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Newsletter #39

May, 1972

Spring is finally arriving in Ottawa and sure enough, under all that snow there is terra firma! I feel sorry for you poor critters who live in the South because you cannot know the great thrill of spring after a bitter Northern winter.

We had a small domestic-type accident in this house of ours and I lost all the overseas addresses and those beginning with 'W' so if any of you get Newsletters 38 and 39 at once, it is probably because they were both mailed the same day. Sorry about that!

It was my hope when starting out in January to stimulate a dialogue and exchange of ideas among the PL builders and it is my pleasure to report that things are proceeding beautifully. I have a lot of material on hand, most of which will be contained herein. Many, many thanks to the kind people who have submitted data.

A couple of nice people in South Africa are building PL-2 #65 and they have experienced some problems in obtaining material and most of it was purchased from vendors in the U.S.A. Ruth and Julien Hobbs have an urgent need for a piece of 2024-T3 Alclad .063 3 inches by 36 inches and 36 inches of 2024-T4 extrusion AND10136-1304. Their need is urgent for these items. Listed below are Julien Hobbs' opinions of the 5 companies from whom he obtained material and I decided to print this because they should be congratulated for their personalized service to the 'little man'.

"All the 2024-T3, 0, sheet and bar stock came from Brace-Mueller-Huntley Inc., P.O. Box 1340, Syracuse, N.Y. They were prepared to supply less than full sheets and cut bar stock etc., to size. They packed everything adequately for shipping at no extra charge. We arranged the shipping.

All the 2024 tube came from Atlantic Aviation, P.O. Box 2144, South Hackensack, New Jersey 07606. They only supplied full lengths - by then we were desperate - but packed it very well and gave prompt service.

Cur 4130 steel tube and plate and many other odds and ends came from Stits Aircraft Supplies, P.O. Box 3084, Riverside, Calif 92509. Again first class service. They have a good catalogue.

We ordered the hardware from Dick Poston who advertised in one of the newsletters. 1850 Denver St., San Diego, Calif 92110. The 'kit' he supplied was well done up in plastic bags, each with its part number.

Engine spares and some other items, particularly fibreglass cloth with the Volan 181 finish, from Art Air Aviation, 3577 Minto Court, San Jose, Calif 95132. He advertises in Sport Aviation and has replied to our queries by return and delivered the goods promptly. "

Julien Hobbs,  
8 Main Road,  
Kalk Bay, Cape Province,  
South Africa.

While on this subject, I would like to tip my hat to Palley's from whom I bought my Corsair struts. They shipped my order (a whole \$12.00 worth) without enough money in hand to cover it so there would be no delay in my progress - they also searched their warehouse to find the gears.

I came upon some .100 2024-T3 plate the other day so if anyone wants landing gear attach plates just drop me a line. The price is \$2.00 plus postage for the 4 plates. I also found some .128 2024-T3. It is a little scratched but when polished it trues out at .125 but the Alclad has to be sanded off to get scratches out.

The odd letter comes in asking if I know where a person can buy PL-1 firewall hat-sections, wing-walk angles, firewalls with corrugations stamped in, etc. Some of you hot-dogs who have these jigs made should consider making two or more when you are stamping out your own.

More on Alodine: Ed Heintz says quote "Any amount of Alodine will help - even a flash dip. A normal coat will withstand 200 hours of salt spray. It is also a good electrical bond (conductor) which I believe is necessary. I have seen the colour of parts vary even in controlled baths in aircraft factories." unquote.

Earl Heltdt of Monta Vista, Ca. says. quote " The process I have found most successful in painting is to wash parts with Dupont Metal Prep # then flush, follow with concentrated Alodine 1200S. The secret to Alodine is the Ph factor. Add a little metal prep to the Alodine to give it a little bite. Rinse Alodine in a couple of minutes with free flowing water, not spray. Follow with a light coat of zinc chromate." Earl did not give the Dupont Metal Prep part number.

