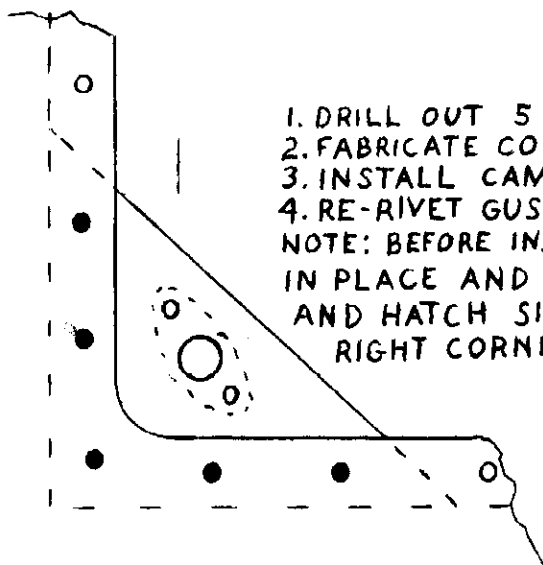


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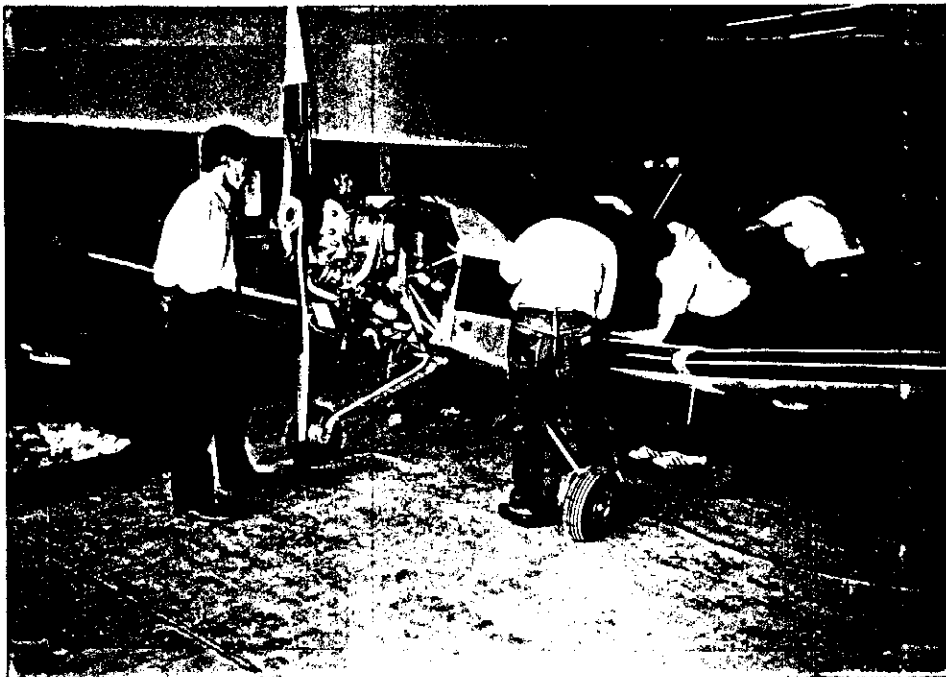
I HAVE DISCOVERED AN AMAZING AVIATION FACT over the past couple of months: Did you know that flying is fattening? Yes, it's true. Anne and I and N75PL have been going places and doing things more often than not on weekends, weather permitting, since completing the annual, and it seems that when I check my weight the next morning after one of these flights I've generally gained one or two pounds. It seems that eating is another hobby of ours, so once a week or so we eat out - and what better way to get to that restaurant than to fly? Great fun, and then we spend the next few days getting rid of the excess tonnage so we don't overgross poor little N75PL on our next outing.

