

Pazmany Newsletter
Number 68

AIRCRAFT DESIGNER
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PAZMANY PL-2

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EDITORIAL COMMENT: It has been ages since we got a newsletter out and my conscience has been giving me a bad time. Readers will recall that we very nearly lost our PL-2 # IIO C-GQUK in the fall of 1982 to juvenile criminals in British Columbia. It was rebuilt there and I flew it home last May. I have about 735 hours on it now and it is flying just as well as ever. The account of the rebuild and flight back to Windsor follows at the end of the newsletter.

OSHKOSH '83: Great plans by JOHN RODENCALL P.O.Box 698 Wisconsin Rapids, WI 54494 to fly numerous PL-1s, PL-2s, and PL-4s to Oshkosh '83 were thwarted by lousy VFR all across the eastern half of the Continent. Frank Kreuzer C-GQUS, Ross Whitney C-GQNW and the Panton PL-2 C-GQUK were all set to fly together and arrive in a little formation but no such luck. Frank and I eventually drove 9 hours to Oshkosh and Ross made it by air for a single night after the Pazmany forum was over. Fred Boufford from Long Island flew in commercially leaving his PL-2 in its hangar. I had never been to Oshkosh before and was frankly very impressed. Time limitations due to my work only permitted one full day's visit and attendance at the Pazmany Seminar but it was certainly a worthwhile trip.

The tent seminar during the day was given by Paz and interested PL-2 builders, owners, and flyers. The Pazmany series of aircraft started over 20 years ago and are still being built and flown successfully around the world. Paz theorized the PL-1 and PL-2 aircraft have probably flown more hours than any other amateurbuilt aircraft. The high hours flown on the military trainers have helped build an impressive number of total hours flown. A remarkable statistic noted by Paz was that, to his knowledge, no one had ever lost a life in any of his aircraft. Considering all the flying they have done to date it is quite a remarkable claim for any aircraft.

Paz noted that a PL-1 in Taiwan had been successfully landed by a student pilot on his first dual instruction lesson when his instructor suffered a heart attack as the 1 hour session concluded. I know of a Canadian PL-1 written off in a low flying accident after it snagged a power line. Normally this is a very serious accident but in this instance both occupants emerged all in one piece! Fly carefully everyone - we don't want to spoil the excellent record!

Some interesting tales of the PL-4 were also told at Oshkosh. It is a rugged little aircraft which can be flown in and out of all manner of fields not normally associated with aviation. I had not seen a PL-4 before visiting Oshkosh, and had the idea it was built a little more simply and less elegantly than the PL-1 or 2. Not so, all the builders had done very nice work and each aircraft was a quality exhibit of design and workmanship.

How do you pronounce "Pazmany"? All this time I had it wrong! Paz has his way of saying best and it comes out a very soft "Pawsmawny" rather than my assumed "Pazzmanny". I like his way best, it's got a lot of class just like all his aircraft.

An evening session at a local motel held for Pazmany builders was very helpful as Paz was on hand to answer detailed questions of all kinds. An amusing story was told regarding the first 100 day built PL-I built in Taiwan. It seems a complaint was received regarding a tendency to overheat. In the rush to complete the aircraft the engine had been installed without any cooling baffles to correctly direct the air around the cylinder fins for proper cooling. This story hit a note home as I had spent a lot of time making baffles and installing used baffles scrounged from salvaged aircraft. They are certainly important and time is saved if one can buy an engine complete with them and merely adapt their edges and seal the engine in the cowl to ensure the cooling air is all directed properly down through the engine.

SAGGING ENGINES: Horrors, what is a sagging engine? With time, rubber mounted engines tend to settle a little as the rubber yields under constant load. In most aircraft it is not noticed or there is little reference to spotting the changes. In a carefully assembled homebuilt, spinner and cowl are mated closely to achieve best appearance and minimize drag. In C-GQUK engine mount rubbers were changed but the problem was not solved for very long and the prop spinner was again about 3/8 inch below the top edge of the nose bowl. A solution was found at Oshkosh, merely make and install aluminium spacers on the face of the two lower engine mounts. I did so and solved the problem completely. The close space between nose gear and carburetor is also increased, a double benefit.

LANDING GEAR: Paz pointed out that the PL-2 landing gear is very rugged and able to withstand loads heavier than the PL-2 gross weight. He used the same gear design on the Ryan Cloudster, a heavier aircraft which passed FAA drop test requirements with only a 4" stroke vs. 6" available on the PL-2 gear. While there is no point in stalling your PL-2 in from a great height on landing, it is comforting to know there is lots of stroke to absorb the energy.

If the main gear is kept pressurized at about 210-215 psi to obtain visibility over the nose in taxiing one will find it extends to full stroke at times on rough fields. An annoying "clunk" is heard as the -57 retainer bottoms on the -29 lower bushing. An "O" ring P/N AN G227-30 can be installed between the two by sanding down a flat on its outer periphery to allow it to enter the -7 tube before installing the lower bushing. Install it in all three landing gear legs when you build them as it is a miserable job to do it later. The rubber O ring serves as a little "mini" bumper inside the gear, they weigh almost nothing and change the metallic clunk to a dull thud. The lower gear scissors do not have to take any extension loads which could cause heavy bending stresses at the fibre stop blocks.

At the same time I installed the "O" rings, I installed a new set of cast scissors obtained from EARL HELDT 21917 Oakview Lane, Cupertino, California 95014. They look very professional and fit without problems of any kind. I have retired the scissors I built up from 4130 steel as I never trusted them after one developed a crack which could have caused loss of control on landing had I not spotted it during a routine inspection.

AUSBY ALESHIRE 1998 Mayflower Drive, Woodbridge, Virginia 22192 has asked about the most suitable length throttle cable assembly. I can only speak with authority on my own which has a LYC 0290 D2B engine and a carburetor located near the rear of the oil sump. I believe some engines have a location a bit further forward which might need a little longer cable assembly. A 3 ft. long turned out just perfect in my case and it fit with a little leeway for fully open or closed positions. A 4 foot assembly was used to control the cowl flap, changing the knob to a smaller type machined from a scrap of aluminum. This is an important item as a wire type did not hold the cowl flap open properly on takeoff and the engine tended to over-heat.

A vernier type of throttle is a nice feature on flights where fine throttle adjustments are frequently needed. Frank Kreuzer (C-GQUS) has one and it works very well.

Battery box location below the baggage compartment floor questions have been asked by several in the past and Ausby faces the same problem in his project. The sketches attached show how I did the job on my own PL-2.

BATTERY CABLE ROUTING: The cable is not shown on the drawings but its size is specified. The weight of this cable is pretty substantial so I used a lighter size which has been adequate to date to start the engine as low as 20 degrees F without pre-heating. It does not crank vigorously, but will kick the prop over top dead centre which is enough to get started easily. Unfortunately I don't have data on the size used at this point in time. In any case, the cable is about 1/4 INCH diameter including insulation and easy to route per the sketch of a cut-away-cockpit area.

The cable should be taped where it passes the ends of the stiffeners to help avoid any possibility of a ground fault occurring in service. The entire cable is behind the trim panels except a few inches brought out through a notch where the trim panels are fitted at the firewall.

PERFORMANCE WITH PAZMANY WHEEL PANTS: ROSS WHITNEY R.R.#2, Lambeth, Ontario, Canada, NOL ISO, built a set of wheel pants for his PL-2 per Pazmany prints and found just as I, that the performance increase was quite remarkable. Ross provided the following information from trials carefully conducted the same day with and without wheel pants. Engine LYC 0-290-D2B, Prop McCauley AGM 7059.