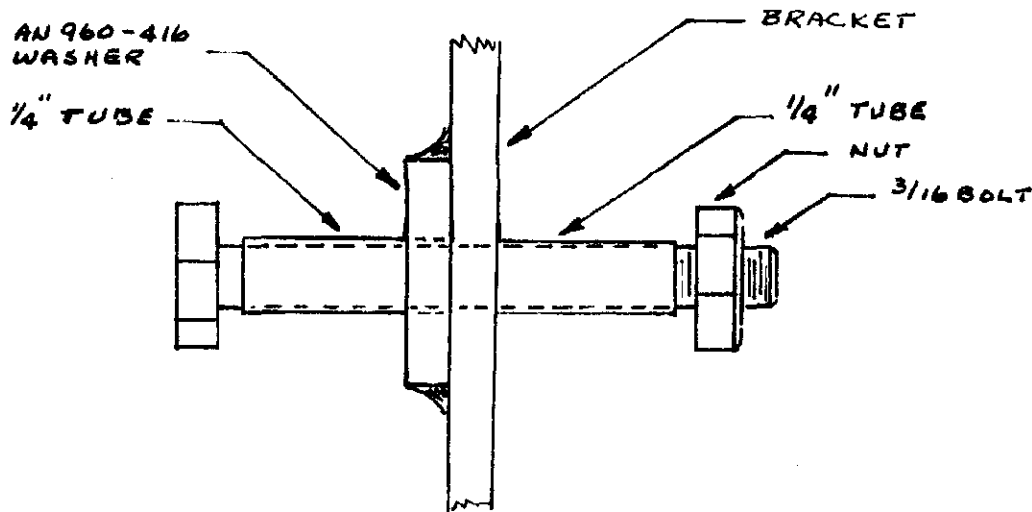
Frank Kreuzer of Hamilton, Canada, wants to hear from the experts on forming good joggles with standard basement-type tools. Send this information to me and I will publish it for all to read.

The following material was received from Dick Thompson, 5781 Morris Rd., Marcy, N.Y. I don't know what this cat does for a living but in his spare time he thinks. The article is quoted verbatim with a slight bit of editing to co-ordinate the drawings.

"For my contribution to the newsletter, I'll start with fabricating and welding of #3 torque tube assembly on drawing 2-50-004. Later, I'll write up the control stick actuator and rudder pedals.

I use a method of fabrication that could best be called 'self jiggig'. This utilizes a specific assembly sequence and only spacer tubes are required to get good results. Accurate layout of all brackets is a must if the builder is to get any benefit from this method.

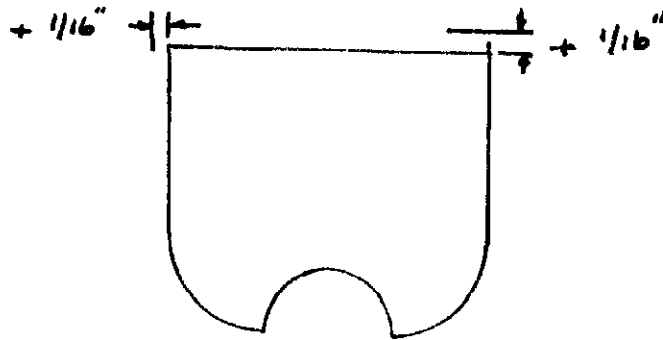
1. I'll start with welding the re-inforcing washers on brackets #13 and #14. After these brackets are cut out - drill a pilot hole through the end of 3/16". Remove all cadmium from the AN960-416 washers and by using a 3/16" bolt and 2 pieces of 1/4" tubing with 3/16" I.D. a fixture can be made to center the washer while welding.



After welding the washer, drill with a 15/64 drill and ream to 1/4" - finished size.

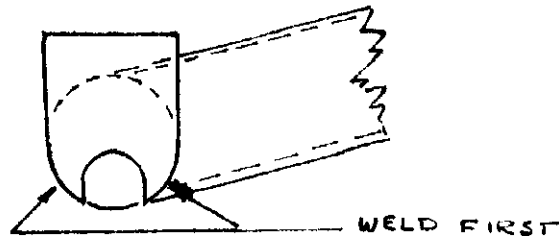
NOTE: The welding of the washers and reaming are done after the flanges are bent on a forming block.

2. Fabrication of #11 Bracket. Carefully lay out and cut the blanks. Drill a pilot hole of 3/16" through the end where the bolt is laid out. Bolt 2 pieces together and grind to finished blank size together. Bend flanges over a good forming block and make sure both pieces are identical. Drill and ream the 3/16 pilot hole to finished size of 1/4".
3. Cut out #17 gussets - grind 1 to exact size, and make the other about 1/16" larger on top and side dimensions. You'll see the reason for this later.



4. Cut out and grind 2 #15 gussets as per prints.
5. Cut out 4 #25 lugs and drill a 3/16" pilot hole in blanks. Bolt all 4 pieces together and grind so all are identical.
6. You will now be in a position to start assembling the components. Make sure the main tube #9 is cut exactly to length and is square on both ends.

Start assembling by welding one #17 gusset on the end of #9 tube. Use the gusset that has been ground to exact size. Hold tube in vise vertical for tacking in place.

