

Pazmany Newsletter
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EDITORIAL COMMENT: I am pleased to have a turn at publishing the newsletter and have high hopes it will assist readers who are building and flying PL-1 or PL-2 aircraft. My good wife Elizabeth ("Lib") has offered to do all the typing and to assist with the collating, addressing and mailing. The Jansens gave us a boost by sending a query and subscription request with their last newsletter so we now have enough people, funds and ideas to get our first newsletter published. Unfortunately, for the moment anyway, we don't have any inexpensive way of publishing photographs. I will work on this and if it can't be done, return photographs to those who requested them returned. PL-2 #IIO C-GQUK now has about 75 hours' flying time and the great experience of building and flying it will prove very helpful in publishing this newsletter. Those who wish to make changes should write to Paz as he must be the final authority on his excellent design.

MATERIAL SUPPLIERS: Many have asked where they can obtain aircraft parts and the answers are numerous. Join EAA, read "Sport Aviation" and the ads in back will soon pay for membership. Pazmany components are available from several sources; among them, the following are probably best known:

- (1) Homebuilders Aircraft Associates,
7858 Arnett St.,
Downey, California 9024I
Lee Conlan 2I3-869-0536

Fiberglass and plexiglass parts.

- (2) George & Jim Rattray,
2357 Afton Rd.,
Beloit, Wisconsin 535II 608-362-46II

Fiberglass and plexiglass parts.

- (3) Aircraft Spruce and Specialty,
Box 424, Fullerton,
California 92632

These people publish a very helpful catalogue of standard aircraft parts and supplies.

MATERIAL SUPPLIERS Cont.

- (4) Way Aero,
1216 North Road,
Lyons, Wisconsin 53148

Way Aero supply a variety of homebuilt aircraft parts and all sorts of standard hardware.

- (5) Spencer Aircraft,
8410 Dallas Ave South,
Seattle, Washington 98108

Standard hardware and supplies.

- (6) Aircraft Components Inc.,
755 Woodland Ave.,
Benton Harbour, Michigan 49022

Standard hardware and supplies.

- (7) Sport Aviation Corp.,
E 2651 Number 3 Rd.,
Richmond, British Columbia,
Canada V6X 2B2

Homebuilt and standard hardware.

- (8) Leavens Brothers,
3220 Dufferin Street,
Toronto, Ontario,
Canada M6A 2T3

Standard hardware and supplies.

- (9) U.S. Air Tool,
1136 Arlington Ave.,
Franklin Square LI
New York 1101

Tools for the Aero & Sheet Metal Shop.

BUILDERS' REPORTS:

STANLEY R. HARLEY, 9230 Whitaker Ave., Sepulveda, California 91343, has nearly finished PL-2#104 purchased incomplete from John MacDonald of Glendale, California. Stan's aircraft has many extras including 15 gal wet full bays in each wing, electric flaps, spoilers, oxygen, 150 HP Lyc-0320-A3A with Hartzell Constant Speed Prop, auto pilot and all sorts of radios and instruments. I hope you will send us a pilot report and some

weight and balance as well as performance figures when you get into the air this fall.

PETER KARMOUCHE, 2715 Concord Way, San Bruno, California 94066.

Peter has made much progress and is ready to begin his final fuselage assembly. He has most of the rest finished and should be doing final assembly in 1980. Peter had some extra parts (I purchased a set of fuel tanks from him - yes, Pete, the RH tank has a slow color weep at the lense lower lip) which were sold. He still offers a set of PL-2 spar caps for \$400 still in their original crate. He asks if I have an electric fuel pump installed. Yes I do, plumbed exactly per Paz's drawings except it is located on the engine side of the firewall where I can open it up and check its filter without spilling fuel in the cockpit.

DUANE SEYMOUR, 210 Rue Grand Lake, St. Louis, Mo. 63367.

He has the bulk of small parts done and sub assemblies started. Duane, is worried, as was I, about rivetting trailing edges. I used a steel wood splitting wedge as a bucking bar down to the last 2 or 3 rivet rows and completed the job with monel MD-319 or MD-321 Pop rivets. See Pg. 13 of the Pazmany PL-4A construction manual for reference to these rivets and their use.

LEE CONLAN, Homebuilders Aircraft Associates, 7858 Arnett St., Downey, Cal. 90241.

Lee flies a PL-1 and has offered to co-edit this newsletter with PL-1 articles. They would be welcome, Lee, and I look forward to adding them to the newsletter's contents. Ross Whitney used many of Lee's parts on his PL-2 and they were very well made and very importantly, they fit without the extensive modifications I ran into on competitive parts.