ALTITUDE 4500 FT. ASL AIR TEMP -6 Degrees C (21.2 Degrees F)

NO WHEEL PANTS:

<u>RPM</u>	<u>MAN. PRESSURE</u>	<u>IAS</u>	<u>TAS</u>
2750 (Full Throttle)	25" HG	I44	I50 MPH
2340	20" HG	II9	I24 MPH

WITH WHEEL PANTS:

2850 (Full Throttle)	25" HG	I57	I64 MPH
2490	20" HG	I33	I39 MPH

INCREASES WITH WHEEL PANTS:

FULL THROTTLE (25" HG)	plus I4 MPH
PART THROTTLE (20" HG)	plus I5 MPH

Ross was surprised at the size of increases on his airspeed indicator but had also done ground speed checks two ways over a 26.9 ST.Mile distance the same day, same altitude and outside air temperature, same 20" HG manifold pressure. He found the following:

NO WHEEL PANTS:

RETURN TRIP 26.27 GROUND SPEED = 122.0

WITH WHEEL PANTS:

RETURN TRIP 23.58 GROUND SPEED = 134.7

AIRSPED INCREASE = 12.7 MPH

The speed increases are just as genuine as I have noted in my own aircraft. Wheel pants can be installed after an aircraft is built and flying with little difficulty. They are a good winter project and provide a nice spring surprise when installed - the speed increase is really quite remarkable and of course also increases the cruising range considerably.

HEATING AND WINDSHIELD DE-MISTING SYSTEM:

C-GQUK is fitted with a very effective cockpit heating system which can actually overheat the occupants at cruise while outside air temperatures are at 15 Degrees F. Additionally, it can defog the inside of the windscreen quickly by diverting all the heat to the windshield if needed. I have not flown (nor do I plan to) the aircraft in any type of icing conditions so I don't know what it would do to help clear a pair of see-through spots through windshield ice.

The system consists of the following items:

- (1) Source of pressurized air at the back of the RH engine cowling.
- (2) Heater muff on RH exhaust Muffler.
- (3) Valve to either dump the hot air to waste or divert it through the firewall to the selector valve.
- (4) Selector valve to choose between full heat to the windscreen or a balance to the cockpit area.
- (5) Hoses and windshield diffusers to apply hot air to the windscreen in front of both pilot and copilot.
- (6) Pair of control cables to the centre instrument panel console to control hot air flow and direct it to cockpit or windshield.
- (7) Sealing of all cockpit panels, flute end openings and any other openings from the seat back forward with caulking compound. The 3M permanently soft type works well as it can be removed and replaced when panels have to be opened.
- (8) The flap and trim control console is a source of drafts which cannot be easily stopped unless a seal of some type can be devised and built into the back where the -13 flap push pull assembly and -7 stabilator push pull assembly exit through the seatback. I do not have such a seal and get by by stuffing my furry winter cap into the flap handle slot after takeoff, hardly ideal but adequate down to 0 Degrees F as proven on Jan.15/84, the coldest day I have flown the aircraft.

The heating system is shown in an exploded sort of overall view to show how all the components are related and where they are located in the aircraft. Three additional drawings detail the hot air control valve, the selector valve and the windshield diffusers. Overall dimensions only are given for lack of space. If you have your aircraft to the point of considering a heating system, I am sure you will have no trouble building these quite simple assemblies without detailed instructions.

It works very well and is a very worthwhile project as you will be able to fly your aircraft in nearly any weather you can tolerate at your local airport in midwinter.

SURPLUS FUEL TANK KIT: I still have a complete set of parts to build a pair of PL-I or 2 fuel tanks. Are there any builders in need??? Make an offer! I would like to move them out of my storage space.

NEW NEWSLETTER EDITOR: Who will take on this project??? Lib and I would like to retire and pass the project on to a successor or successors. About 60 subscribers are listed so it is not a big publishing task. There is a fair bit of work keeping records of who has written what and in answering questions and getting information to reply as correctly as possible. Any takers??? e.g. Peter Karmouche, where are you??? A builder who has recently completed an aircraft would be ideal as all his building experience has been recent. Duane Seymour, have you the time to handle this job??? Your letter of progress looks very good!

LEIGH BLAKE, Box I22, Felts Mills, N.Y. I3638, is making steady progress on his project and faces the fuselage assembly with some trepidation. It is not nearly as tough as it looks, just take it slow and easy, making sure to build a good solid jig per instructions and always measure, double check and measure again! Note that the last three fuselage belly skin bays cannot be skinned by the -I2I skin in one piece as the frames do not quite line up in a long cone shape. Line them up so the -II9 and -I20 upper skins go on in two long side by side lengths. Then the -I2I skin area can be done last in 3 or even 6 small skins joined at the centre lower -I37 longeron and the -I60 and -I86 frame stations.

Sorry about not being able to pass on my stabilator assembly jig, it was not very satisfactory at best and I have long since cut it up for firewood. Lacking a large flat table when I built flaps, ailerons, etc., I built jigs but if I were doing it again I would go via the first class flat table route to save time and do a better job.

Leigh is in the market for instruments, engine and other parts. Contact him if you have any spares. He purchased a partly finished wing and now faces a couple of small problems from unnoticed errors in print reading during its construction (measure twice - cut once).

DUANE SEYMOUR, 210 Rue Grand, Lake St. Louis, MO 63367 (Tel: 314-232-0270), has made his outboard flaps and ailerons utilizing two skins joined at the trailing edge on an "Arrowhead Extrusion" available from Bushby aircraft of Mustang fame. He said it allowed him to easily flush rivet the upper skin and use fewer blind rivets on the lower skins. He is planning to build his fuselage on the wing right in the basement of his home. There is a lot to be said for this as I did mine the separate route, mating them at the airport during final assembly where errors of the most minute kind would have been very serious.

In Feb./81 I sent Duane a sketch of a fuselage longeron joggling set-up which had worked well for me. I have cleaned up the sketch and added some detail for this newsletter. See it among the others later in this letter.

REBUILDING PAZMANY PL-2 #IIO C-GQUK:-

September of 1982 saw QUK badly damaged by a twin Comanche which was being stolen by juvenile criminals at Vernon Airport in British Columbia. It was certainly a bad luck tale, but we were very fortunate to have the incident happen almost at the door of Kal-Air Repair. That was our bit of good luck as we shall see in the following story.

Our '82 vacation was certainly ruined as most of it was spent organizing the rebuilding project at Kal-Air. An incredible number of items had to be considered including parts ordering (how many of which piece) and what had to be done in which area to restore the aircraft to its original condition. The trip home on commercial flights was especially unpleasant as it was very costly and involved long waits at three airports followed by flights wedged into large, darkened and crowded aircraft without even a view out a window. Airline flying really isn't much fun for the passengers.

After 7 years of pleasurable building and 615 hours in the air over the four years after completion, the Paz was left behind all stripped down and tarped up tight while parts were on the way and preparations made for repairs at Kal-Air. Dave Rozinski and helpers Eric and Basil had a Britten Norman Islander on the mend and several other smaller jobs to keep them busy well into the fall. The Paz was to be a small winter works fill-in project scheduled to emerge completed April 29th, 1983. Our plan was to return to B.C. in the spring, complete the job, and have a nice flight back to Windsor making a bit of a vacation out of the task.

Lib, unfortunately, found that a family wedding had been set for the exact same period (poor planning!). She had to keep the peace so I flew out alone commercially on Friday, April 29th as originally scheduled. Peace keeping and weddings are very important, so the Paz took second priority this one time. My folks met me at Kelowna Airport all excited with the news that the Paz had just emerged from the shop in its new fresh paint that very afternoon. We had to go see it right away. An hour later back in Vernon we viewed the Paz by floodlight in front of the shop. It looked just great and in the sunshine next morning it looked even better. The Kal-Air people are really pros and had done a first class job in every respect.

Saturday and Sunday were days of rest as I had worked hard to get away on time and generally suffer badly from jet-lag going west. Monday morning dawned in heavy rain and I went to the airport with a whole carload of small tools and supplies as well as the bits and pieces removed for the winter. While Dave finished his work, I spent two full days hunched down in the cockpit re-installing all the radios, instruments, gyro panel, new antenna cable, trim panels, etc., etc.. By Wednesday noon the inside looked almost as good as the outside. Bob Burkowski, the area DoT inspector arrived and checked out the final details. He had been monitoring the rebuild over the winter so his inspection was quite brief. A test flight permit was issued for the following day so we could prove out Dave's work at Kal-Air.