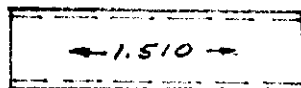


Tack end of gusset near hole first. Then run a bead over top of gusset and top of tube.

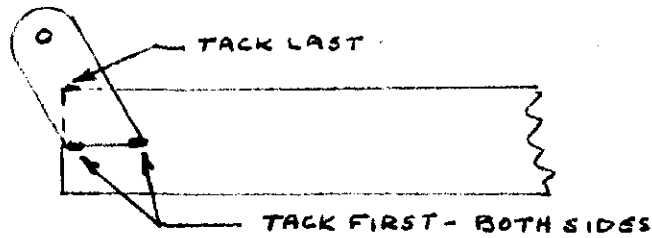
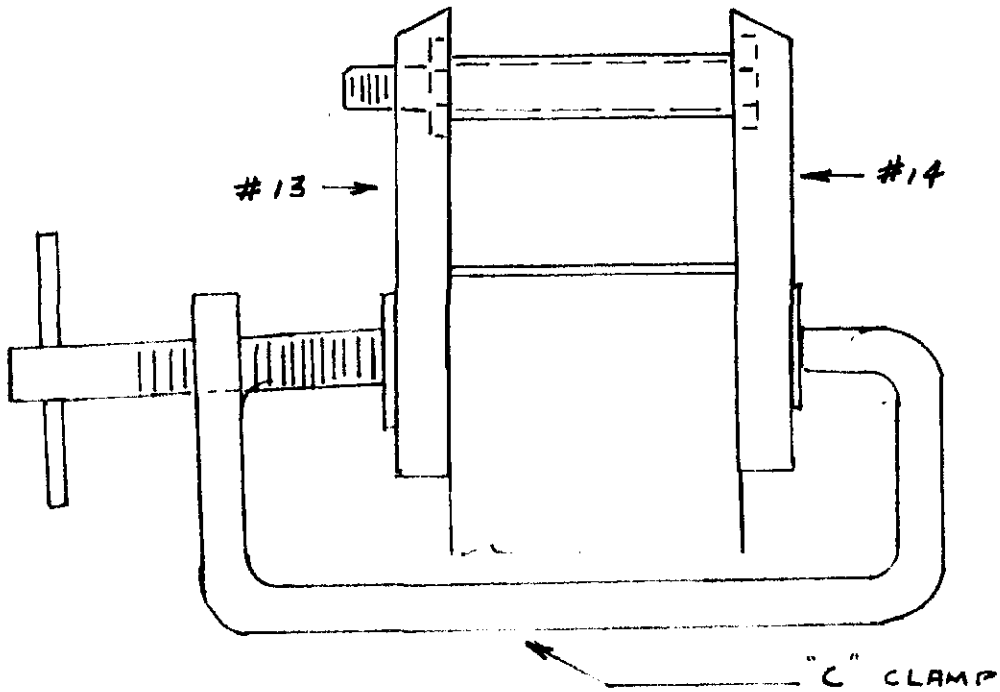
7. Reverse the #9 tube in vise. Take gusset #17 that is over-size and carefully line it up with previously welded end gusset. Tack it in place and then complete the welds to #9 tube. After welding, remove excess material so all 3 surfaces of 2 end gussets are parallel with each other.

These end gussets will form the basis for alignment of side brackets - so make sure they are right!

8. Take 1 left and 1 right #13 and #14 bracket. Prepare a spacer tube out of 1/2" C.D. by 1/4" I.D. and allow for weld shrinkage after assembling. I use a dimension of 1.510"



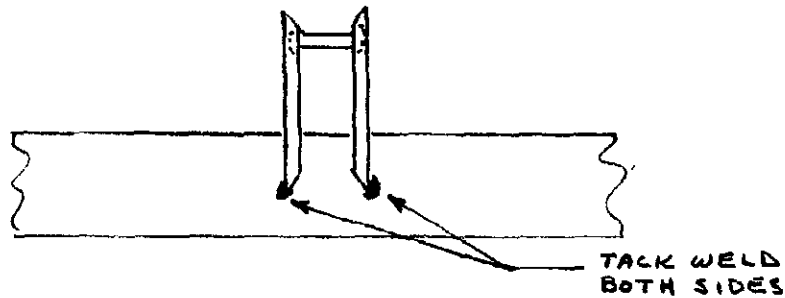
for this spacer - or .010" for weld shrinkage. It works out very close and after removal the brackets will be 1.500 between surfaces. Bolt the 2 brackets and spacer together and clamp in position on tube. Tack weld brackets in place to tube and gusset.