By the way, you might recall from the last newsletter that I had experienced a problem with the inspection hatch on the cowling popping open on occasion. My cure was as described in the last newsletter; I installed a gusset at each lower corner of the opening, with a Camloc type fastener at each corner. This has done the trick - no more problems. After careful inspection, it looks as though the rear baffle on the engine was not cut quite high enough, and while at rest the seal appears to contact the inside of the cowl, there seems to be enough flex there that when the cowling is somewhat pressurized in flight, there is some leakage past this seal - which tends to blow the inspection hatch open. There wouldn't have been a problem, but the builder also cut away some of the "lip" for the two catches on each side of the hatch to grip, which means that it doesn't take much to cause them to slip and open up. With the very thin, flexible hatch, all these factors added up to create a problem at times. I could have built up the rear baffle a bit higher to (hopefully) solve the problem also, and when (someday) I get that O-320 I want, I'll make sure the baffles are a good fit. Meanwhile, my cylinder head temp is doing just fine, so I won't worry about it. It's also possible that had I built up the baffle a bit higher I still would have had a problem with the hatch blowing open. This way, with a positive latch, it will NEVER pop open and flap around in the breeze. See sketch below:

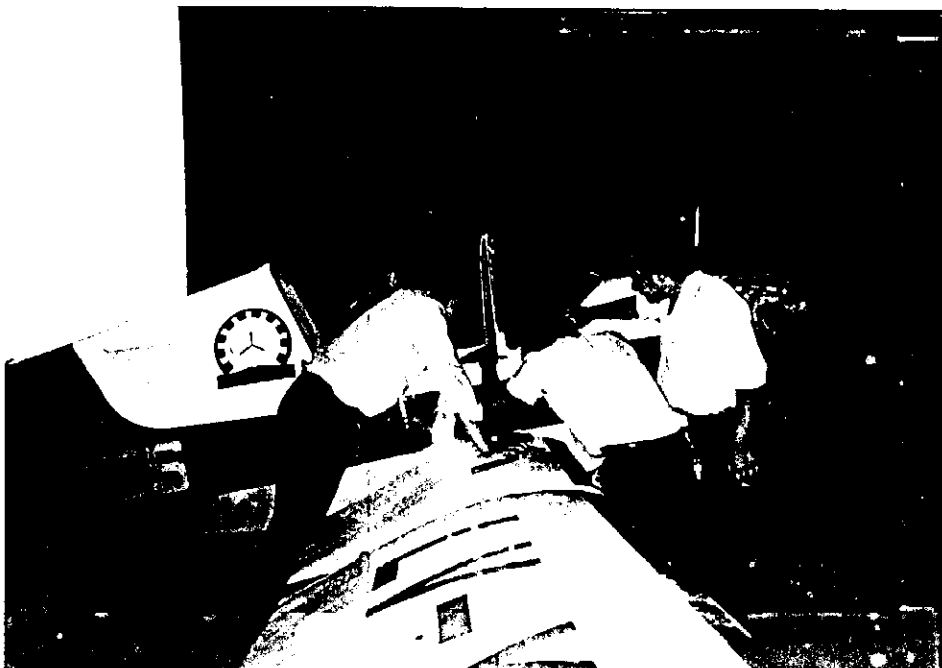


1. DRILL OUT 5 CORNER RIVETS, (SHADED).
 2. FABRICATE CORNER GUSSET. -.032 ALUMINUM OR SIMILAR.
 3. INSTALL CAMLOC, DZUS, ETC.- C'SINK+ USE FLUSH RIVETS.
 4. RE-RIVET GUSSET+ DZUS ASSEMBLY IN PLACE.
- NOTE: BEFORE INSTALLING DZUS IN GUSSET, CLECO GUSSET IN PLACE AND DRILL PILOT HOLES THROUGH GUSSET AND HATCH SIMULTANEOUSLY FOR ACCURATE FIT.
RIGHT CORNER IS MIRROR IMAGE OF LEFT.

Meanwhile, I've collected the usual amount of correspondence from you kind folks, so let's go down the line and play catch up on all this. This issue promises to be perhaps more of a "show and tell" than most, with emphasis on the "show." I have a lot of pictures here, going back over a year for this first series. Way back last August I ran into Paz in the EAA Museum during the Convention, and he kindly passed along some pictures dating from late December '86 and late June '87 of a couple of PL projects in Argentina. All this started when the Escuela Nacional de Educacion Tecnica #1 (ENET - roughly translated as First National Tech School) of Buenos Aires, set out to build a PL-4A in a program similar to EAA's Project Schoolflight. This is a great way to teach young people a myriad of subjects, and more positive motivation would be difficult to imagine when you can see the results of your classes' handiwork actually fly. Succeed they did, and well beyond the expectations of most, when they completed the PL-4A in only 170 days!! And it takes me almost that long just to make a set of engine baffles. See below:



