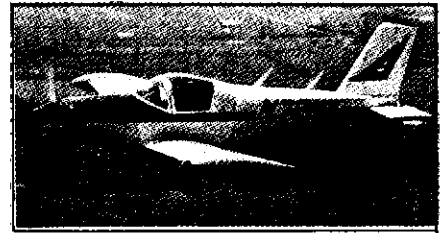




Pat Jansen

PL-1 & 2 Newsletter



NUMBER 60

FALL 1978

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CONGRATULATIONS to Ross Whitney who won the outstanding Canadian HOMEBUILT AWARD for his PL-2 C-G QNN. The photo on page 63 of October SPORT AVIATION shows the great job Ross has done.

DAVE PANTON shares a big step forward in a note to PAZ
Sept. 12, 1978

The enclosed photo in "Sunset Tint" tells more than any thousand words anyone could write. I just wish I could find some way to pass on some of the many compliments I have received on your behalf.

The aircraft is pure white and very striking, attracting much attention last week-end on display at Windsor Airports 50th Year Anniversary Celebration. It is complete and awaiting final inspection and paperwork to fly this fall.

The empty weight came out at 995 lb. with extra sound deadening and much reworked heavy Battery pants (almost all had to be extensively reworked). The root fairings took 3 weeks of week-ends and evenings of frustrating, messy fiberglass work. The C.G. was $\frac{1}{4}$ in. aft of the empty forward limit so I was very fortunate. Even with a full load the C. G. is fine at about $1\frac{1}{2}\%$ Forward of the aft limit full load applied for was 2 X 190 lb. people plus 50 lb. baggage - 1600 lb. Max. and extremely unlikely to ever occur.

Since painting the aircraft has suddenly become a stranger to me although I don't miss the old zinc chromate color.

I still can't believe it is 99.99% complete - I just never thought it would happen - like turning 30 or retiring.

Hope all the flight tests go O.K.

TOMMY PHELPS called Sept. 9, 1978 to get a status report on PL-2 N186FD (Errol Jansen's). His project is currently at a standstill due to a remodeling job for his house. Tommy has virtually completed all of the sheet metal parts for his PL-2 and really does fine work.

DAVID E. BONE, M.D., 2539 Imperial, Salt Lake City, Utah 84106 has just purchased a set of plans for the Pazmany PL-2.

CARLOS EDUARDO SILVA, Calle 25, No. 6-32 Apartado Aereo 240, Cali, Colombia, S.A. May 30, 1978

I have just enrollen in the Pazmany PL-2 construction by ordering plans and soon all the accessories for its construction. I will need your help through the PL-1 PL-2 newsletter.

C. L. TURNER, Eruebe, Apt. 2, North Lake Boulevard, Mahopac, New York has also purchased a set of PL-2 plans

THOMAS K. COKER, 127 Western Springs Rd., Auckland 3 N. Z. 5-6-78

The first PL-1 is flying in New Zealand and two PL-2's should be completed in another few months

ERROL JANSEN 11-12-78 Errol just cranked up his O-290-D Lycoming for the first time. It is a rebuilt engine which runs smoothly. As he climbed out he remarked, "Well, that's kind of exciting," in his San Antonio drawl.

Buz Kimball, 6 Maple Dr. Catlin, Ill. 61817 7-6-78
Paz sent me your name when I wrote him about the PL-2 Newsletter. I haven't started mine yet but am about 9/10's sure of starting in the fall. I wanted to see some that are finished and some under construction. I've been to a few air-shows but have yet to see one. I can't understand why there isn't a lot more PL-2's around. From all I've read I think it is by far the best of its type by far.

DUANE SEYMOUR, 6-23-78
McDonnell A/C Co., Dept. 92, St. Louis, Mo. 63166
The company I work for, McDonnell Aircraft, is transferring us again this time to St. Louis for good or at least we hope so. I'll still be in Field Service but a home office weany. This is a promotion that fit into my desires as airplane building and itinerant laborers don't match too well. Even if they are high priced itinerants. We leave here 15 July.

Up until I got the move notice I was progressing fairly well and actually finished a few things but have reached the point where major assembly is required and that means you can't be moving every two years. I think building an airplane has to be a series of small celebrations. When you finish the rudder, fuel tank, vertical fin, etc. Other than painting I've only dinsthed the fuel tanks and rudder but got a small mountain of parts.