We filled the empty tanks (\$61.20) and ran up the engine on each in turn. As a final precaution, I removed and checked the gascolator filter for dirt or new tank sealant contamination, but found none, re-installed it and checked for weeping under pressure. All was well and only the check flying was to be done the next day.

Before leaving for B.C. I had done a good bit of flying in Windsor Flying Club Tomahawks and also had some pretty extensive check flying and sharpening up flights with Vic Arthur, the Club C.F.I.. Fly with a pro to see how amateur you really are! If I had my choice, Vernon would not be on

my list for a test flight. It is a very nice little strip with all the amenities including great scenery, a lake at one end, a town at the other (just beyond the trees on approach) and hills on both sides. We don't appreciate Windsor Airport with its wide long runways, good traffic controllers and a whole county of nice big flat fields.

I can't honestly say that I had a good night's rest that night. Down at the airport on Thursday morning, the apprehension lessened as I made the final preparations for flight. Dave offered to go along but I felt I would be less pressured if all alone. Once the engine was started I felt fine and soon had the aircraft lined up for takeoff. The Paz accelerated rapidly and quickly lifted off, climbing rapidly in the smooth clear air. Some adjustments in tabs would be needed as it was a little left wing heavy and slightly nose heavy. I climbed high over the field and did several slow flight and stall checks with various flap settings to assure a safe landing could be made and radioed the results to ground on Unicom. The landing was short and smooth without any difficulty of any kind.

Dave and Eric went along on three more brief flights as we tweaked the tab and trim a bit this way and that to achieve hands off cruising flight. Neither had flown a homebuilt before and both were favourably impressed by the smooth, responsive controls. By the fourth flight we had it as perfect as we could get it and no further significant adjustments have been needed except for minor rudder trim which can only be determined on longer flights and adjusted a bit more on each. If anything I think the aircraft may even be a bit better than before as I have found a little less rudder trim is needed. Rudder trim is simply an adjustable spring.

By lunch time, all was complete save the paper work and even it proved straight forward as Dave had done it all before on structural rebuilds much more extensive than this.

On Friday morning a trip to the DoT office in Kelowna completed the last of the paper work. Inspector Bob personally typed out a new flight permit and issued it on the spot in return for the usual stipend for the Receiver General's kitty. That afternoon the last of the bills were paid and congratulations issued at Kal-Air. They had not only done a very nice job, they had done it on schedule and at the cost projected seven months before.

Everyone at Vernon had been most helpful and I even had the use of a gentleman's empty hangar for the last few days' work in the rain. All good things must come to an end the trip home had to be considered next. Rain started again and snow began to fall in the mountains as I began flight planning to return to Windsor.

VFR flying has its problems, probably nowhere more serious than in British Columbia. As usual the weather had socked in on the day of departure with snow showers, low ceilings and heavy overcast. My first attempt to leave on Saturday by flying south down Okanogan Lake to Oliver and east along the southern VFR Flyway took me to view the first pass under a 3700 foot ASL ceiling. From the safe side I could see through a gap perhaps 150 feet high to the valley ahead. Snow showers were clearly visible. These are excellent learning experiences as they really drive home the value of the 180 degree turn. I was in VFR conditions and in no danger at any time, but certainly would have been if I had pressed on into that pass. I beat a hasty retreat back to Vernon up the Okanogan

valley which was still in beautiful, scenic VFR weather and stayed with my folks through Sunday.

By Monday the local weather was CAVU but eastwards along the U.S. border conditions were less than ideal in snow showers, etc., etc.. I chose to first fly north in the CAVU weather and across through the Rockies via the Yellowhead Pass near Jasper, Alberta. To do so safely from Vernon required a 35 minute hop west to Kamloops to top up the tanks and give lots of safe reserve on arrival at Edson, Alberta. The route follows the North Thomson River through Clearwater, Blue River, Vale-mount, crosses the Rocky Mountain trench and then dog-legs eastward past 12,972 ft. Mount Robson and through the Rockies. There are several airstrips along the way, none of which sell fuel or offer services. Fuel planning is obviously important but the airstrips still give one a few safety spots for weather or other reasons to land.

After topping up at Kamloops, I slowly climbed to 6,500 feet in smooth very clear air and was at my most economical cruise up the right side of the valley taking colour slide shots all along the way. The view was spectacular and the Paz flew perfectly after all the work done on it over the winter. The flight past big tall Mount Robson was impressive to say the least and before I knew it the Rockies were dropping off into the Alberta foothills with a landing shortly ahead at Edson for fuel and lunch. The Yellowhead is likely the safest Rockies pass compared to the Kicking Horse-Rogers Pass route west of Calgary or the Crowsnest west of Lethbridge, but it is quite a bit out of the way. There is no really rugged country to fly over, there are no lake crossings, and the emergency strips give one safe option in the event of any sort of trouble.

At Edson I flight planned for a leg over the centre of Edmonton and on to Saskatoon and an overnight stay. The weather report was good so off I went climbing to 9,500 feet clearing through the Edmonton TRSA and setting course for my next check point and on my way I went. Some snow showers were reported well clear of my destination so they were of no immediate concern. Watching fuel very carefully I checked ahead to each airport to be sure they expected to stay in VFR conditions thus avoiding a wasteful 180 degree back-track. All went well until North Battleford.

Still unconcerned, I called for Saskatoon weather and was told of their last report that showed heavy snow and snow showers with reduced ceiling and visibility, hardly the good weather VFR flyers desire. I began an immediate descent to land and stay the night in North Battleford. The weather I had avoided in southern B.C. had some relatives on the prairies. North Battleford FSS called a few moments later with a Saskatoon up-date. The snow had abated and the field was again VFR and was expected to remain so. I pressed on and soon encountered snow covered fields. I had an adequate but not a really comfortable fuel reserve to return all the way to North Battleford from Saskatoon if need be. My attention to map, clock, and my little howgozit table on my knee board became quite sincere. How one's flying machine slows down so dramatically in these situations! I tip my hat to winter aviators on the prairies. In overcast conditions with snow on the ground, everything looks the same in all directions. Nav-aids certainly make navigation simpler but one must still watch that little compass carefully, and the clock, and the map and especially that precious fuel reserve.

Saskatoon Airport finally appeared, a giant black triangle cut in the fresh snow. I landed and was just as astounded as the residents to find they had received nearly six inches of snow in only a couple of hours while I was enroute. It was piled up around the terminal in heaps over 10 feet deep. I parked for the night and did my best to

clear the slush from the wheel pants for fear it would freeze solid overnight. It was the 9th of May!

The next morning was CAVU and freezing cold. I had to remove one wheel pant and break out clogged chunks of ice. While I worked on the ramp, 3 RCMP vehicles pulled up behind me, completely ignoring my labours. A twin Otter pulled in moments later, a number of persons in handcuffs off-loaded and I was soon all to myself again. There is a lot to be said for freedom to go as one pleases.

I filed for Winnipeg in good weather conditions and taxied out trying to avoid slush as much as possible for fear of loading up the wheel pants again. The flight to Winnipeg was the longest leg I've ever flown in the Paz, 450 miles. It was certainly interesting as I flew no higher than 5,500 feet ASL and at times as low as 1,200 to 1,500 feet above the high ground over the huge unmarked provincial park south of Dauphin. Contrary to popular opinion, the prairies are not flat. The outside air temperatures were freezing above Saskatoon and also above Winnipeg. Yet along the way I flew through a band of warm 40 degree F air for over an hour and then flew out of it again in only a few minutes. At the eastern boundary of the park the terrain drops off several hundred feet and farmlands reappear. Soon Winnipeg appeared and I bounced along in windy turbulence the last 50 miles in to land and re-fuel. I had burned 15.85 gallons of fuel in 3:45 hours of flight and still had an hour's safe reserve.

