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CANADA

NEWSLETTER #38 APRIL 1972

Dear Fellow Builders:

Thanks again to the persons who have written with building tips. I cannot put them all in this letter but promise they will appear as soon as possible. Please drop me a line if you have any bits and pieces or parts, no matter how small; they may help some poor soul. Sometimes the most insignificant little part can be a great frustration if it is holding up progress.

The following is quoted from a letter from Dick Thompson -
QUOTE -

"In response to Lowell Kelven's problem on preparation and painting---I'd like to pass on the following based on past experience in auto refinishing and metal work.

1. AMCHEM ALUMIGRIP #33 does a fine job of cleaning and surface etching of aluminum. It is applied diluted and then flushed off with cold water.

2. AMCHEM BRUSH-ON ALODINE or CHROMIC ACID or ALODINE 1001 chemically stabilizes the aluminum after cleaning and provides corrosion protection. It is applied diluted-kept on the surface for 5 minutes and flushed off with cold water.

3. After Alodine treatment, parts should be zinc chomated with a good quality primer. TEMPO makes an excellent product available in aerosol cans.

4. Amchem products and Tempo paints are available in most auto body supply houses. If any builders cannot obtain these products, they can write to me (Dick Thompson) and I'll ship them what they need. The larger the quantity involved, the better the prices can be negotiated with suppliers.

5. No further priming is advisable over the zinc chomate (use 2 coats),lightly sand with sandpaper before applying the final coat.

6. For finish coats, use an enamel or the newer acrylic enamels--but never acrylic lacquers or urethanes. The reason is, zinc chromate is an air-dryed enamel base. Use of lacquer over air-dryed enamel will cause it to wrinkle like a prune--wasting material and labour.

I am finishing my completed parts with acrylic enamel--just like the new automobile and it does a fine job as long as you follow directions."

- END QUOTE

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Dick Thompson also has PL-1 and PL-2 hardware available -- AN bolts, nuts, washers -- NAS bolts, nuts and nutplates. He cannot supply K-2400-5 nutplate because of greatly increased prices. Send him a self-addressed stamped envelope with your requirements listed.

Dick Thompson
5781 Morris Road,
Marcy, N.Y. 13403

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Harlie Reynard has a set of SPAR PLATES (minus lower outboard butting tips) that only need finish filing---$55. plus crating--or trade for a good set of stabilator ribs. He needs a nosewheel yoke and main wheels, also nose wheel. He has a full set of fuselage longerons (unspliced) for sale or trade. Write to:

Harlie D. Reynard PL-1 #245
5248 - 39th Street South,
St. Petersburg, Florida 33711

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I have a 3-piece surplus set of landing gear machined fittings for PL-1 drawing 2-60-003 part numbers -107 (1 piece) and -39 (2 pieces). I also have 3 pieces from the same drawing -57 retainer. The following items are also surplus for the Lycoming motor mount.

-25 4 pieces; -27 Pazmany or Corsair strut 1 piece; -41 Corsair strut 1 piece; -23 4 pieces; -19 1 piece; -20 1 piece; -21 1 piece; -37 1 piece; -43 4 pieces; -45 4 pieces; -35 1 piece. I will trade a reasonable portion of these parts for a welded-up, completely assembled shimmy-damper unit. If you have any welded assemblies such as firewall reinforcements, nose-wheel steering flap or stick completed assemblies that you wish to trade or sell for cash please let me know. Perhaps you may have jigs to hold these assemblies during welding and if so, I would like to beg, borrow, steal or rent them.

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Some people have enquired about windshields and canopies and all I can say is that I have a letter dated November 2, 1971 from the company listed below quoting $80. for a plain windshield and $88. for the tinted version. This is for the PL-1 so write to them for further details.

Aircraft Windshield Co.,
3762 Catalina Street
Los Alamitos, California 90720

Phone: (213) 430-8108

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"HOW I DID IT"