R. G. F. SWANTON, Fyfield Marlborough Wilts. SN8 1PU, England 6-12-78
Having just commenced construction of a PL-2 I should be most grateful to have details of news letters available. They may even save considerable problems over the next few years

PAZ SEZ I do not have too much news. I still have one complete set of spar cap extrusions in stock at \$500.00 - When I re-order it will be more expensive and will take at least 6 months. I have plenty of fuselage extrusion kits at \$110.00.

MICHAEL L. MCFARLAND, 708 Daugherty Place West, Selah, WA 98942 is very interested in building the PL-2.

ERROLS IDEAS

HEAT TREATED SHEET METAL PARTS

An alternate method of forming heat treated sheet metal parts involves the following process:

Prior to the forming step, have the blank heat treated and immediately frozen. The metal will remain in its soft condition as long as it is kept frozen. The metal can be formed while still soft and then allowed to harden at room temperature after forming. This eliminates the warping that happens to pieces during the heat treating process. Usually pieces require quite a bit of straightening after they come back from heat treating.

A Gell Cell sealed rechargeable battery is now available from Globe Union Battery Co., 5757 North Green Bay Ave., Milwaukee, Wis. 53201. The battery, #U128 is a 25 amp 12 V. battery, weighs 21 lb., and the dimensions are 7 3/4 L. X 5 3/16 X 7 5/16". They are available from Aircraft Spruce & Specialty but probably will cost less when purchased from a local supplier. Write Globe Union for the address of the nearest dealer. Errol has installed one of these batteries in PL-2 N186EJ. He was able to get the battery in Houston for \$48.06.

Errol and I have enjoyed editing the Newsletter for the past several years. Thank you for sending us your newsey letters and pictures. Dave Panton, P. O. Box 80051, San Diego, CA 92138 will assume the responsibility of the Newsletter after Errol and I print one more issue. His wife has kindly offered to giving typing assistance. In the next issue we will advise you about the new subscription rate. Please continue to write to us about your progress this winter, so our last issue can be an informative one.

COMPLETING THE PAZMANY PL-2

DAVE PANTON, Windsor, Ont. Oct. 30, 1978

PL-2 serial number 110 has been completed and is awaiting final DOT inspection prior to flight testing. I started it 7 1/2 years ago AND SPENT A GREAT MANY ENJOYABLE HOURS ON ALL PHASES OF THE PROJECT. It has been a wonderful diversion from all ones daily chores at work. All sorts of problems were encountered and frequently one became completely baffled as to how to handle the next hurdle. All were solved in all manner of ways. Sometimes the solution came while sleeping, othertimes from a simple suggestion by a friend. Friends and helpers are vital to any aircraft project and I could never have finished this one without a lot of assistance for which I will be ever grateful. Lib, my understanding wife has also been very understanding and encouraging.

Fellow builders may be helped by a few hints I can pass on from experience. A very important principle is "Stick to the plans" - very carefully. Paz has done a simply marvelous job of design placing every part where it should be and showing how it should be and showing how it should fit to its mates. If parts are not quite to print or nut plates are relocated etc. you will be caught later and something else will interfere. However one can bend the rules to assist getting correct rivet edge distqnces. Flanges on ribs, stiffeners, bulkheads and so on can be made

wider than on the prints. After holes are drilled for rivetting, the little excess can be trimmed away.

The only serious problem I had was in the rear spar joint area where the inner and outer flaps meet and are linked together. I had to make new splice pieces after removing the first set and pulling the upper lip of the rear spar up to clear all the flap ports when the flaps were retracted. About a week of pondering and fussing about solved this problem and no really serious difficulties occurred anywhere throughout construction.

Even an apartment dweller could begin building a Pazmany but he would have to move as the machine progressed. Ideally the aircraft should be built in an area such as the basement of a ranch style home where the whole thing can be completed in the fully assembled state. I had to start in a utility room in an unsuitable split level house and then move to a 17' X 22' car and a half garage. The fuselage was built and completed including engine and all other installations from rudder to spinner. Then the garage was temporarily enlarged by setting a steel storage shed 9' X 9' at the door and attaching it with plywood panels to the open doorway. Its back wall was removed and the remaining structure insulated with styrofoam panels. This gave me about 100 square feet of extra space at about \$2.00 per foot, a very reasonable price for factory space. This gave a clear space 33 feet long to build the wing.

