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NEWSLETTER #40

JULY 1972

Dear Fellow Builders:

I have very busy lately trying to earn some bread and I'm afraid I have been neglecting all you good people. Anyhow, I hope this gets to you before Oshkosh time. I will be in Oshkosh arriving late Saturday night and staying until Tuesday night. Anyone who would like to say hello will be received with much gusto so put your names on the bulletin board to tell me where you are camped etc and I will try to look you all up. My car is a 1972 pale blue Pontiac station wagon with Ontario plate 5X1-965 and there will be a sticker with a name on it in the side window so feel free to leave notes on it or whatever other means of communication you desire.

Our bank account is getting quite low, in fact I'm into the grocery money now so please forward your dues if there is a notice in your Newsletter. No notice, no money is due. Thank you.

If anyone has received a circular letter from me asking you to join the Newsletter and you already have joined, just tear it up because I have been recruiting among plans holders and it is possible that a form letter has been sent to a member.

Last month there was a page inseted in the Newsletter from Lee Conlan. This letter should not have been added before being cleared with Paz but it was and I publicly apologize to Mr Pazmany because it has caused him some anguish. The Pazmany News paragraph below will clear the matter up.

PAZMANY NEWS:

Quote. In Newsletter #39, Mr. Lee Conlan published a cover letter announcing PL-4, PL-5 bulletins and kits. This cover letter was made without my approval. The PL-4 airplane is not flying yet, I am not even selling "Introductory Packages". Nothing will be sold until the airplane completed 75 hours of flight tests. Anyway, I will be the only supplier of all PL-4 parts or kits. To mention PL-5 kits was even a greater mistake, because the PL-5 is not designed yet. Finally, the last paragraph inviting builders to contact "Homebuilders Aircraft Associates" is completely misleading. If anyone wants my authorization and endorsement for selling PL-1 or PL-2 parts, most contact me directly. I want to see a sample part before I can endorse any sales. I am not delegating this privilege to anyone. Unquote.

Last week I went for a spin in PL-1 CF-JJC and it was a real thrill-- I have also been around in Miller's machine, CF-SPQ, and both were things of beauty and joy to fly. Pretty soon I expect to fly my 3rd PL-1 with Canadian registry. At King Airport, north of Toronto there is an impatient virgin, CF-BDP waiting for final inspection and Flight Permit. The owner, D. Bochmann of Oakville, Ontario is doing high-speed taxi tests and checking everything out before the big day. Bochmann has stayed close to the plans except for the profile aft of the canopy and he has added float-fittings. The engine is an O-290D, zero-time so he should have a lot of trouble-free enjoyment from this bird. I hope to persuade him to go to Oshkosh in '73.

While on the same subject, if you are at Oshkosh this year you may see PL-1 #178. This bird belongs to Sam Lane of Rome, Georgia and he hopes to be there with his bird.

It would be a real thrill to go to Oshkosh and see the Pazmanys all lined

up the way the T-18's are!

CF-JJC:

This aircraft is owned by J. J. Collins of Gatineau which is a town just across the river from Ottawa and it is kept at Rockliffe Airport in Ottawa. Joe had previously built a Jodel and flew it around for a while before completing the Pazmany so this is the second Ultralight to his credit.

As a general comment, Joe is quite happy with the PL-1 but he suffers from the usual problem of people prodding, poking and climbing around it because it is unusual. At the start he had a problem with a leaky oleo that kept him on the ground from time to time but he and his friend and co-builder Jean-Paul Vaillancourt came up with a design to replace the rosette weld that has cleared the trouble. This design has been approved by Paz and appears later in the Newsletter.

Joe suggests that one should not put an engine bigger than the O-290 in the PL-1 because he feels that his motor at 140 h.p. overpowers the craft and it would have better handling characteristics with the 125 h.p. plant.

- Engine: 140 HP
- Prop DL74 cut to 68", 65 pitch
- Climb 1800-2000 FPM @ 95-100 MPH, 60°F, 200lb pilot, ½ fuel.
- Sink 1000 FPM, no flaps -- 1700 FPM with flaps
- Slow flite 55 MPH
- Stall very clean, almost a mush @ 55 MPH
- Rotate 55-60 MPH in less than 300 feet.
- Landing 600-foot roll
- Handling Very easy to fly--much torque on takeoff and x-wind is noticed with the big fin. Aileron control very smooth but because of the speed of the a/c elevator and rudder feel stiff.
- Cruise 140-148 MPH
- Noise Level Quite low for a home-built but this could be greatly improved with some cabin-wall insulation. No oil-canning
- Changes The only departure from the plans was the design of the cowling which has produced no cooling problems or vibration. Joe would use .025 in the wing center panels inboard and .020 in the out-board center panels instead of .016 if he was doing it again because of wrinkling in flight and in the sun, He would also use a stronger canopy frame.