PIERRE HABERLI, RD # 21, Selinsgrove, Pa. 17870, passed away with a 25% complete PL-2. His wife, Yvette, writes it is for sale at \$3,000 or best offer. Parts listed are "all airframe, gears, canopy, most hardware, skin material, extrusions and some instruments." Phone: 717-743-3965. We extend our sympathy to Yvette and family.

W.C. DRONATSKY, 9304 Sorrento St., Dallas, Texas, 75228, PL-2 #100.

He has sent some helpful fabrication hint drawings which I will add to a later newsletter. He is progressing steadily and has 99% of all parts and sub assemblies completed. He has a long list of jigs and moulds for anyone nearby to drop in and inspect. One extra rudder spar is cleverly made from 2024-O and heat treated.

JOHN C. URBANIK, 6 Market St., Dunkirk, N.Y. 14048.

John has made a good start on his PL-2, and is looking for information on wet wing fuel tanks. He is building a house with a garage big enough to assemble a PL-2!

DARRELL RADFORD, 83 I2th St. Paso Robles, California 93446.

He has sent a beautiful aerial view of his PL-1 N3PL over the Pacific shore. Darrell is flying and making improvements on it as he builds up time.

He has a Lycoming O290-D engine with a GPU crank 200 HRS SMOH for sale. Contact Darrell at 805-238-3908 7a.m. - 5p.m., or 805-238-2509.

W.H.SMITH, 34 Country Club Rd., Greer, S.C. 29651, writes he has his fuselage signed off empennage done, miscellaneous parts made, and has begun wing assembly. He (and several others) have suggested publishing the subscribers list so builders can contact one another - a good idea which I can do when the list is built up a bit (only about 35 now). In the meantime, addresses of contributors will be included here and hopefully some builders with questions will contact others who have already solved similar difficulties. By personal experience, via the Newsletter my own aircraft was built more quickly and easily by meeting fellow builders, sharing jigs, parts and solutions to little problems.

NEW ZEALAND is a real little hot-bed of Pazmany builders!
BRUCE FRASER, 12 Gothic Pl., Christchurch 4, has completed that country's first Pazmany - a PL-I ZK-PAZ in white with orange and brown trim - very attractive. Bruce has 6:00x6 wheels, a Lycoming O-235-cz engine with a locally built 69 x 54 pitch wooden prop. Empty weight is 930 lbs. fully equipped and AUV of 1460 lbs. He reports a 95 KT cruise at 2400 RPM and 115 KTS at 2750 RPM full throttle. He relocated the pitot from top of fin to the left wing due to large errors at low speed, power on. I found the same phenomena, but considered it unimportant as my aircraft is well into the stall with flaps down and power on before it becomes noticeable.

GRAHAM MANTEL, 6 Aranui St., Miramar, Wellington 3, N.Z. has a PL-2 well on the way to completion but has found it is taking longer than he thought. All the aircraft builders I know (myself included) find the same thing. However it is important to do good work while the aircraft is at home and close by, to spend lots of time without disrupting family life too badly. If one rushes it, the resultant little nuisance problems of fits, clearances, binding push-pull controls ad infinitum will all show up at the airport final assembly point where they are much harder to deal with. Keep at it, Graham! I took 7 1/2 years and still can't believe it is all finished and flying. Paz has designed a simply excellent aircraft and I never cease to marvel at its combination of delightful handling characteristics, short takeoff and landing capabilities all with presentable cruise and range. I know of no PL-2s on floats; BD-4s have been put on floats in Canada but with fatal results in each case.

FRANK CIOCHETTO, 79 Coronation Rd., Papatoetoe, Auckland, N.Z., has over 600 aluminum parts in 2024-T3 completed, most materials on hand and is looking for advice on pitfalls and assembly methods with jigs. Building the PL-2 is a bit like a game of chess: if one plans his moves carefully he will generally come out alright. Paz's construction books on both PL-2 and also the PL-4A are very helpful guides in avoiding assembly troubles. I did not have any major troubles but I would watch for a couple of items which I've even seen on factory aircraft. Be sure to keep all your movable control surface spars on the minimum side of sizes, flush with them where they must recess into wing, fin, etc. at full travel, and be sure to keep these openings on the high side of limits. Otherwise, one finds the shop heads or rivets will interfere with, for example, aileron travel in the full "up" position. Also, some of the skin blank sizes on the

sheet utilization drawings are a bit too small. Cut the skins only after you have positive sizes off your sub assemblies in the case of the more awkward shapes. Simple shapes such as wing skins can easily be checked off the drawings. The stabilator covering skin size on the drawing was too small, so be sure to check before you cut. "Measure twice - cut once".