Since it was not possible to mate wing and fuselage during construction, I was very careful at the wing-fuselage mating area. An unfavorable tolerance stackup or error would be disastrous if the two didn't fit when the final assembly day arrived.

Like the fuselage, the wing was built with great care to avoid any twist or misalignment anywhere. It was completed 100%, installing plumbing, gear, strobe, flaps, ailerons, and so on. As it looked like I could get it flying in 1978 I jumped at the chance to purchase a complete set of fuel tanks from Pete Karmouche from California. These very nicely finished tanks were installed on the wing and fairings fitted. The tank senders were changed to match my gages and calibrated on site.

Moving day was at hand! Friends again came to the rescue. One assisted obtaining a hanger space, another helped locate a trailer and so on. The fuselage was easy to move with its nose wheel installed and a little cart under the spar attach points (cart courtesy of Ross Whitney, another PL-2 builder) The wing was stripped of tanks, flaps and ailerons but was still tough to move due to its size. However all went well and I began pondering how to minimize the chance of damaging either while mating the two. I had visions of dropping the fuselage onto the wing!!

The solution proved very simple, merely reverse the procedure. The fuselage was supported on its tail tie-down and on an oak 2 X 4 bolted solidly to the nose gear fork attach surface. The wing (minus gear) was then rolled underneath on a castored skid and lifted into place and blocked firmly. Then about a week was spent levelling, plumb bobbing, shimming and pondering the next step.

Finally all parts were clamped solidly and readied for final drilling and reaming. (The seat back must be left out until later should anyone follow my path).

Very restricted space in the seat pan area required a weird combination of two angle drivers in series to the drill. After much anxiety, the job was done, bolts driven home and locked in place. The two actually fit!! Gear was installed all around and the whole business finally began looking like a flying machine. Then all the other bits and pieces were installed until only the root fairings remained.

Their fit was a major set-back. With apologies to the Rattery brothers, unless your moulds have been extensively reworked since 1975 your PL-2 fairings only fit well over the top of the wing. I spent three weeks of evenings and weekends reworking them extensively to get an adequate fit. As painting was getting close, I had done innumerable little sketches with all sorts of schemes all based on three colors. Finally I was satisfied with one and turned the aircraft out for painting.

Doug Morsland of St Clair Aviation started by filling the few monel rivet heads and then applied 4 coats of epoxy prime over my zinc chromate. Then he painted the entire aircraft a snow white urethane trimmed in bright red accentuated in black. Lettering followed in black and then he applied two coats of clear urethane. Much to his amazement, I dropped in only once as he performed the transformation. He did a very nice job and when I walked in and saw the final effect I was genuinely delighted.

All the interior trim panels had been fitted in advance so only a little trimming in the wing area was needed to completely install them. Seat cushions with crushable styrofoam cushions beneath were set in place to raise ones eye level over the panel. Paz must have designed the PL-2 for a seven foot tall giant.

Finally the aircraft was 100% complete with everything installed right down to the radio microphone. The empty weight (less fuel and oil) came to 1005 lbs. The extra weight I attribute to sound deadening (about 35 lbs.), heavy fiberglass parts and extras such as strobes, old style D.G. and horizon, ELT, oil cooler, fire extinguisher, heater and defrosters and so on. The CG came within limits empty and fully loaded so I was much relieved. I was not enthused with the idea of an ugly job like relocating the battery or some other unpleasant task like adding weight in the nose or tail.

The engine is a zero time Lycoming O-290-D2 of 135 hp. The prop is a new McCauley AGM 7057 from Paz. Had I remembered to turn on the mags it would have fired first crack. So far all I've done is high speed taxi runs and a brief hop down the runway. All seems fine so far and final inspection and flight permit should be completed in another few days. I hope to do some extensive performance calibrations and measurements and will write more when figures are available.

Carry on fellow builders, it is a great little aircraft.

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First Class

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