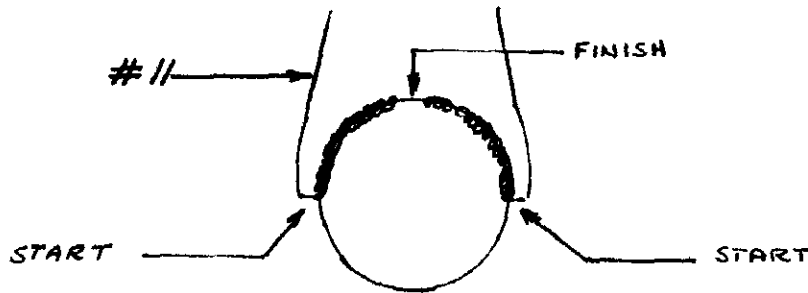
After tack welding - check for squareness and alignment and correct if necessary. Start welding by running a bead along bottom of bracket to tube - first one side and then the other. Next run a bead of weld between #13 and #14 brackets and #17 gusset. Repeat this process on both ends of tube. Minor corrections in alignment can be made while normalizing by clamping spacer tube in a vise and gently exerting pressure.

9. Next remove spacer tube and tack weld top cover #15 on each end of assembly. This gusset will really tie everything together so make sure you are right before getting to this step. After tacking in 4 corners run a bead of weld up both sides. Normalizing entire cluster at this point.

10. Make a spacer of tube or flat stock for between 2 #11 brackets. Add .010" for weld shrinkage or total dimension of .610". Bolt brackets together and clamp in position on tube #9. File and fit the bracket for accurate alignment.

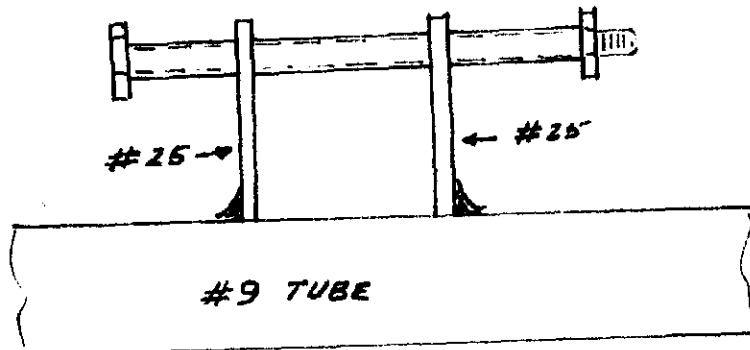


Tack weld in place and then run a bead - starting at outer end of bracket proceeding toward center. Stop at center and immediately go to other side of bracket - start at end and meet bead in center.



Do this for both brackets - make minor corrections while normalizing.

11. Next - a simple fixture can be made for the mounting lugs #25. Again, a 3/16 bolt and 1/4" tube is used.



The lugs are punch marked at center for reference and a center line marked on the #9 tube for location. A 'C' clamp is used to hold while tack welding - then a bead is put in as called for in plans.

The lugs are normalized and reamed to 1/4" at this point. Caution - make sure part is securely clamped in place and a drill press is used for reaming. Also, reaming must be done before welding #27 nut in place as it is in line with #25 mounting lugs.

I hope this may be of help to other builders and yourself. If you want any material for spacers, you can use mine. "

Dick Thompson, address above, says that anyone wanting to purchase longeron extrusions should get in touch with him. If he can recruit 10 people it would be worth the mill setup and the price should be about \$55.00 a set plus shipping. More recruits, less price, so write to him.

Aircraft Spruce and Specialty Co., Box 424, Fullerton, Calif 92632 phone (714) 525-2611 are having a quantity of canopy slides made for PL-1 and PL-2. The price is \$36.50 per pair. The first lot is in production with delivery anticipated in about 8 weeks (from April 6). From then on, they hope to deliver from stock.

Following received from George Hawks. "I have found that a 'snake oil' mixture of one part diacetone alcohol plus three parts of zylene (a total of 4 parts) makes an excellent cleaner for such things as carburetors, aluminum crankcases, etc. It takes the hard-to-remove varnishes off of rocker arms, etc. with about five or six wipes. WARNING: It is rough on hands, plastic and rubber (neoprene)! It costs about \$1.50 per gallon."

I was unable to get good photos of Joe Collins' PL-1 (CP-JJC) because he has been doing some spring cleaning on the bird, so next letter will contain a story.

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FOR SALE

W.J. Carmalt, 223 Laurel Road, W. Springfield, Mass, 01089

3 Oleo Struts (Corsair, as received from the supply house)  
\$100.00 f.o.b. W. Springfield, Mass

PL-2 Plans - \$75.00 Postage Paid.