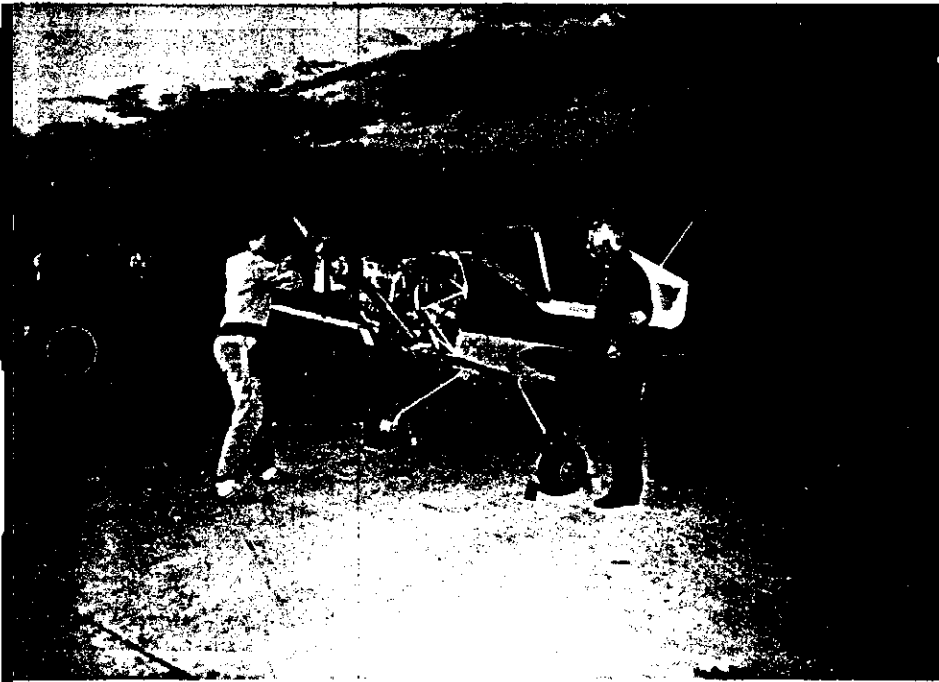
The nearly completed PL-4A built by the students of ENET #1, 1st Air Brigade, El Palomar Air Force Base, Buenos Aires, Argentina. This group even constructed the prop for the airplane! The engine is a Continental A-65.



The students are making final adjustments to the windshield and canopy area. Note that the swingover canopy, hinged from the right side, has not yet been installed.



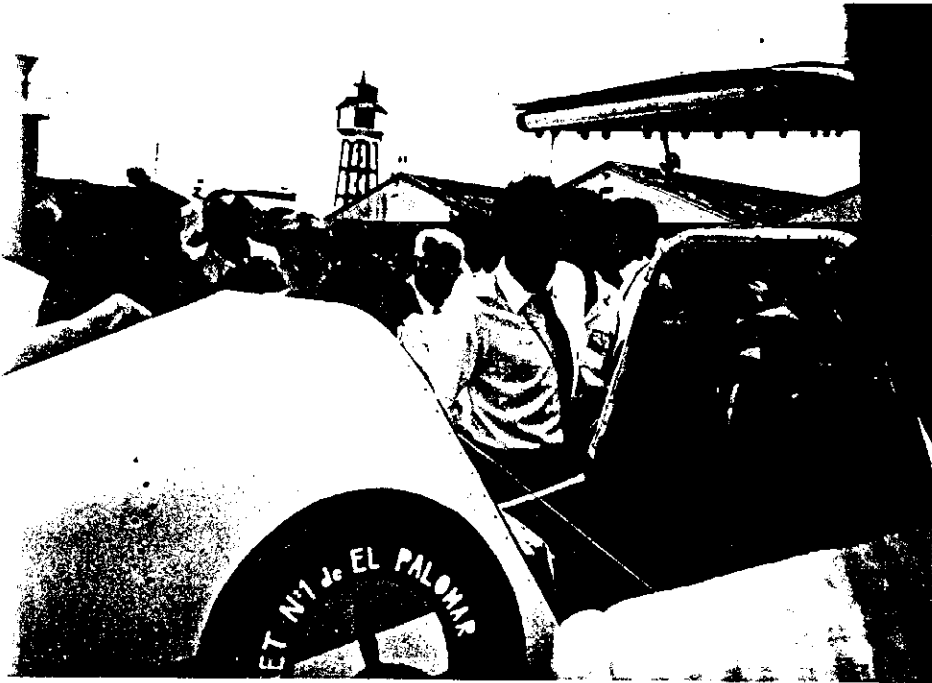
Here personnel of the Argentine Air Force are performing a final pre-flight inspection on the aircraft, LV-X86. (Do they provide for special registration numbers in Argentina as in the States? The X86 is certainly an appropriate registration for an experimental completed in '86!)