Topped up at Winnipeg, I filed for Thunder Bay and an overnight stop. The flight was quite routine and I kept the Trans Canada Highway in sight as this is rough country starting 100 miles east of Winnipeg, all the way to Sault Ste. Marie. Between Kenora and Dryden I flew through light rain while to my south ugly looking dark clouds poured heavy rain into the Lake of the Woods area. At Thunder Bay it was good VFR and I landed with the intention of an early departure to escape the approaching bad weather I had just seen.

Next AM it was bright and sunny CAVU but it was not expected to last. Quick like a bunny I cabbed out to the airport only to find the rotating beacon on the control tower was flashing IFR conditions. I studiously avoided looking up at it from my parking spot in front of the control tower. It stayed on. Finally I was ready for flight and had to call for taxi instructions. The light was still on. Recalling stories of western airports being closed to VFR operations in conditions we smoggy Windsor fliers pray for, I called requesting a special to depart. Ground control replied complimenting me on my tact. They had neglected to turn their beacon off after sunrise.

Off to Sault Ste. Marie, I flew around the north shore of Lake Superior. This leg is always one where the engine runs a bit rough and the highway below looks so small and twisty. The trucks on its narrow confines are clearly visible and there always seem to be too many of them in the straight stretches. Canadian Sault was a welcome sight. I landed and heard news of an Air Canada DC-9's mishap at Regina. I was lucky to have taken the northerly prairie route quite free of weather. The DC-9 had just slid off a snowy runway, damaging its nose gear. The captain has my sympathy, I was lucky in my choice of routes avoiding the southern weather system.

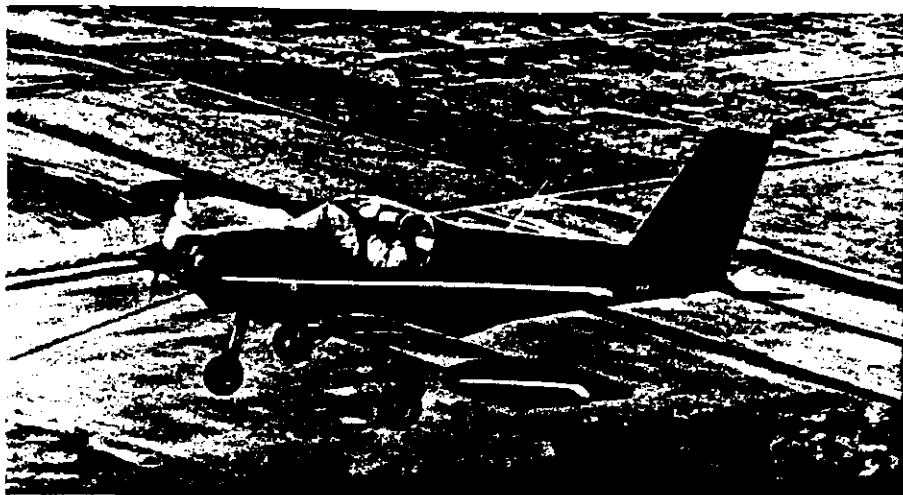
Windsor is all downhill from the Sault via Manitoulin Island, Wiarton, and Goderich. I filed with enough time to alert the welcoming committee at Windsor. Wife Lib, friends Connie and Rocky were all there

to celebrate the return of the Paz. It was a good trip and the welcome was really great. It was nice to be home again. The aircraft performed faultlessly and yielded usual economical travel figures, summarized as follows:

- Air Time - 19:56
- Fuel Burned - 92.34 imp. gallons
- Distance Total - 2,436 miles
- Gallons Per Hour - 4.63
- Miles Per Gallon - 26.4
- Average Ground Speed - 122.2 M.P.H. (includes all air time)

Lib and I are looking forward to our next trip to B.C. in 1984. If all goes well, it will be our 5th annual round trip in this very fine little aircraft.

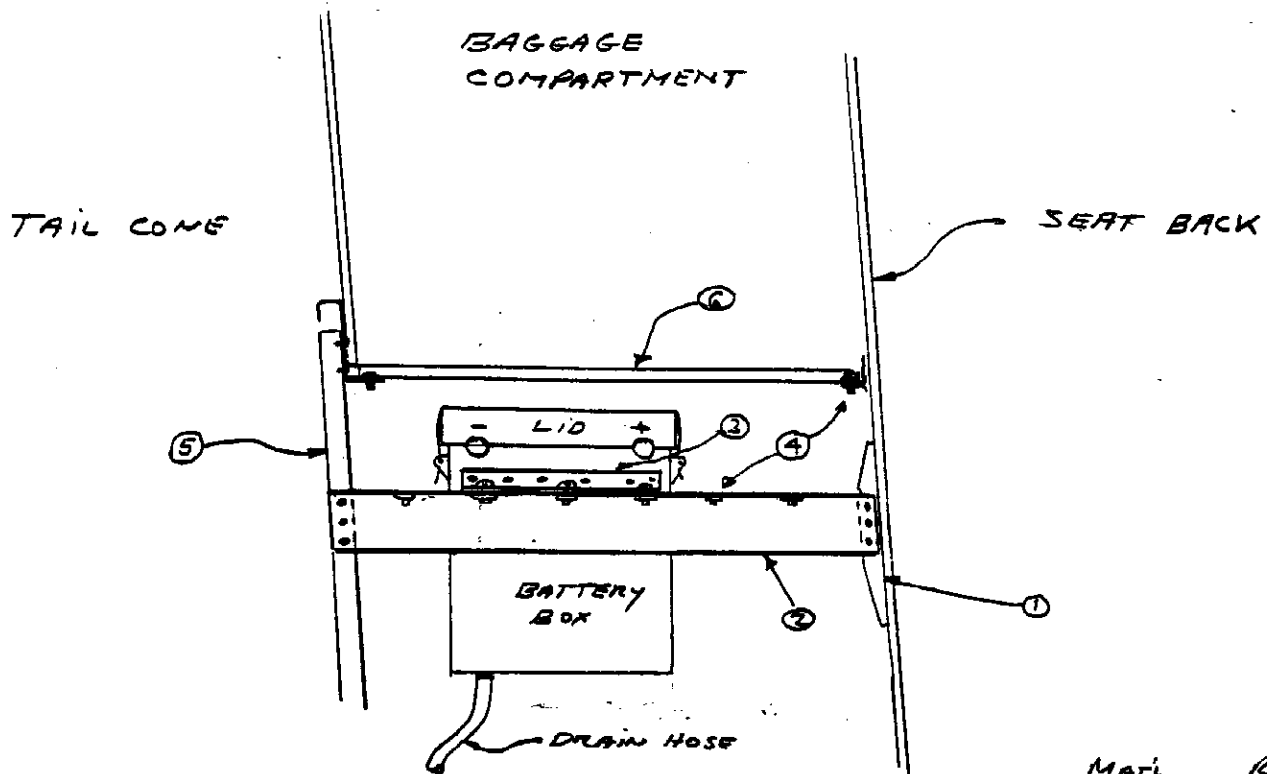
Unidentified photos from McFarland Aircraft, both PL-2's. Top photo is N---?? lower is VH-PEW



Dark orange with black or dark brown and white trim. Tight nose bowl has bump to clear starter Bendix drive. Main gear scissors may not be standard. looks very nice

VH-PEW Clearly Australian, owner looking very satisfied but who is he? White with wild striping in yellow and green. May have constant speed prop. Fin has fillet to fuselage. Another good looking Pazmany.