\* \* \* \* \*

Frank Kreuzer, 71 Lister Avenue, Hamilton 52, Ontario. Canada.

Dwg. 10.002 Upper spar caps  
Lower spar caps  
Cap plates (7075 -T6)  
Cap centerline splices  
Centerline tees  
10.006 Flap bell crank  
20.001 Splice plates  
20.002 Control horn  
20.003 Spar straps  
Tab horn  
30.003 Sta. 57.23 Gusset  
Seat belt attach fitting  
Bottom splice Sta. 106.73  
Side splice Sta. 106.73  
30.006 Shoulder harness attachment  
30.007 Tail skid  
50.004 Seat belt attachment fitting

All .080 parts are made out of 7075 T6 material.  
All the above \$275.00 plus shipping or write for individual prices.

Frank also has enough material for 2 extra Firewalls, stainless steel type 301 half hard .016 thick mill S5959, \$25.00 plus shipping.

\* \* \* \* \*

The company listed below manufactures parts for the PL-2. Write to them and ask for their excellent price catalogue of parts listed by drawing and dash number; I am sure you will find their prices satisfactory.

McFarland Aircraft Company,  
9239 Vista Drive,  
Spring Valley, Calif. 92077

\* \* \* \* \*

George M. Hawks of 1096 Alberdan Circle, Pinole, Calif 94564 is taking orders again for canopy slides. He has 5 people interested and needs 15 more to make up a minimum order on Grant. These slides are not readily available and George advises us to plan well in advance so one can order the slides 1 year before one plans to rivet them into the airframe. I bought my slides from George some time ago and I found them of excellent quality and I also found George to be a good person to do business with.

\* \* \* \* \*

More on windshields: GEE BEE, 18415 2nd Avenue, S., Seattle, Wash, 98148., have PL-2 canopy and windshields for sale @ \$135.00 per set (untrimmed) f.c.b. Seattle, plus \$13.50 for shipping carton or \$20.00 for Overseas shipping carton. Shipping is by auto freight collect unless arranged otherwise. Canopies are available in green, grey or clear; the grey is a special solar grey that rejects 38 per cent of the solar heat. Orders received after July 31 will cost \$150.00 due to the plexiglas price increases.



# Homebuilders Aircraft Associates

7858 ARNETT ST. - DOWNEY, CALIF. 90241

Dear Pazmany Homebuilder,

We of "Homebuilders Aircraft Associates" wish to take this opportunity to introduce ourselves. We are a group of experienced Pazmany builders and owners, who have the personal permission of Mr. Ladislao Pazmany to provide to the Pazmany builder a source where they can purchase those very special and time consuming--hard to build parts; as classified in our enclosed leaflet.

The "CONCEPT" of Homebuilders Aircraft Associates--"Is to help promote the PAZMANY DESIGNS and have the Pazmany builder, flying and enjoying with pride, his very own Pazmany airplane in the shortest time possible."

For those builders wishing to send in requesting our brochures, we have the following bulletins available with pricing.

<u>Bulletin #</u>	<u>Description</u>
1. FG-1	Small Fiberglas parts and kits (PL-1 & 2)
2. WC PL-1	Plexiglas Windshield & Canopy parts and sets
3. WC PL-2	Plexiglas Windshield & Canopy parts and sets
4. WCF PL-2	Canopy Frame- Fiberglas

Below is a listing of some of our future bulletins and kits being developed to ease the cost and building time for those interested PL-1 and PL-2, PL-4 and PL-5 builders.

<u>Bulletin #</u>	<u>Description</u>
1. FG-3	Wing Tip Tank Kits (parts only)
2. FG-3A	Wing Tip Tank-Assembled PL-1 & 2
	Note: This kit is being developed due to the number of "write-in's" from Pazmany builders requesting assembled Tip Tanks. These assembled tanks will have the same built-in quality of our (N4081K) PL-1 tanks; which to date has given over 1400 hours of trouble free operation.
3. MP-1	Landing Gear Kit (parts only PL-1 & 2)
4. MP-1A	Landing Gear Assembled kits PL-1 & 2
5. ETK-4	Elevator Trim Kit PL-4

If you as a Pazmany builder wish to become an associate builder of "Homebuilders Aircraft Associates", we now have some selective openings at this time for those interested builders. Please note on your Return Request for your copy of our brochure bulletins. Also state which Pazmany part or parts that you would like to market through Homebuilders Aircraft Associates and we will send you an application and details.

Sincerely,



Lee Conlan  
Manager

Encl.