

Pazmany Newsletter  
Number 65

AIRCRAFT DESIGNER  
Ladislao Pazmany  
P.O. Box 8005I  
San Diego, Cal.



PAZMANY PL-2

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EDITOR PL-2  
Dave Panton - Lib Panton  
3565 Askin Ave.,  
Windsor, Ontario, Canada.  
N9E 3KI

EDITORIAL COMMENT: The file of letters and clippings has become sizeable enough to tell me I had better get going on another newsletter. The weather is perfect for it as we just set a new record winter low temperature of -22 degrees C. Although the Pazmany is hangared and the engine can be pre-warmed to start, my enthusiasm to fly dims considerably after I have dug out the freezing snow in front of the hangar doors. PL-2 #110 C-GQUK has not been a hangar queen as Lib and I have flown it 380 hours in two years including two return trips to British Columbia in September of 1979 and 1980. We plan another trip west in June of '81. The long trip across the barrens of Northern Ontario in late September is nasty to say the least as even then the weather consists of cold, snow showers, low ceilings and all the weather hazards of VFR flying combined with a lack of weather reports in the area.

The aircraft has given very good service and has been free of problems since the engine passed about 125 hours of its run-in. The fuel tanks have proven leak free since last newsletter with one small exception which I have not deemed significant enough yet to warrant further repairs. Finally after trying almost all practical combinations to remove fuel dye stains I found an acetone soaked cloth and "Simoniz" auto paint polish is effective using only minimal rubbing to remove ugly stains.

Last newsletter I mentioned service pressures in the landing gear oleo struts and inadvertently indicated fluid can be added with the gear fully extended and blocked in this position. You can add it but you won't know how much to add as it should be topped up when the gear is fully depressed to get the correct level of oil and gas compression space.

Also in the landing gear area, C-GQUK will soon have a set of wheel pants per drawings supplied by Paz. There are two prints very clearly showing all details of the design. John Valmassoi and I have combined efforts to learn to use male styrofoam moulds and epoxyglass fibre construction techniques. John is making a set for his Pitts S-1A, a much simpler project as they are a fairly straight forward one piece design. The PL-2 pants are quite easy to make by using high density insulating styrofoam to carve completely shaped male models of each pant and the two gear leg fairings. By making them about 3/4" wider (nosegear) and 3/4" longer (main gear) it is possible to split the moulds in half and sand down a step in one for the overlapping joint from the opposite half. They are then epoxy-glassed per print using throw-away medical examination gloves to allow manually squeezing each layer into optimum density and position.

After a couple of days to setup, one "merely" digs out the foam and trims the completed shells. Believe it or not only a few evenings are required to make each pant. There is of course more work to install nut-plates and finish the outside surfaces. I have need of more parts as a noted supplier from whom I ordered 10 items shipped 50% wrong parts. Anyway by spring they should be ready to install and I will report any improvements obtained in cruising speed.

LEE CONLON, Homebuilders Aircraft Associates, 7858 Arnett St., Downey, California, 90241, writes he has been supplying components for the first PL-2 to be completed in Australia.

HENK VAN DEN HEUVEL, 110 Cann St., Boss Hill 2197, Australia, finished his very fine PL-2 after working on the project for 5 years, 3 months, and 20 days. He spent 4210 hours of building time and a further 9000 hours locating, buying, referring, writing, thinking and dreaming. Henk spent a total of \$17,000 Australian on the project.

He installed a certified O-320-D2B Lycoming engine rated at 160 HP at 2700 RPM. It is fitted with a 72" Sensenich prop repitched from 58" to 63". His performance figures are approximately 117 knots at 2450 RPM and 130 knots at 2700 RPM. The climb rate is 1800 feet per minute. The paint scheme is white with red and blue trim. The photo reproductions in this newsletter will hardly do justice to the job but they should give an idea of his color layout. The registration is VH-ETC. Congratulations to Henk and thanks to Lee Conlon for this report. For those who may not know, Lee makes very fine fiberglass parts for those building PL-1 and PL-2 aircraft.

ART WYATT, 3814 Coen Ave., Regina, Saskatchewan, S4S 0Y8, has begun accumulating extrusions and other components to build a PL-2.