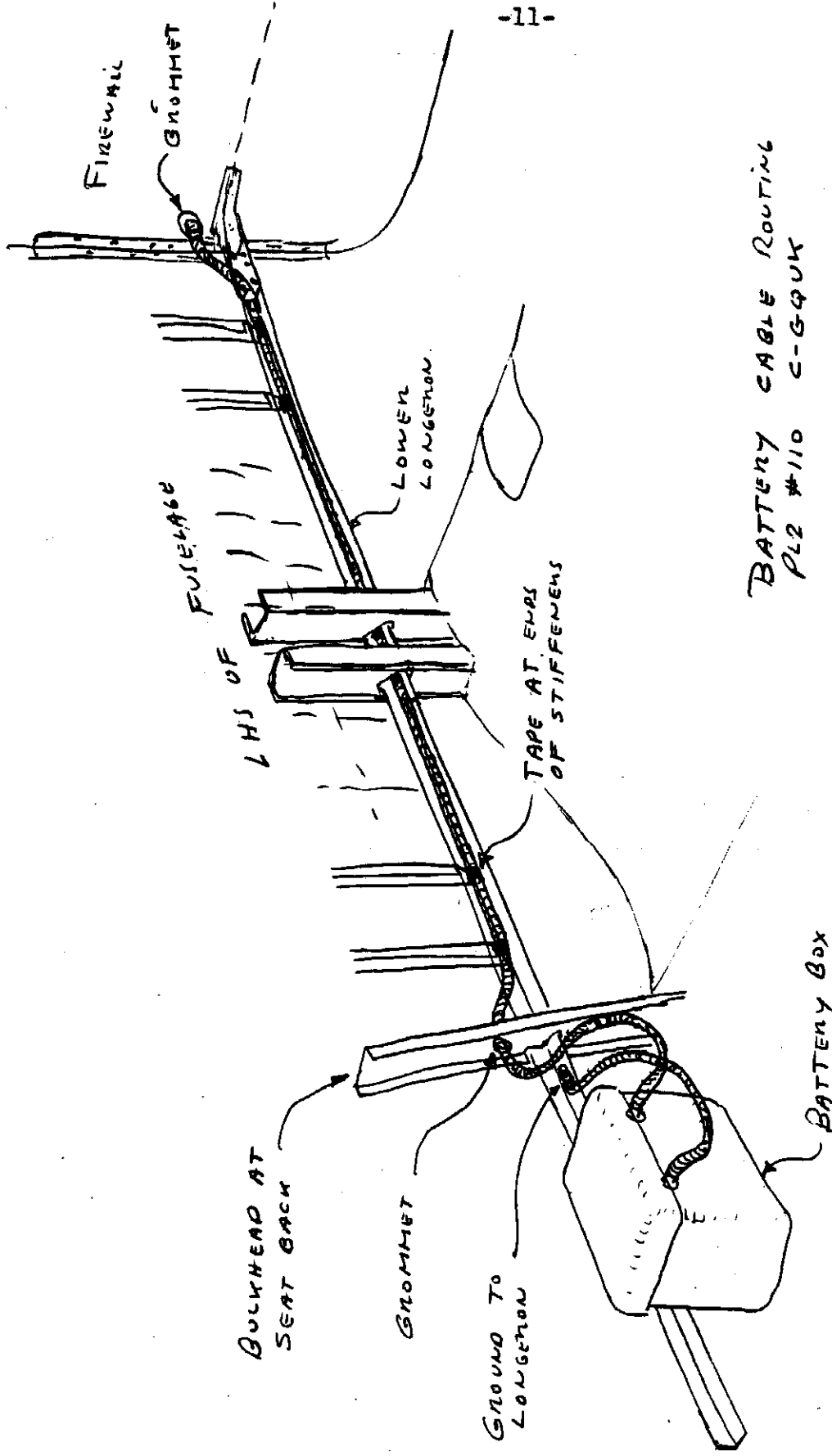




		Matl	QTY
①	ANGLE SUPPORT ON SEAT BACK	.032 2024 T3	2
②	U CHANNEL SUPPORT	"	2
③	ANGLE SUPPORT ON BATTERY BOX	"	2
④	8-32 NUT PLATES T SCREWS	-	~ 2 DOZ
⑤	REAR ANGLE SUPPORT	"	2
⑥	REMOVABLE SECTION OF BAGGAGE COMPARTMENT FLOOR	-	1

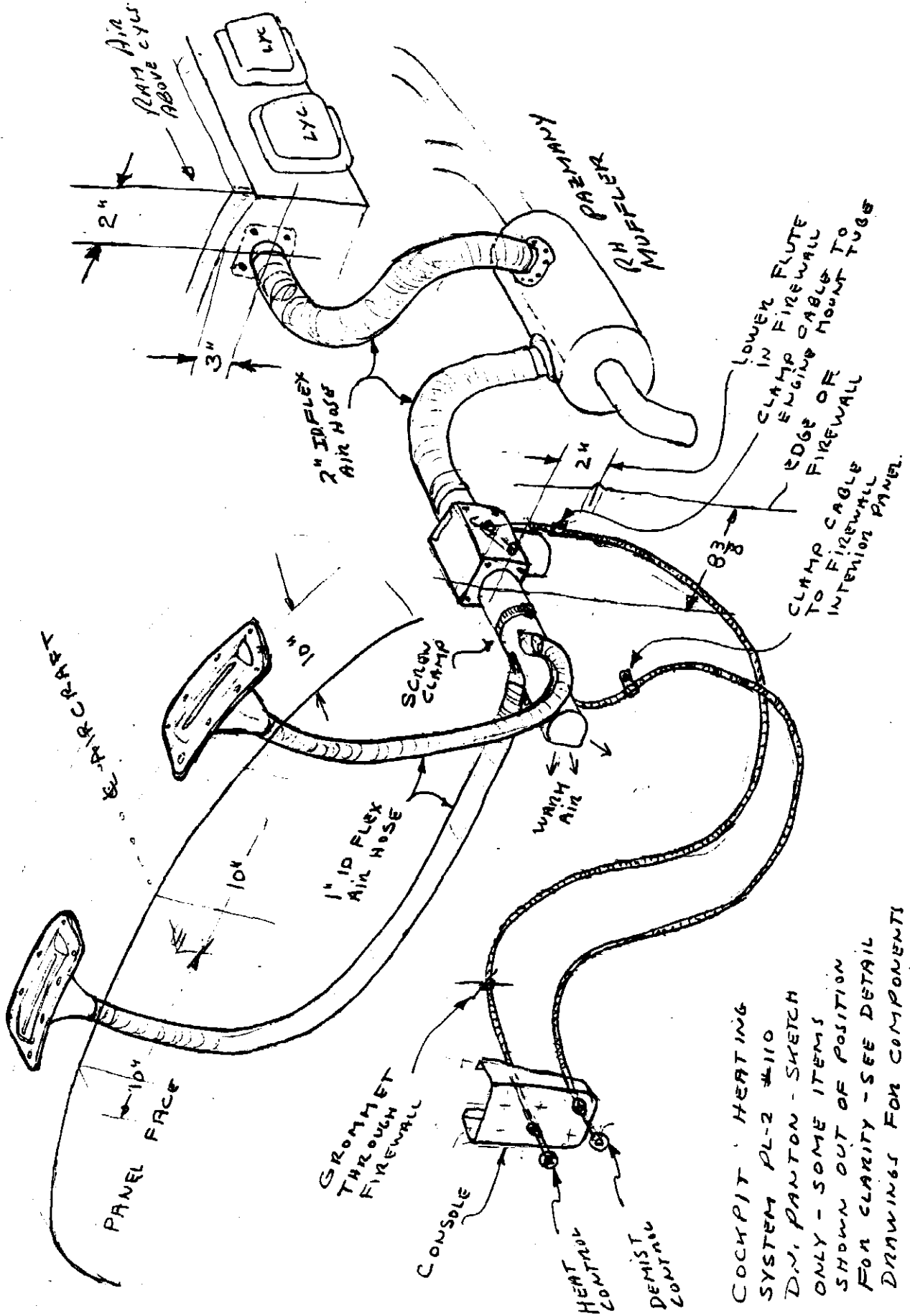
NOTES - BATTERY BOX A STD COMMERCIAL ITEM. LOCATED ON LEFT SIDE OF A/C. ADDED NUT PLATES IN ITEM ② ALLOW FOR E AND AFT LOCATION OF BATTERY IF NEEDED TO FINE TUNE C.G. OF AIRCRAFT. SKETCH NOT TO SCALE! SIZES OF ANGLES AND CHANNELS YOUR CHOICE BUT BE SURE THEY ARE ADEQUATE.