This is the first startup of the Continental A-65. You can tell it's an aircraft rather than a VW engine - note the prop rotation. The gentleman to the right is an Argentine Air Force inspector.



December 19, 1986. Students and parents are gathered around LV-X86 immediately following the first flight, El Palomar Air Force Base, Buenos Aires, Argentina.

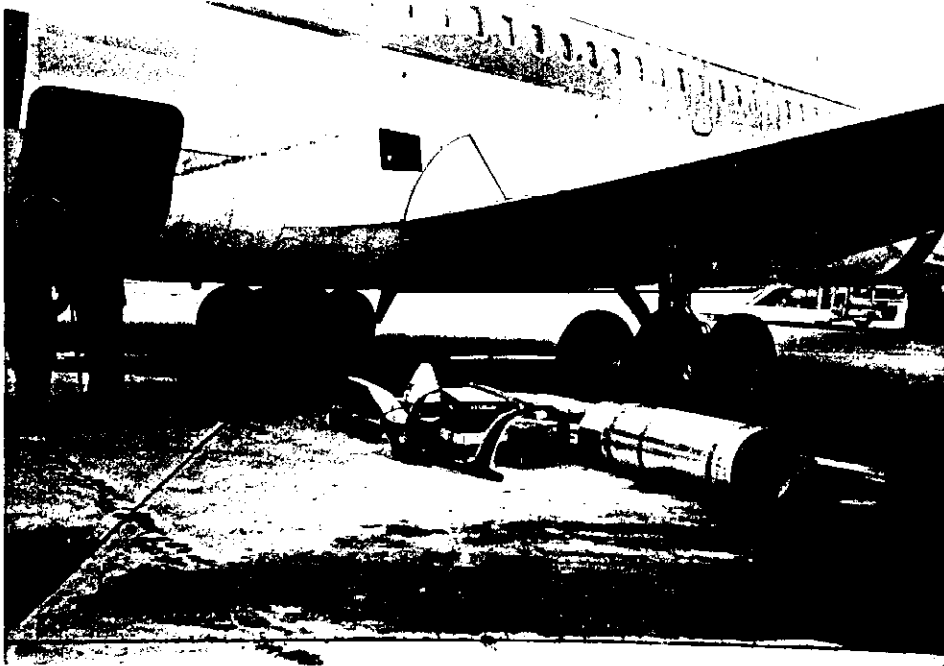


Here's a shot of the cockpit following the first flight. Students, parents and guests were allowed to take a close look at the PL-4A after the first flight.



Graduation ceremonies. Graduating (6th year students) are on parade, with undergraduates in the background. A total crowd of over 3000 people were in attendance. Note the three Boeing 707s in the background, part of the Argentine Air Force. Note especially the one on the far right, the Argentine equivalent of the USA's Air Force One. You'll be seeing this airplane again involved in a different time, place, and mission on the next page.

And there you have the first chapter of this story. By the way, all the above pictures, as well as the pictures you'll see on the following page, were taken by Paz on location. Since Paz designed the aircraft and was of great assistance in getting the project underway, he was invited to the ENET graduation ceremonies and first flight of LV-XB6. However, there's more to the story. The construction and flight of the PL-4A was such a resounding success that ENET decided to continue along the same lines and undertake the construction of a PL-2 for their next project! You might recall that at the end of the last issue I mentioned that Paz had sold the PL-2 components he has been holding for some time. Well, here's the whole story:



It's now six months later, June 19, 1987, and the scene has shifted to San Diego, Paz's home. Argentine President Raul Alfonsin visited San Diego on the occasion of the presentation of an award to him by the San Diego based Institute of the Americas. This worked out very conveniently, since all concerned were wondering how to get all those PL parts from San Diego to Buenos Aires. Now you know!