ALFRED F. JONES, has moved from Oranogo, Mo., to 4805 Farley, Kansas City, Mo. 64129. Alfred has been in contact with Mrs Ken Arnold and Errol and Pat Jansen. He writes that Mrs Arnold has some very well made PL-2 parts for sale. He has also seen the Jansens' PL-2 N189EJ and says "it is a beautiful little homebuilt". Seeing a finished project or even one under way is always an inspiration for a builder. Even after finishing, one can learn of minor improvements and handling techniques from others. I trust Alfred's aircraft construction hasn't been too badly hindered by a change of address.

WILLOUGHBY GULLACHSEN, Site 20, Comp 28, R.R.1, Winfield B.C. V0H 2C0, lives in the beautiful Okanagon Valley and works as a controller at Kelowna airport. Will has a good start on a PL-2 and is ideally located near the airport and to excellent advice and assistance on the field.

My folks live in Vernon, a 10 minute flight away, so Will and I got together for a local flight at Kelowna during our B.C. vacation last September. Just like I had done, Will started construction before he had flown in or even had a good look at a PL-1 or PL-2. His choice of aircraft was a good one and I hope he progresses well. Perhaps we will get together again when Lib and I fly to B.C. later in '81.

PETER KARMOUCHE, 2715 Concord Way, San Bruno, Cal. 94066, writes of his progress, trials and tribulations which are indement to all major projects as well as small ones. He is locating his pitot (salvaged from a wrecked Cessna 182) under the right wing in front of the bellcrank inspection hole. He will install static ports on the fuselage when it is more complete. I have found the fin mounted Pazmany designed pitot works well and has good accuracy in almost all attitudes, save very slow nose high power on flight. If I were doing it again I would use a fin mounted heated pitot tube for this climate of ours. IFR flight requires both pitot heat and an alternate static source. Size your alternator to handle the load if one is used, probably 40 amps would be a minimum.

The alternate static source is simply a little valve which is teed into the static line and vented to the cockpit at the instrument panel. When water gets into the static lines and freezes, the alternate static source is opened and one can carry on rather than abort a flight due to pressure

sensitive instrument malfunction. I had it happen and landed without an airspeed indicator. The heated pitot tube prevents loss of dynamic air pressure by keeping the pitot tube free of ice or snow.

Pete asks if weight distribution makes much difference to wing heavy conditions encountered in newly completed aircraft without aileron trim tabs. Surprisingly it makes very little difference. For example, a 170 pound passenger has little if any noticeable difference in aileron loads. When in perfect trim up to 35 lb. of fuel can be drawn from one tank before significant effect is felt on the stick loads. Power settings make a little difference but only a little, noticed only between power at idle and at cruise so torque may have something to do with it. A little right rudder trim via a fixed spring (screen door type) pulling on the left rudder pedal was also needed. Airflow over the fuselage is not symmetrical due to the rotating prop slipstream. The belly exhaust stains for example slew off to one side. Likely the perfect aircraft would have to be built a little lopsided to counteract all these forces and differences. Sail planes are likely the only aircraft free of these effects.

PAT and ERROL JANSEN, 2514 Munger, Houston, Texas, 77023, visited Oshkosh '80 in their completed PL-2 NI86EJ and met FRANK KREUZER and ROSS WHITNEY with their PL-2s from Ontario. A fourth, built by DAVE THOMAS and now owned by a flight instructor, JACK McCOMBS, based at Whitman Field, was also on display at Oshkosh. Pat sent a copy of "The Reporter" published by the employees of the Engineering Services Division of the Ford Aerospace and Communications Corporation. Pat works in Design Drafting. Their aircraft was a major feature and its history from starting in their first workshop, a front bedroom in a trailer, was traced from flying lessons to completion at Clover field near Peerland.

Errol has done some engine work including a valve job and installing a new oil cooler. He is installing a cross over exhaust system and cockpit soundproofing to help make the aircraft more comfortable.

ANNE and JACK McCOMBS, 656 Grand Street, Oshkosh, Wisconsin, 54901, are the owners of PL-2 N75PL mentioned above. It was first seen at Oshkosh '75 in bare aluminum with Rattray blue fiberglass components registered as N75DT (Dave Thomas) in Neenah, Wisconsin. Dave, a member of EAA Chapter 252, built the aircraft from plans serial #113 completing it in 1975, and sold it to his son Howard. The McCombs purchased it from Howard in 1979 and are delighted with the aircraft.

It is the only PL-2 I have heard of fitted with a Lyc 0-235-CIB of 108 HP. Although the engine is in good condition it lacks enough power so the search is on for a Lyc 0-290 D2A (140 HP) or 0-320 BI (160 HP) with a constant speed prop. Other improvements planned include a set of wheel pants and fairings as well as updating of the older style large gyros with smaller more modern style. Also the avionics package will be improved and in due course the whole aircraft painted to avoid the tedious task of polishing aluminum.