- I HAVE SUCCESSFULLY USED A 35 AMP HOUR SNOW-MOBILE BATTERY AT MUCH LOWER COST THAN A STANDARD AIRCRAFT BATTERY. IT FITS IN THE SAME BOX PERFECTLY BUT THE TERMINAL POLARITYS ARE REVERSED. NO PROBLEM, JUST MAKE THE CABLES LONG ENOUGH TO ACCOMODATE EITHER TYPE OF BATTERY

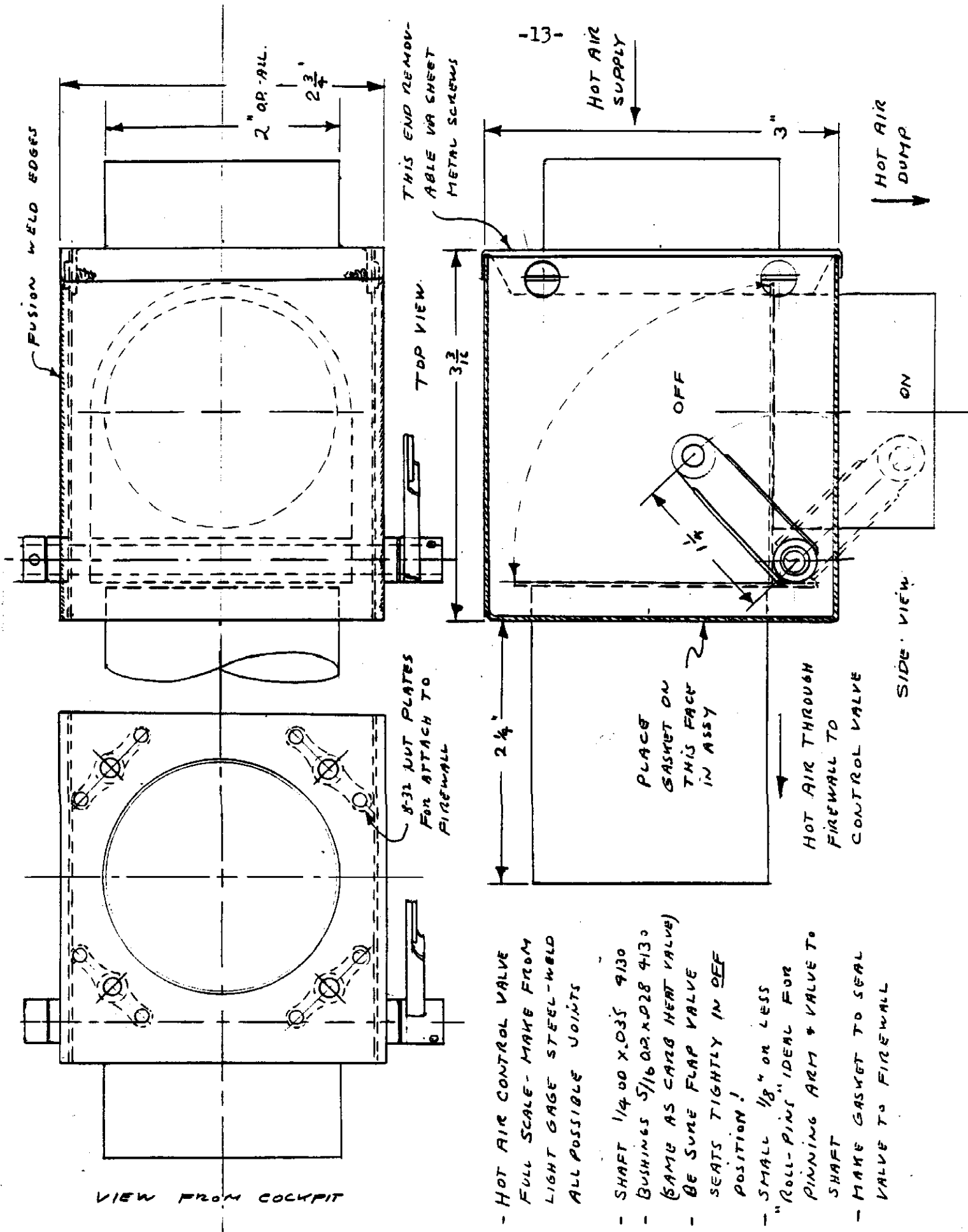


BATTERY CABLE ROUTING
PL2 #110 C-G-90K

D.V. PANTON JAN 11 1989



JAN 28 1984. WINDSOR ONT.



- HOT AIR CONTROL VALVE FULL SCALE - MAKE FROM LIGHT GAGE STEEL - WELD ALL POSSIBLE JOINTS
- SHAFT 1/4 00 X .035 9130
- BUSHINGS 5/16 02 X .028 4130 (SAME AS CARB HEAT VALVE)
- BE SURE FLAP VALVE SEATS TIGHTLY IN OFF POSITION!
- SMALL 1/8" OR LESS "ROLL-PINS" IDEAL FOR PINNING ARM & VALVE TO SHAFT
- MAKE GASKET TO SEAL VALVE TO FIREWALL