FRANK KREUZER, 71 Lister, Hamilton, Ontario, L9B 1E1.

On the July 20th weekend, Ross Whitney (PL2 C-GQNW) and I flew to Hamilton to visit Frank and see the Canadian Warplane Heritage Hangar at Mount Hope Airport. Frank is building a simply superb PL-2 which will be a sure winner wherever he flies it. Like all of us he has found it is taking longer than expected, but he has also done quality work beyond what even Paz could ask for in his first class drawings. Within only a few more months Frank's aircraft will be out of his basement (digger and masons will be needed), painted and assembled at the local EAA chapter's complex at Mount Hope Airport. Frank has overhauled a Lycoming O-320 I50 H.P. engine and installed top line instruments, radios and equipment. His wife Marion is keen on flying and, like Lib, will probably have many ideas about where and when to fly the completed aircraft. The Kreuzers' son, Quinn is active in the local air cadet squadron and has spent many hours at the Warplane Hangar helping out on WWII aircraft restoration work. Ross, Frank, myself and our wives have spent many interesting "Pazmany weekends" together during construction, and they were all very productive in sharing views, assistance, jigs and tooling to speed each other's work along. I expect we will be meeting by air when all are finished to compare performance figures and maintenance rates.

The performance comparisons will be an interesting exercise as we have I25, I35, and I50 H.P. engines to complicate matters no end. We all have the same basic propeller, brand new McCauley AGM-7057 but in three pitches: Ross's is 57", Frank's is 59", while mine has been re-pitched to 63" for the I35 H.P. Lyc O-290-D2. I found the 7057 was too fine and had this confirmed by a very experienced aviator friend, Dr. Murray O'Neil. The 63" seems to be a good compromise and I now cruise at I20 - I25 MPH at 2300 RPM and 65% power at 3000 - 4000 feet.

Aircraft performance, I have found, is very difficult to accurately measure and I have done a lot of trial runs over measured courses under varying conditions without 100% satisfactory results. I suspect that the factory people have the same problem.

BOB BRADLEY, 44 Beach Street, Marblehead, Mass., 01945.

Bob reports he has his PL-1 90% finished after 15 years of relaxing fun and expects to fly it this summer. He has a 20'x30' hangar under construction in his back yard and I expect an airstrip close by. Living close to or on an airstrip has got to be a big advantage in time saving alone when completing the aircraft. Bob will have a very convenient setup with his PL-1 ready to go right close by.

JOHN OSBORN, 4355 S. Taylor Ave., Milwaukee, Wisconsin, 53207.

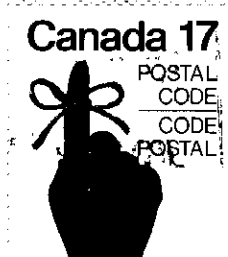
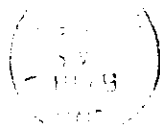
John writes that he is progressing slowly on his PL-2 with landing gear, all machined parts, most ribs, bulkheads push rods fittings and so on. Auxilliary Spars are John's problem as he feels he needs a press brake, and I must agree. My own were all made on a simple, low cost home-made press brake made from aluminum extrusions and actuated by a row of 3 1/2 inch C clamps. "Way back when", this was written up in a PL-2 newsletter and if anyone would like a copy I can duplicate it and send one to him. Ross Whitney of London, Ontario, made all his parts on a standard leaf brake and

his parts turned out as well as my own, so it is possible either way. John has a set of wing rib form blocks made from "Benelex" and he is willing to loan them to a fellow builder. Benelex is an ideal material compared to hard wood which tends to deteriorate pretty badly after a set of ribs have been pounded out on it.

W.K.LANGENDORF, 10 Elm Lane, Stony Brook, N.Y. 11790, has both a PL-2 and a 1939 Stinson HW 75/105 restoration project almost completed. When the Stinson is done in the fall, the PL-2 will be resumed as he has a great deal done in detailed parts for the complete aircraft, landing gear, tip tanks and engine mount assembly. His tools include a number of moulds, jigs, and press blocks which could be rented by a fellow builder. For a PL-1 builder there are some surplus vertical fin, stabilizer and wing ribs for sale.

NEWSLETTER : Items of interest to fellow builders and flyers of Pazmanys will be gratefully received, and forwarded to others via this newsletter. Cheers, everyone! Have a good summer; see you again in the fall issue. Dave and Lib Pantan.

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