Preparing to load PL parts and components on board El Presidente Alfonsin's aircraft. If you look very closely at the last picture on the preceding page (well, I could see it on the original with a magnifying glass) you'll note that the far right B-707 is TC-91, this same aircraft which carried the President to San Diego. I believe the military gentleman on the right is Comodoro Alberto Vianna, the aircraft captain, with whom Paz socialized while in San Diego.



Fuerza Aerea Argentina Numero Uno, with El Presidente, crew and PL-2 parts aboard, is towed across the ramp in preparation for start up for the return trip direct to Buenos Aires. Paz recieved a phone call a few days later informing him that all had arrived safely.

Well, there you have it - the story, more or less up to date, of ENET's FL air force. If they work on the FL-2 at the same pace that they did on the FL-4, I would anticipate being able to provide you with the end of the story in another couple of issues. You can anticipate some pictures of the FL-2 in its completed state also, as Faz has assured all involved that he will be in attendance for the first flight.

Ready for another picture? This one was sent to me by Philip Morris of Morris Aviation, way back on Aug. 12 of '87; you might recall that I made mention of his FL-1, originally built by Harold Sponaugle, for sale in the last issue, #80. I haven't heard from Mr. Morris as to the outcome of his attempt to sell the airplane, so I'll assume it's still for sale and include all the particulars below now that I have room. N319HS is equipped with a Narco Com 11A, Narco Nav 11, loran, and digital ADF. Power is a 108 hp. Lycoming O-235, and according to Mr. Morris the airplane cruises at about 120 mph @ 6 gph. Asking price = \$14,900. The airplane has about 180 hours total as of last August and has been hangared for its entire life according to Mr. Morris. You might recall that Mr. Sponaugle was the FL newsletter editor for issues 21 through 35, as well as being employed as a supervisor at Piper in Vero Beach, Florida. The airplane has taken home six awards from various flyins in its flying career, and has a few Piper "goodies" incorporated into the airframe, such as a heated pitot/static tube, quadrant throttle and mixture, etc., as well as a few other nice touches, like the dorsal fin you can see in the picture below. As of the date of the letter, the airplane had just gone through an annual, so should be good through August of '88. Contact Mr. Morris at 912-489-8161 (office) or 912-764-2302 at home for further information, or write to Morris Aviation, P.O. Box 718 / Statesboro Airport, Statesboro, GA 30458. By the way, he also has the plans for the aircraft, as well as a set of FL-2 plans.



This brings me all the way up to December '87 now - looks like I might be able to catch up on all my correspondence this time after all! I recieved a note around Christmas time from one of our subscribers from the (is)land down under, Mr. Frank Ciochetto of Papatoetoe, Auckland, New Zealand. Frank reports that he is progressing nicely on his PL-2, overcoming such difficulties as forming the flap handle - which can be a bit tricky from what I understand. He also reports that a friend is nearing completion of another PL-2 at Te Arohe. This is an unknown to me, as the only other New Zealander who used to subscribe was from Waiterimu, North Island. Might this person - Mr. Ivan Drnasin - be the fellow PL-2 builder you mention, Frank? How many PLs are under construction in N.Z., anyway? There can't be many, I would imagine. In any case, the above mentioned nearly completed PL-2 will likely become the second PL-2 to fly in New Zealand, in the near future. (Not the first, as you might have thought - I show a PL-2 having been completed by a Mr. Bruce Frazer of Christchurch in my list printed in the last issue. Unfortunately, I don't have a completion date, but I suspect it's at least a couple years ago, as EAA's records are probably a little old.) Please keep us informed. Frank also tells me that New Zealand may be adopting rules for amateur built aircraft very similar to those of the U.S.A. in the near future - this should be good news for those of you down that way! I understand that among other hassles, it can be a problem proving that your materials are really aircraft grade, etc. Regulations based upon those of the U.S.A. should simplify this considerably. Good luck!