VIEW FROM COCKPIT

8-32 NUT PLATES FOR ATTACH TO FIREWALL

PLACE GASKET ON THIS FACE IN ASSY

HOT AIR THROUGH FIREWALL TO CONTROL VALVE

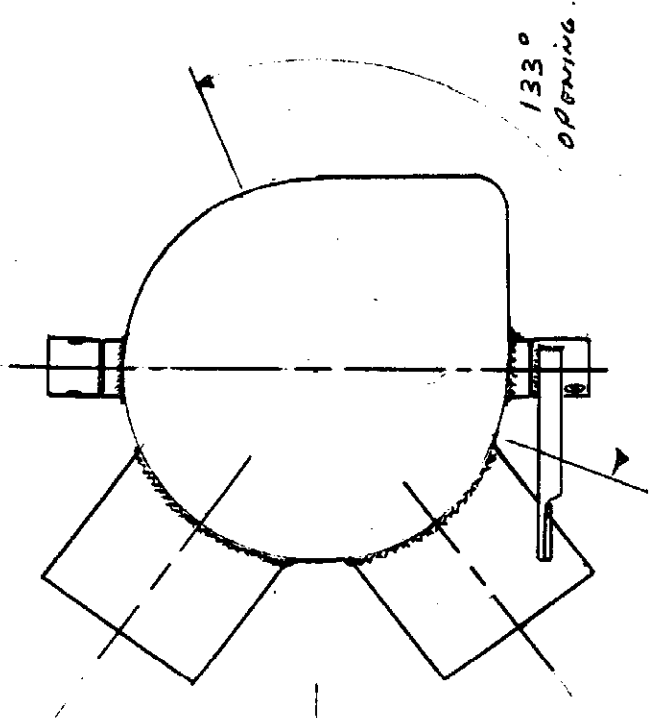
SIDE VIEW

THIS END REMOVABLE VIA SHEET METAL SCREWS

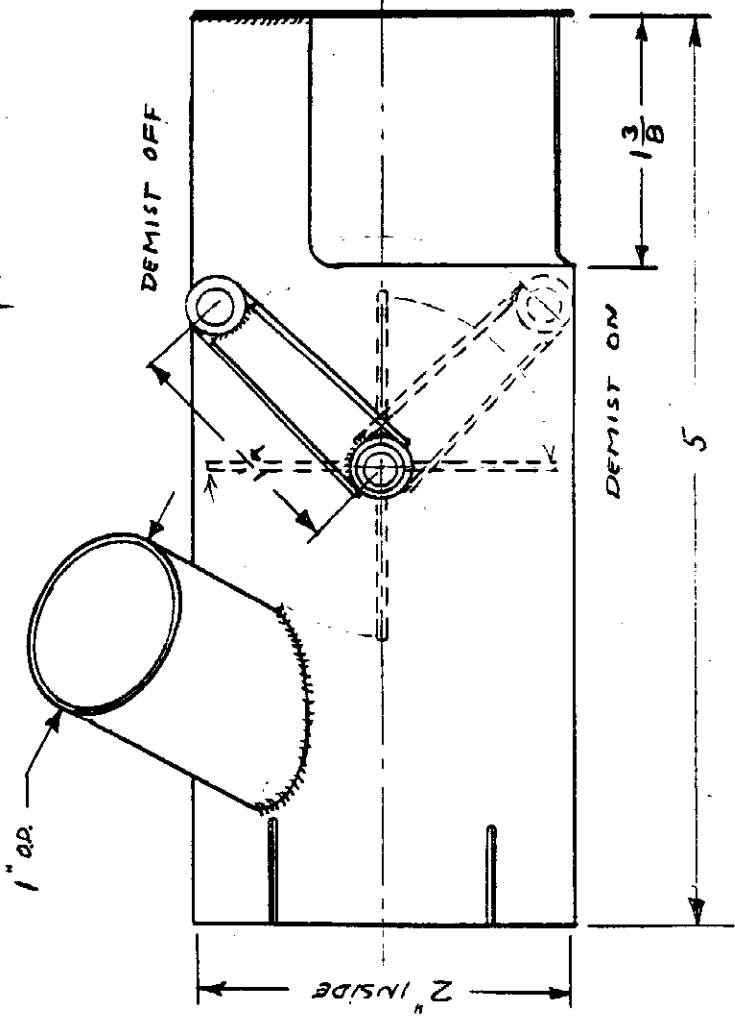
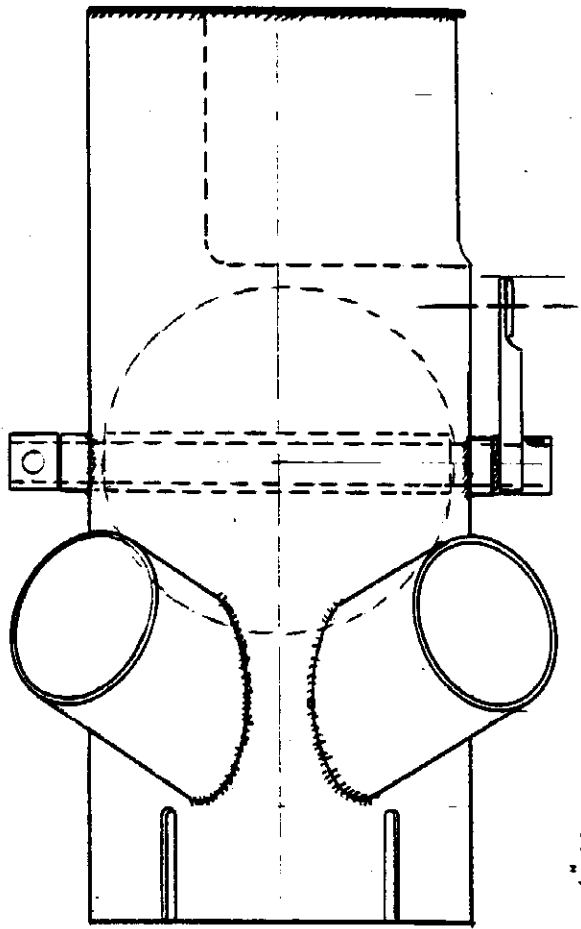
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HOT AIR SUPPLY

HOT AIR DUMP



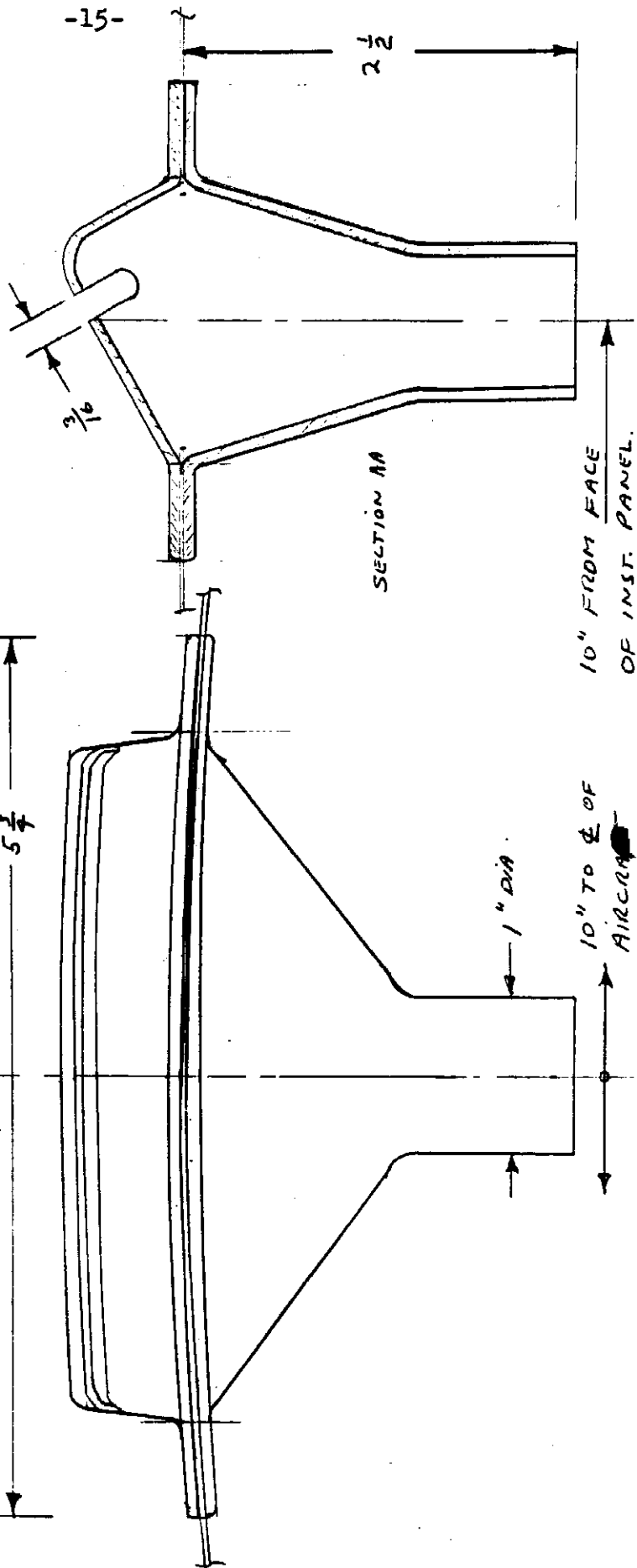
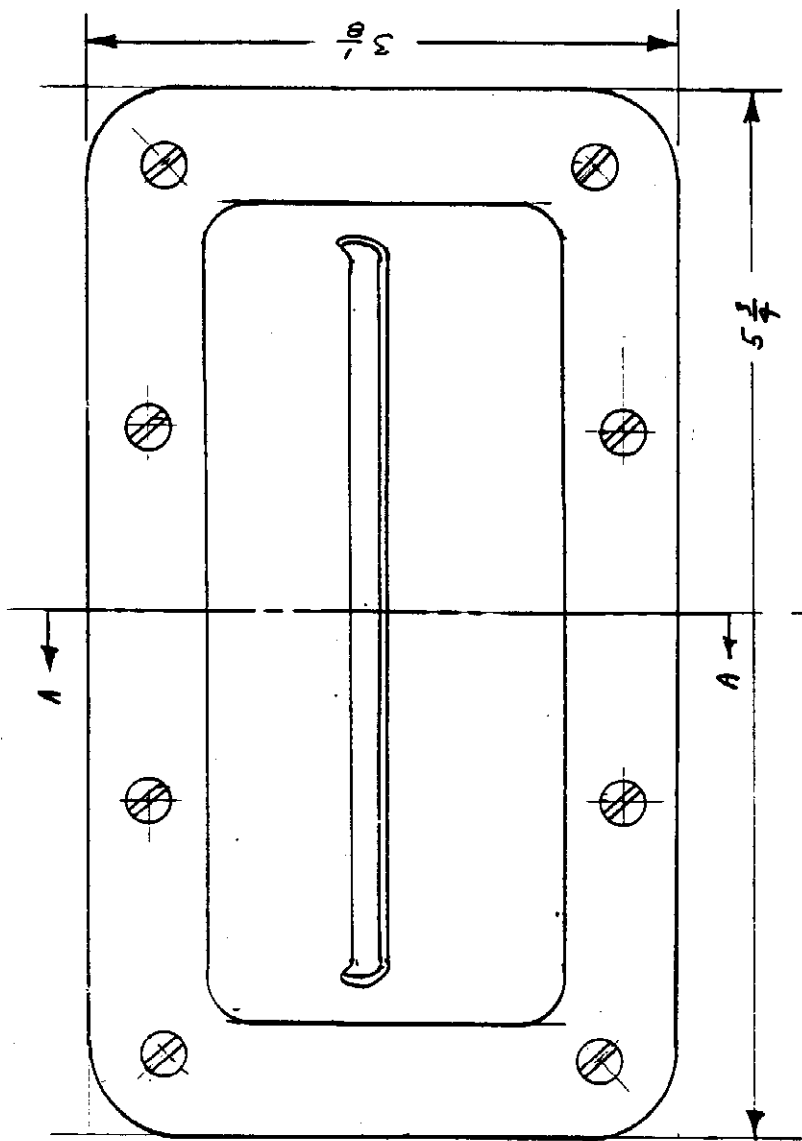
- SELECTOR VALVE - FULL SCALE MAKE FROM LIGHT GAGE STEEL - WELDED CONSTRUCTION
- SLOTS ASSIST INSTALLATION OVER HOT AIR CONTROL VALVE DELIVERY TUBE - ATTACH WITH SCREW CLAMP
- SHAFT, BUSHINGS ETC SAME MATL + SIZES AS FOR HOT AIR CONTROL VALVE