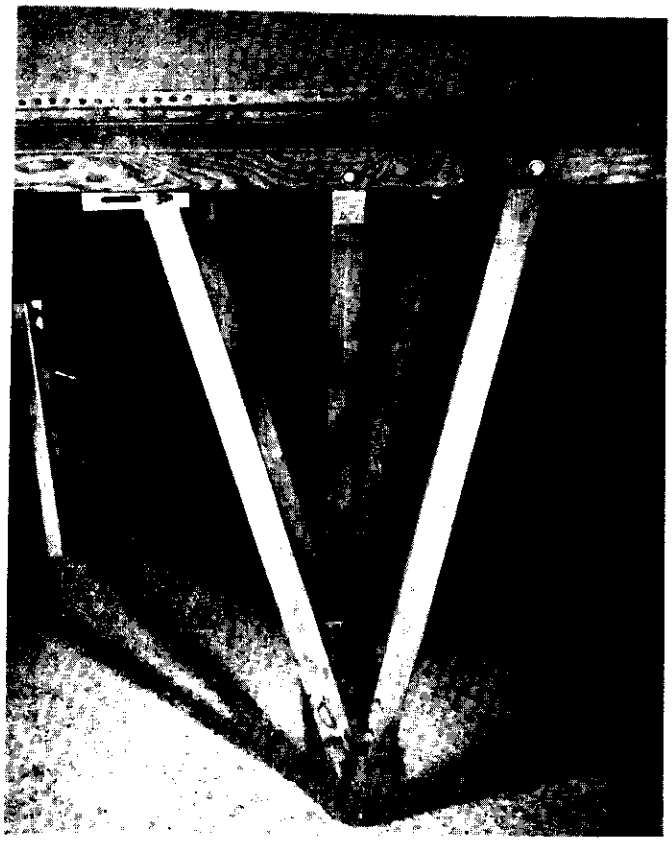
Harlie Reynard of St. Petersburg, Fla. sends along a very good idea for a flat, level table on which to fabricate your wing. The construction is described here in Harlie's own words.

QUOTE -

"The enclosed photos are self-explanatory, but a word about the table--two narrow, hollow surplus builder's doors were laid end to end and edge-reinforced with 1 x 3's. The supporting structure is also of the same material and scrap .080 material was used to make all legs adjustable. The diagonal supports created a truss-condition and the damn table will hold a horse. Because of the economy of building it, I had no guilt complex in drilling holes through the aluminum and the top surface if it suited a purpose to do so.

I figure that when the plane is finished (circa A.D.) I can use it for a celebration banquet table!"

- END QUOTE



A handy gaget to cut small radius inside curves is called a "NIBBLER". You may obtain one from any electronics shop or radio shop (sometimes called "RADIO SHACKS") for about $10. When using the nibbler be sure to have the metal covered on both sides because the die will mark bare metal.

Get yourself a copy of "EAA AIRCRAFT VOLUME 1, File #6" and in that manual on Page 25 is some good information on dimpling. In the same manual on Page 52 is the greatest idea for finding rivet holes that are obscured under the skin.

Sport Aviation magazine of September 1969 contains a very good article by Paz on wing construction.

The following tip from A.F. Pearce should be very helpful.

QUOTE -

"The rudder trim cap on the PL-1 is a tricky item to form---at lease it was for me. I made several attempts before hitting on a simple way to form it. Perhaps some of the other Pazmany builders might find this technique helpful.

1. Take a rectangular piece of metal slightly longer and slightly wider than necessary for the cap.

2. Fold two edges together and secure with a "C" clamp.

3. With the piece lying on a flat surface, place a piece of wood along the rolled edge, and press down hard on the end held by the "C" clamp. This will crease the material. The crease should be heavy at the "C" clamp end (trailing edge) and disappear as it works into the rolled part of the leading edge.

4. Once creased, trim to tapered configuration to fit the rudder."

-END QUOTE

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PAZMANY NEWS

PL-2 spar cap extrusions--new batch in progress; still a few unsold; place your order now for delivery in approximately 3 months. Also fuselage extrusiton kit in stock at $75.; also, "T" extrusion for root rib reinforcement AND10136 - 1304 36" long--at $5.
Also sheet .063-2024-0 one piece 12" x 18" at $3.