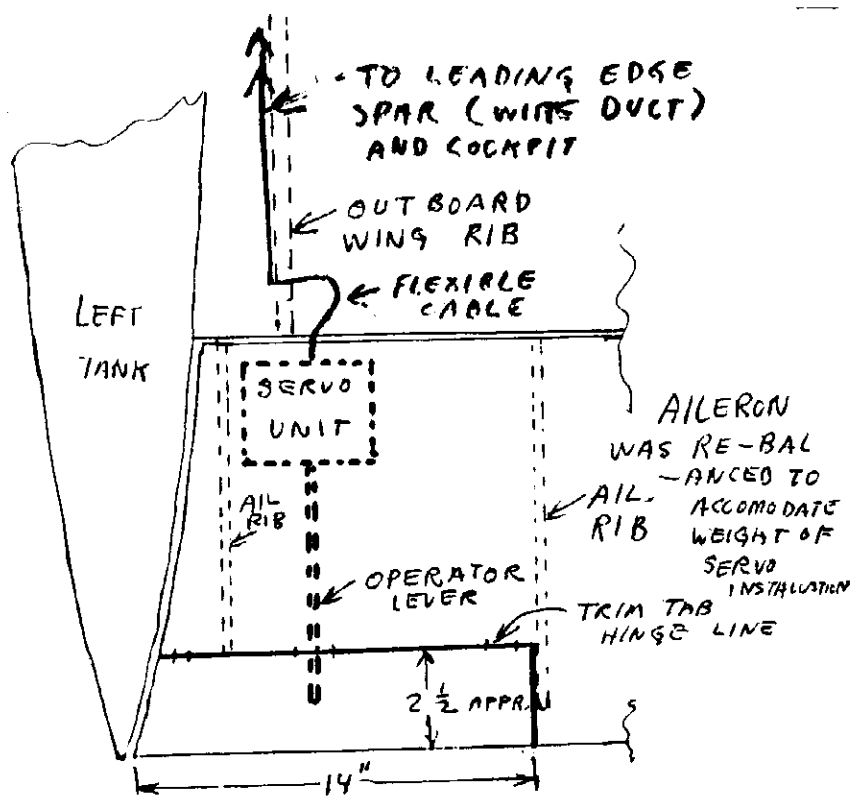
And even yet more good news: In the last newsletter I announced that Lee Conlan of Homebuilders Aircraft Associates, 7858 Arnett St., Downey, CA 90241, was retiring from the aircraft parts supply business and would no longer be producing parts for the PL series. Well, thanks to all your pleas for mercy, Lee has had a change of heart and will continue to fabricate PL parts for the foreseeable future. Lee also mentioned that he will be revising his price list; however, I don't have a copy yet, so contact him at the above address or call 213-869-0536 for further info. If I recieve a price list (hint!) and if I have sufficient room in the next newsletter, I'll include it.

I also recieved a nice long note from Maj. Bob Hancock, whom you might recall had a midair disagreement with a hawk several months ago. Bob and the PL-2 won, but not without some battle scars. A fellow builder, Fred Bouffard, responded to Bob's plea for ribs as noted in the newsletter, and Bob's PL-2, N761W, is now flying again. By the way, Bob pointed out to me that his airplane, originally built by Mr. R. L. Wood of LaBelle, FL, was not included on the list of completed PL-2s published in the last issue. Apparently Mr. Wood never informed EAA of the completion of his airplane, and I got the list from the EAA. Thanks, Bob, for pointing this out. If any of you others can expand that list, please let me know; the more the merrier!

Wow, here I am actually working on correspondence recieved in 1988 now! Don't know what I'll do with myself if I actually get caught up - just have to go out and fly some more, I guess. Somehow I think I can handle such a fate. A couple of notes

arrived from Duane Seymour in Jan. and Feb. in which he mentions an oil filter manufactured by the Oberg Co. of Everett, WA with a reuseable metal filter screen. The unit measures only 4-1/2" square by 3-1/4", with built in bypass for clogged filter and a warning light for such a condition. These are used in various racing vehicles, trucks, tractors, boats, etc. - but of course the brochure makes no mention of aircraft. I would suggest that if you might be interested in contacting the company on this that you make no mention of aircraft either - I have found that on many occasions a company rep. will go bananas when you mention the possibility of using their product on your "homebuilt death-trap." Liability, you know. Make up some lie about some other type of machine on which you're planning to use their product. If I get some further information on this (another hint!) I'll try to include it in issue #82.

