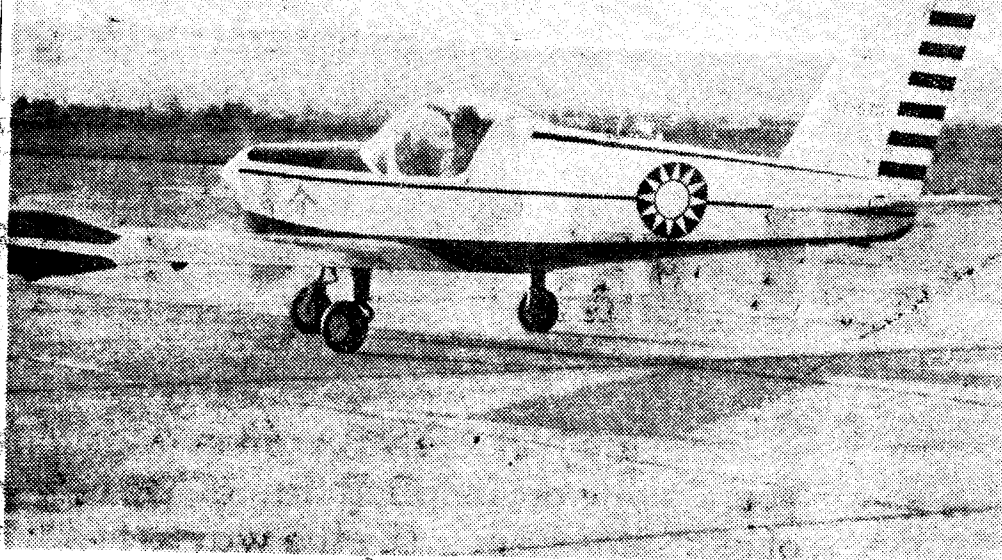


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Pazmany PL-1 airplane, designed as a hobby by a San Diego engineer, prepares for takeoff from an airstrip

on Taiwan. Nationalist China built the plane to test and may produce 20 to 40 for use as military trainers.

## China Gets Bargain \$75 Buys 12,000 Hours Of Labor

By RUSSELL  
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Nationalist China may have picked up the smallest bill in history for the design of a military airplane.

It paid a total of \$75 for working blueprints of an airplane that may revive the aircraft industry on Taiwan and give the Chinese Air Force an economical fleet of trainers. Cost per plane is estimated at around \$3,000.



The \$75 went to a San Diegan who has devoted a major part of his free time for the last 10 years in designing and perfecting the airplane

and answering questions for persons who are building it or hope to build it.

The designer is Ladislao "Paz" Pazmany, who is chief design engineer at San Diego Aircraft Engineering, Inc., during his working hours.

The \$75 paid by China was for a set of blueprints for Pazmany's PL-1 airplane. The set was one of 350 Pazmany has sent out at \$75 each.

### PRODUCES REWARDS

Pazmany, who designed the plane as a hobby, so far has had a low return in dollars on the 12,000 hours he calculates he has spent on the project. Because the price barely covers the costs of the blueprints, his yield comes largely from the satisfaction of knowing that many persons consider his aircraft the finest in its class.

The first PL-1 was completed in 1962 by two amateurs in-

Maywood and so far has accumulated more than 1,200 hours of flying time, much of it by owner and co-builder Keith Fowler, who commutes five days a week from the El Monte Airport to Orange County Airport.

### CRAFT RECOMMENDED

Since 1962, Pazmany has been sending plans to persons all over the world, most of whom have heard of the PL-1 through the 40,000-member Experimental Aircraft Association.

It was through an EAA member that China heard of the PL-1. Pazmany said Col. Richard S. Robinson, senior U.S. Air Force Adviser to the Chinese Air Force in early 1968 when it was searching for a training aircraft that could be built on Taiwan, recommended the PL-1.

Fabrication got under way  
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## San Diegan's Airplane Joins China's Forces

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in June 1968. The project was headed by Gen. K. F. Ku, who holds an M.S. degree in engineering from Massachusetts Institute of Technology; and Col. C. Y. Lee, who holds a B.S. in aeronautical engineering and an M.S. in mechanical engineering from the University of California.

Instead of building just one plane, however, they received official support for the project and set up a small aircraft factory.

In less than four months, the prototype was in the air. It made its first test flight on Oct. 26. Since then, it has been flown daily.

Pazmany said reports so far indicate the PL-1 is passing its rigorous tests and he seems confident that the first production lot of 20 to 40 will get under way in the not too distant future.

### MAY SERVE CADETS

If it does, it will serve as the primary trainer for CAF cadets and they would use it for approximately the first 30 hours of their flight training.

Since designing the PL-1, Pazmany has gone back to the drawing boards and completely redesigned it to come up with the PL-2.

The first PL-2 is being built in Ramona and is almost ready for its first flight testing. Drawings will be made available to amateur builders as soon as the PL-2 demonstrates its capabilities and satisfies Federal Aviation Administration and his own more stringent requirements.

Pazmany currently is starting a certification program for the PL-3, which is the same plane as the PL-2. The change in identification is necessary to keep the certificated plane independent of the amateur produced plane, which cannot be used in commerce.

The next step, Pazmany said, could lead to the commercial production of the PL-3 or the marketing of PL-2 material kits for amateur builders.

So far, Pazmany said, 3 PL-1 planes have been completed and 50 are in various stages of construction. In addition, 10 PL-2 models are being built, most by persons in the San Diego area.

#### TRICYCLE GEAR

The plane has two side-by-side seats, a low wing and tricycle landing gear, with the layout lighter and more compact than other planes in its class. It is 18 feet, 11 inches long and has a wingspan of 28 feet, including the fiberglass wing tip fuel tanks which were designed to improve over-all performance and to keep the fuel away from the fuselage in case of accident.

With a Lycoming O-290-D2B engine, the gross weight is 1,407 pounds. The 140 horsepower engine produces a maximum speed of 150 mph and a cruising speed of 135 mph. It has an initial rate of climb of 1,600 feet per minute, a usable service ceiling of 18,000 feet, a normal range of 450 miles and a takeoff distance of 560 feet.

#### DIRECTED STUDY

Pazmany, an authority on light aircraft, recently directed a study for the National Aeronautics & Space Administration under a contract awarded San Diego Aircraft Engineering.

The report, Potential Structural Materials and Design Concepts for Light Airplanes, is expected to be a major factor in producing changes in the light aircraft industry for many years to come.

Pazmany, born in Hungary in 1923, moved with his parents to Argentina in 1926. He came to San Diego in 1956 and worked at Ryan Aeronautical Co. and the Convair division of General Dynamics Corp., where he worked up to project engineer for the Charger aircraft wing. He joined San Diego Aircraft Engineering at its founding three years ago.