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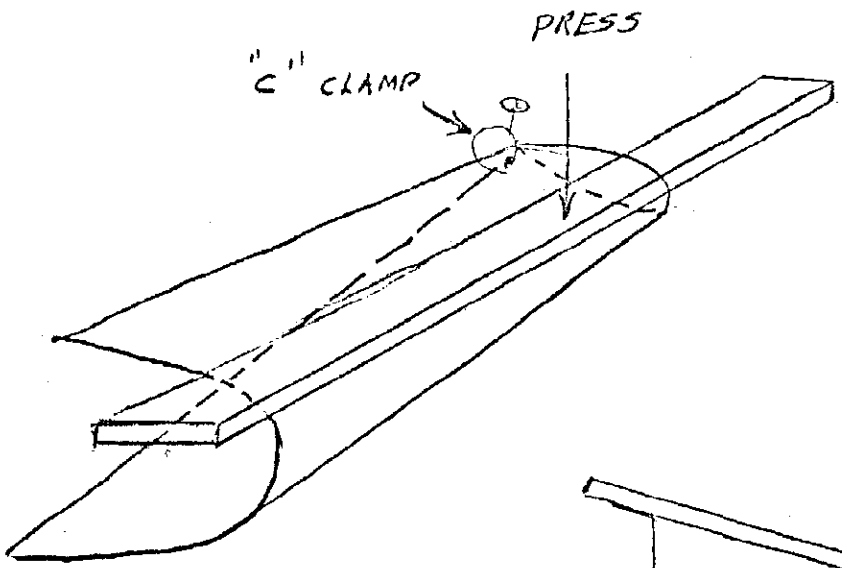
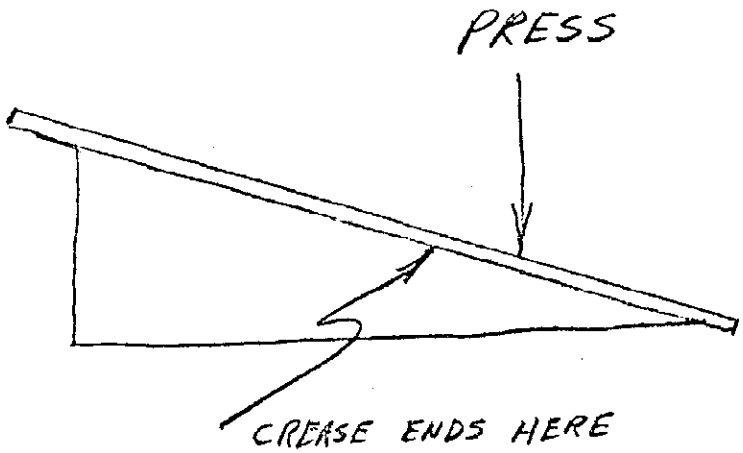
Next month PL-1 CF-JJC should be out of the snow bank and featured in the Newsletter.

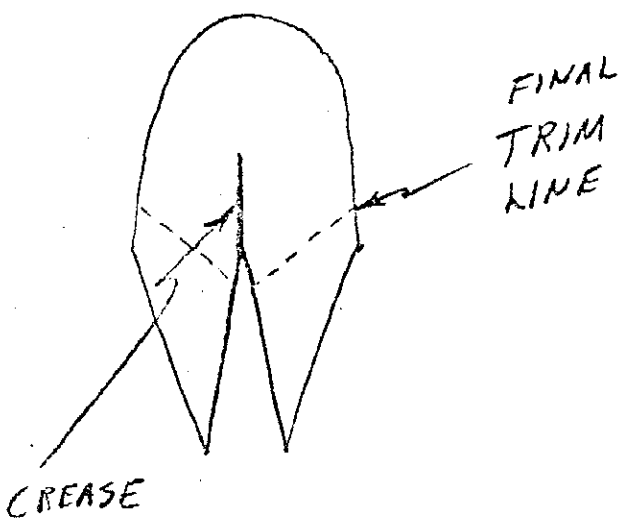
Best Regards,

Don Dale

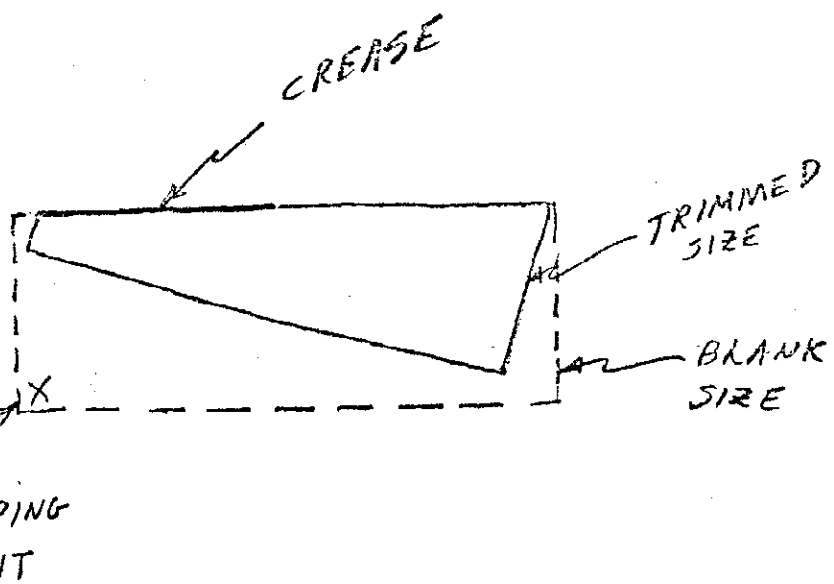
FORMING THE PZ-1 RUDDER CAP







VIEW FROM REAR



A. F. PEARCE
PZ-1 #116