Bill Raksanyi, who has his PL-1 flying, went about adding an aileron trim tab in a bit different way than we discussed in the last issue - see below. I have included the text of his letter to the side of the drawing.



"In the 3rd quarter newsletter I read about Bob Bradley's ground adjustable tab. As fortune would have it, I also needed a tab! But I took the easy way out (so he says!) and installed an electrically adjustable unit. This is a Menzimer servo system, installed in the outboard end of the left aileron. Now I can adjust for level flight with full or empty tanks on either wing by merely pushing a small rocker switch in the desired direction. True, it took some thought and work to do it (no doubt!) but it was well worth it in the long run."

Please note that you are not going color blind; it's just that the copies cannot show color. Anyway, the reference to the red indications refer to the servo unit, operator lever, and trim tab outline, while the green refers to the flexible cable to the leading edge spar (wire duct) and to the cockpit.

SHOWN AS ON MY INSTALLATION
 Do Not SCALE DWG AS IT MERELY
 SHOWS TAB APPLICATION ON AILERON.
RED - AILERON TRIM TAB APPLICATION
GREEN - WIRING ROUTE AND INSTALLATION

Bob Bradley, whom you will recall completed his PL-1 a while back, dropped me a line recently with a couple of updates on his airplane. First of all, living in the northeast, Bob has found that a transponder and encoder are virtual necessities and has completed installation of same in his aircraft - with a few trials and tribulations. All is working as it should now, however. The transponder is a Narco AT-50A (this is the same type I have in my radio stack, which is stacked up on a corner of my desk till I get it in the airplane) and a TransCal blind encoder. One fortunate side effect (if there is one at all) of the Feds push for positive control of everything that flies is that at least encoders are practically becoming a way of life, which means that there are several companies cranking them out now and that prices are coming down from the ridiculously outrageous to the merely way too high range. One can at least now purchase a brand new encoder for less than \$300, which is a good sign compared to the past, at least. And you might as well start planning on it now, because it looks as though you'll need one in the next couple years if you want your PL to have any more versatility than a hang glider.

Anyway, Bob also installed hydraulic flaps on his PL. One of the drawbacks of such a system is that of course he no longer has those detents of the manual flap system to tell him where his flaps are. Bob's system is to paint indicator marks on the left flap to match up with a reference line on the left aileron. With ailerons neutral, a glance will tell you how many degrees of flap you have. This is really a good idea - dirt simple, and nothing to break, which is how all the best systems are, right? Actually I've seen this before on at least on other type airplane: An early Bonanza I used to fly used the same system. The only drawback I can think of is that it's difficult to see at night!

Bob also reports that his fuel transfer system is working well, albeit a bit slow - so he has modified the system and is planning on getting the airplane back in the air this spring. There's always something else we can find to do with our toys!

So long as I have a bit of room left, I'll make mention of a couple of classifieds I noticed in *Trade-A-Plane*, 2nd February issue. One is a PL-1, IFR equipped, "nice airplane," for \$7020. The phone number is 209-784-9440 (central California area) if you're interested. The other is a '72 PL-1, "factory built," with 350 hrs. and only 215 hrs. on a new O-320 engine. Annual was in Jan. Price is listed as \$12,900. This is through a dealer - Schomer Aircraft Center, phone 904-767-0400 (Northern Florida area). I don't know whose airplanes these are or any other background on them, but just in case, I thought I'd pass the word; that's what the newsletter is all about, is to get out all the word I can on the subject of PL-1s and -2s, right?

One last point: **Duane Seymour** raised the question of photos in the newsletter - what's best? Well, if any of you have anything to send me, just plain ordinary black & white prints are best. I tape these to the original newsletter, and that's how they go to the photocopier. Colors don't always seem to copy that well, and of course negatives wouldn't work either. Any size will do, up to the size of the newsletter, of course. Send those pictures in, and I'll get them in the newsletter - someday!