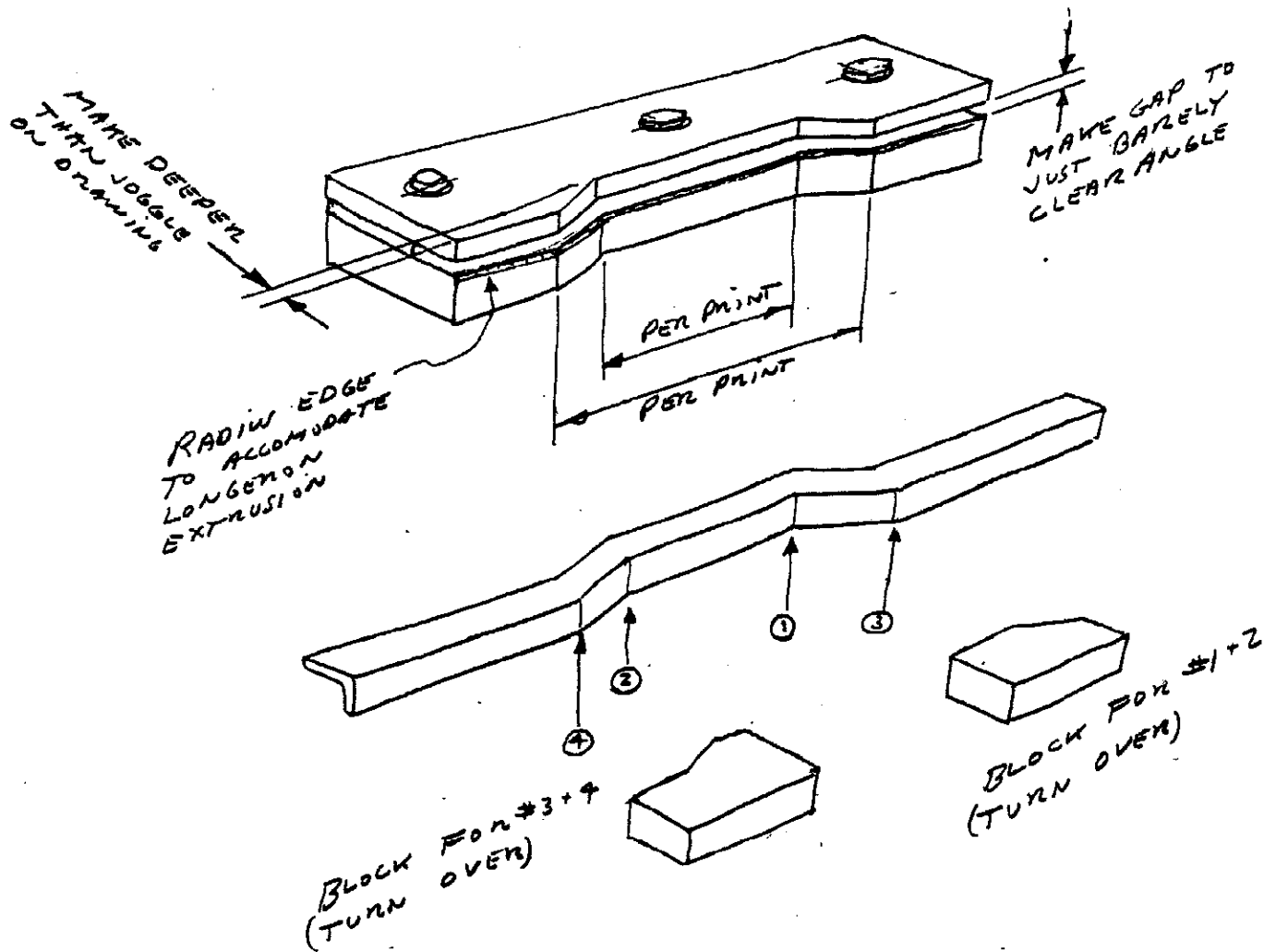
WINDSHIELD DIFFUSER - TWO
 REQ'D - FULL SCALE - MAKE
 FROM EPOXY - GLASS CLOTH
 OVER STYROFOAM MALE
 MOLDS.

CUT OUT SLOT IN TOP OF
 INST PANEL FOR AIR FLOW
 THROUGH ASSY
 PAINT BLACK TO AVOID
 REFLECTIONS IN WIND-
 SHIELD.

ASSEMBLE WITH 6-32 SCREWS
 AND LOCKWASHERS.

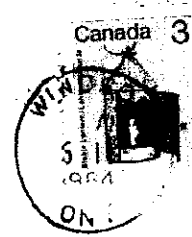


FUSELAGE LONGERONS - JOGGING PROCEDURE



- MAKE BLOCKS FROM 1" SOFT ALUMINUM OR SIMILAR MATERIAL. BANDSAW AND FILE SMOOTH, RADIUS INSIDE CORNER NOTED
- A 5" BENCH VISE WILL EASILY MAKE BENDS ONE AT A TIME IN SEQUENCE NOTED - JUST SQUEEZE
- METHOD ALLOWS ADJUSTMENT OF BENDS AS NEEDED TO MATCH PRINT
- A SIMILAR SETUP CAN EASILY BE MADE TO CURVE THE ART ENDS OF THE TWO UPPER LONGERONS - JUST USE YOUR 5" VISE AND A DAB MORE INGENUITY, AFTER ALL CHALLENGE IS WHAT WE WERE AFTER!

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