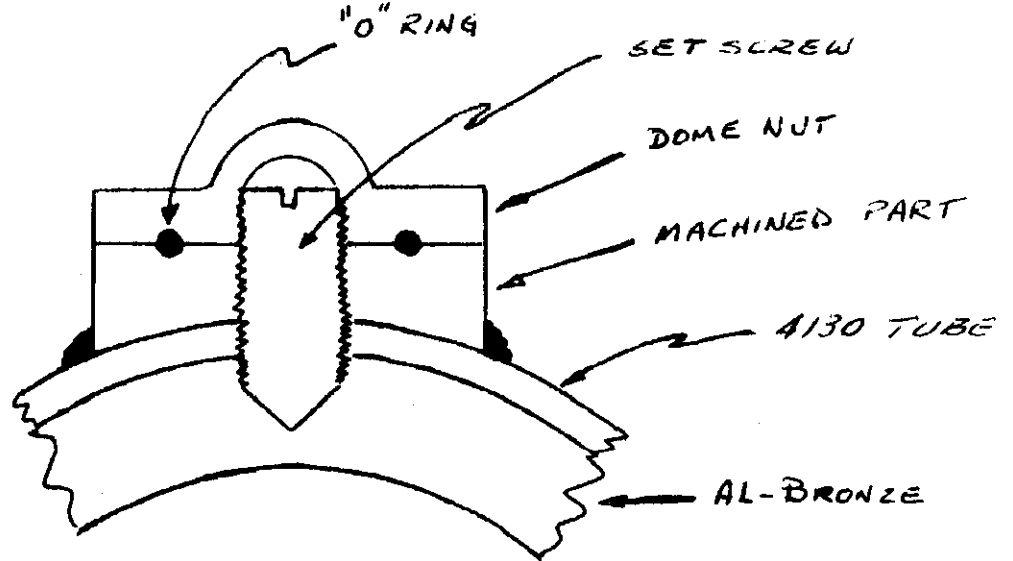
Joe spent 6 years in the building but the first 2 years he spent most of his spare time flying the Jodel and scrounging parts. After he sold the Jodel there was an increase in PL-1 activity because he was anxious to get back in the air.

JJC was built strictly to the plans and Joe's advice to everyone is to stick to the plans or have your change authorized by Paz. My personal experience here is that Paz will answer your letters quite promptly and he will also give you advice.

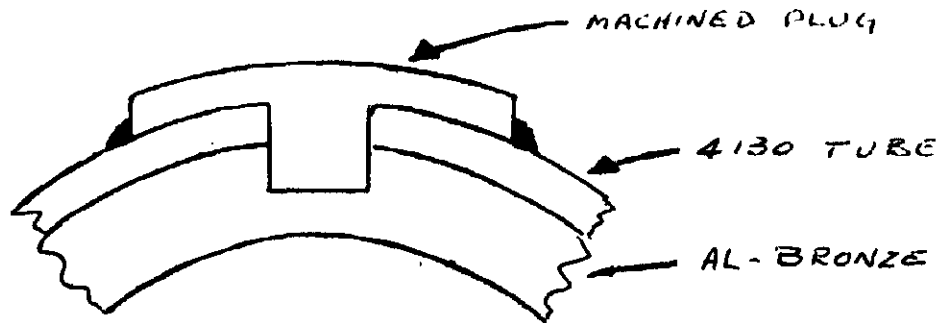
In the last Newsletter I asked if someone could provide corrugated fire-wall material and I have come up with one for you. Joe Dunbar, 1196 Pennington Rd., Trenton, N.J. 08618 is the man. Joe also can provide 2024-T3 .125, .080, & .375 so drop him a line.

If anyone knows of a place that supplies the Corsair tail-wheel strut please let me know so I can publish it for those who have asked.

Leaky oleo solutions:



The above method is to be used when changing an existing oleo whereas the one below may be an original installation and it is therefore a bit simpler to fabricate. Joe Collins and Jean-Paul Vaillancourt are to be congratulated for their imagination and good thinking.



It is my wish to see as many PL-ers as possible at Oshkosh and I hope everyone gets there and enjoys themselves.

Best regards,

Don Dale