The McCombs are very pleased with their PL-2 and Jack indicates he would not part with it at twice the price. I'm sure most Pazmany owners receive regular inquiries and offers for their aircraft but if they feel like we do, it's just not for sale as there is simply no other aircraft that looks, feels and flies as well as a Pazmany.

W.M. ROBINSON, RR#3, Box 248, Stanton, Kentucky, 40380, has recently purchased an almost complete PL-1 and is preparing to finish it. For those travelling south through Kentucky, Bill invites them to stop in for a visit. Stanton

has a 3000 ft. paved runway. Bill is a corporate pilot with a whole variety of ratings and is keen on smooth, gentle aerobatics.

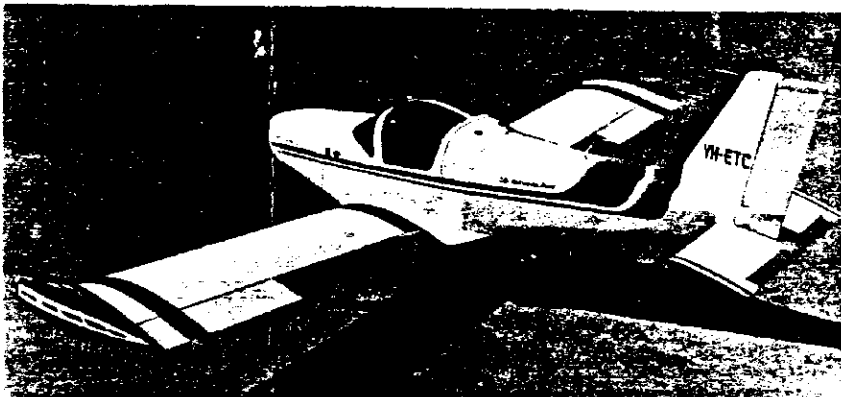
ROBERT W. BRADLEY, West Shore Laboratories, 44 Beach St., Box II7, Marblehead, Mr is working long hours as president of West Shore Laboratories but still has time to work on his PL-1 on weekends. Bob has currently modified a Wag Aero fiberglass nosebowl #M-073000 for a 10 $\frac{1}{2}$  inch spinner and clearances required for exhaust pipes and spark plugs. I'm sure most of us have had to perform similar modifications on factory nosebowls as PL-1 and PL-2 engines are a very precise fit in their cowlings. In my own case, the rear flange had to be modified to meet the sheet metal correctly due to the canted engine mount. Also I had to make an engine intake as I wanted to avoid a scoop protruding below the cowl. A landing light was also squeezed into this space and clearances still allowed for the alternator.

DUANE SEYMOUR, 210 Rue Grand, Lake St. Louis, Mo., 63367, (Tel. 314-232-0270) PL-2. Duane has sent a couple of photos of very neat and inexpensive tools built from salvage items. All of us have seen junked washing machines but Duane sees a virtual treasure. He salvaged one from a neighbour and used the motor and other parts to build a disc sander. The sander is built into a good sized plank and plywood table mounted on top of the old eviscerated washer. He also mounted his drill press on top and still had room for a little "Unimat" lathe and a rivet squeezer.

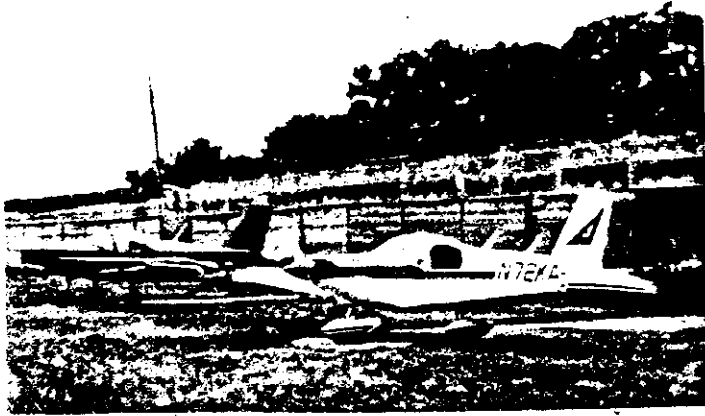
When using the rivet squeezer, Duane found another person was needed to support the opposite end of the aileron, flap or whatever have you. Like most of us he found the supporter often has to watch her favourite T.V. program just when she is needed most. He solved the problem by using a nice furry paint roller mounted on an adjustable pipe stand easily set at the height needed. It never tires, complains or leaves half way through a rivetting job!

