils to the surface and prevents contact with the air. After curing the wax remains and this acts as a parting agent from then on. Nothing will stick to it--not even sloshing compound.

The solution is to remove the wax before the compound is used, and the only practical method I know of is mechanical--i.e. sandpaper and elbow grease. This system works fine on the outside of the tank--inside? Well-----

Maybe the tanks should be built in two mating pieces--the inside sanded out; then the two halves sealed together with resin--maybe (surely) some other method will work better, easier.

Anyway, I hope the above will help some builders in the future.

M. E. Mettlen, Jr.

Designee #667

Dear Duane;

Oct 1

Harold Pio sloshed his tanks and is flying his PL-2 for about 8 years with no problems - But I never sloshed my PL-4 tank - Just made sure no leaks, pin holes, etc. So with this personal experience and just in case we do not have some mysterious chemical reaction, I would suggest, Don't slosh it - Test the tank for leaks, and repair every even minute pin hole with resin.

Paz

PAT SEZ

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Sunday (11/20) TOMMY PHELPS called from Fort Worth, Texas to check on the progress of our project PL-2 #186 N186EJ. Tommy has only about 200 parts left to make. He is doing what few people have the patience to do-that is to make all of his parts before he starts construction. Right now he is remodeling his house, after that planning to build a shop big enough to assemble his PL-2 #49.

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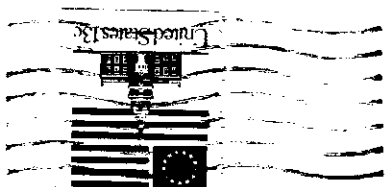
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