FOR SALE by your newsletter editor. I have a set of Rattray fuel tank shell and almost all the components required to completely build up a set of PL-2 fuel tanks. Fuel necks, caps, flanges and even light bulb sockets and some plumbing fittings are included. A set of Ford Tank senders (from tanks purchased from Pete Karmouche) can be used as patterns to adapt your own sensors matched with gages (suggest Stewart Warner). The Ford PARTS are electrically nearly impossible to mate with standard gages. I am offering a package deal, crated ready to ship F.O.B. Windsor at \$400 USF.

NEWSLETTER SUBSCRIPTIONS: The kitty has enough \$\$ left to finance this newsletter and then will be almost depleted. Four issues can be run and mailed for \$4.00 so if you are an "old" subscriber would you please renew so we will have some funds to carry on for another four issues. Many thanks - Dave and Lib Pantan. P.S. Please send more news. We need it for the next issue!



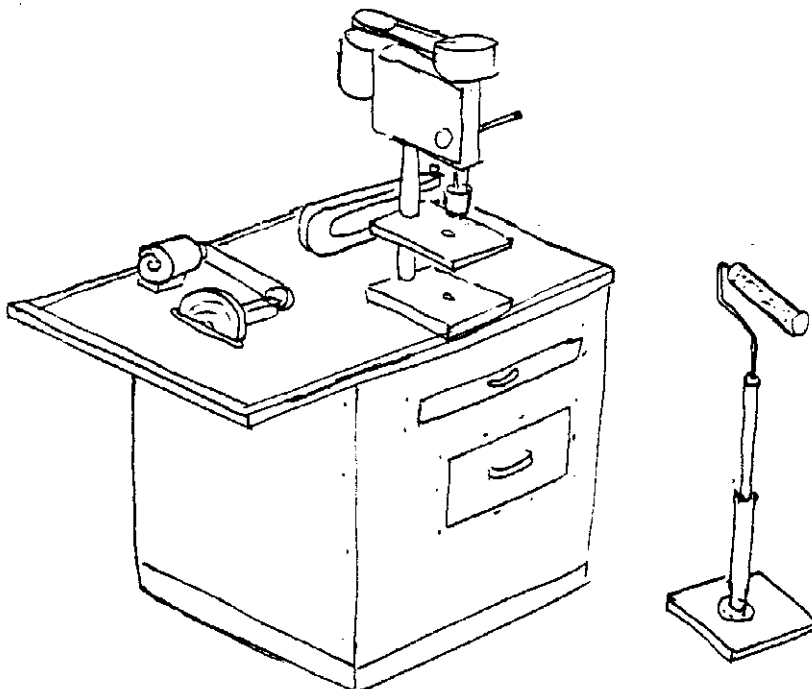
Henk Van Den Heuvel's fine PL-2 in Australia. I wish we had a better photo to show off the paint scheme better. The tip tank trim is particularly pleasing and the dark colors are likely good to camouflage the normal fuel stains from topping up spillage.



Ken Arnold's PL-2 N72KA was sold by his widow to one of her cousin's in Houston and is based at Clover Field along with Pat and Errol Jansen's PL-2 NI86EJ shown in the background. Muriel Arnold indicated she would like to keep in touch with the PL-2 group and will welcome others visiting Kansas City.



Pat Jansen and NI86EJ, a very good shot which I hope copies better than last one in the last issue. The paint scheme is a reddish orange base with black upper and white lower trim lines. Pat looks very trim here too! We so often see names and aircraft photos but rarely do they contain any of the people who were involved in the project.



Duane Seymour's salvaged and re-incarnated washing machine built into a neat multi-purpose work bench power tool stand. My sketch a bit rough but photo too dark to reproduce. the motor from the washer runs the disc sander and the other tools are mounted on the new wooden top. Notice the drawers also built into the front. The back is left open to store boxes of odds and ends.

The paint roller helper stand is a great idea which could be useful in all sorts of jobs as well as rivetting, supporting wood coming off a table saw for example.

PAZMANY NEWSLETTER  
Dave & Lib Panton  
3565 Askin Blvd.  
Windsor Ontario  
Canada  
N9E 3K1

L. PAZMANY  
P.O. Box 80051  
SAN DIEGO  
CALIFORNIA  
92138



AY

