

PAZMANY NEWSLETTER
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TIME FOR THE SPRING ISSUE since, as I write these opening lines it is June 20 - the last day of spring. Well, maybe someday I'll catch up, probably about the time I get a regular work schedule of some sort. In other words, don't count on it in the near future. Meanwhile, I have all the cars in good order for the time being, the house is rough but liveable, and as soon as I finish this issue I'm going to get N75FL through its annual and back in the air again. Real close now, but not quite there yet. If any of you want a major project, install Cessna 150 pedals and brakes in your PL.

Meanwhile, Anne and I have been doing some flying, at least, since Oshkosh now has a glider club. We really enjoy flying sailplanes; in fact we met at a glider operation where I was instructing at the time. I'm a firm believer in gliders and soaring as a training tool; it will really polish your power flying skills, and is a real challenge, especially up here in the flatlands of Wisconsin. But for just plain hop - in - and - go fun flying, you can't beat a PL.

Meanwhile, I have a whole bunch of goodies and info for this newsletter, so without further blarney, let's get into it. Many of you have asked for a list of subscribers, and since I have not yet heard a discouraging word from anyone on this, see further on in this issue for such a list. This should help you to find a fellow builder / owner / pilot relatively close to you for information and / or help on your project. Bear in mind there are a lot more PL builders and pilots out there who are not on my mailing list; not everyone subscribes to these words of wisdom(?)

Also, please note that the PL newsletter is now hitting the **BIG TIMES** - in this issue you will find a **FULL COLOR** page with picture of **HANS NIELSEN'S PL-2, SE-XCU**. We're making history here, dear readers. This is the first issue of your PL newsletter to have a color picture in it. It also may be the last, at least for some time to come! For those of you who have a 1986 EAA calendar, you'll find a striking resemblance between the enclosed picture and the November picture in your calendar. Seems that the printer apparently had a bit of an overrun of some of the calendar pictures, and EAA has been giving them away at the museum. So I swiped a stack of them (with permission) to enclose in this newsletter; now you know why one of the pages has an October '86 calendar on it. Yes, I have extras if you'd like; just let me know. Kind of nice for the PL to get some recognition in EAA's calendar, eh?

You'll also find an enclosure from **Pete Karmouche** with some really nice photo work showing the workings of his wheel fairing kit. If the fairings and kits are as nice as the photo sheets he turns out, they must be nice indeed.

Last, but definitely not least, I have a collection of

pictures of the battery relocation on George and Tom Parrigin's PL to show how to handle the extra weight of a Lyc. 0-320 installation. I was planning also to get into a discussion of weight and balance with a couple pointers that hopefully may make it easier for you, but it just won't fit this time around.

I do have a bit more room on this page for some input from readers, though, who wrote to comment on a couple items mentioned in the last newsletter. AUSBY ALESHIRE wrote to comment on the PL rudder trim item mentioned - he recalls something on this in one of the earlier issues. I haven't had a chance to hunt this up, so I'll take your word for it. Anyway, Ausby indicates that the problem was that the shimmy dampener was causing too much drag in the system. The builder removed the cables between the pedals and the nose wheel steering arm and installed springs between the steering arm and firewall to keep the nosewheel centered. Ground steering was done through differential braking. This aircraft was a PL-1, which has a (slightly) balanced rudder, while the PL-2 does not - this might be enough to increase centering forces on the rudder on the PL-2 to the point that such a fix is not necessary; I don't know.

And MAJ. BOB HANCOCK wrote to say a few words regarding acro and PLs. Bob is a fighter pilot with the USAF, so he knows a bit about it. He comments on his calculations concerning tail damping power factor and the Chinese spin tests, and concludes they know what they're talking about. I've spun our PL, but never with more than half tanks - a bit less, as I recall. And although it worked out fine up to three turns (I found it much more predictable on recovery than a Beech Skipper, which is certified for spins), I would certainly keep the mass at the ends of the wings as light as possible. Here's another reason for an auxiliary tank in the fuselage for acro: This will enable you to keep all the fuel mass in the middle of the airplane, rather than at the wingtips where it increases the inertia of the spin.

Bob also commented on the very light stick force per G in the PLs. I've flown several aerobatic aircraft, but they've all been of the Citabria (very heavy) or Decathlon/Cessna Aerobat (somewhat heavy) variety. The PL is about the lightest acro aircraft I've flown. The point is, putting an accomplished acro pilot in the other seat does not guarantee he'll do well in a PL, as Bob found out when he and the accomplished acro pilot with him did an accidental snap on top of a loop. Recovered just fine, Bob says, which speaks well for the PL design. The most similar production aircraft to the PL that I've ever flown is the American/Grumman AA-1B, the Trainer model. Unfortunately it's not aerobatic, so I can't attest to that part of its flight envelope; it also is equipped with control yokes rather than sticks as a REAL airplane should have. But otherwise in terms of stick (yoke?) force per G, roll rates, etc., my hazy memory tells me that it's pretty similar. See if your ace acro instructor has some time in something like this before you allow him to test the structure of your PL.

Well, out of room for this issue, even though I have lots of stuff for our post - EAA Convention issue, which I hope to have out around the end of August. If you're out this way for the Convention (or any other time, for that matter!) look me up.




The late Ken Arnold's N72KA, now owned by Mr. George Parrigin. Ken relocated the battery in the tailcone when he built the aircraft for better weight and balance, along with several other slick ideas.



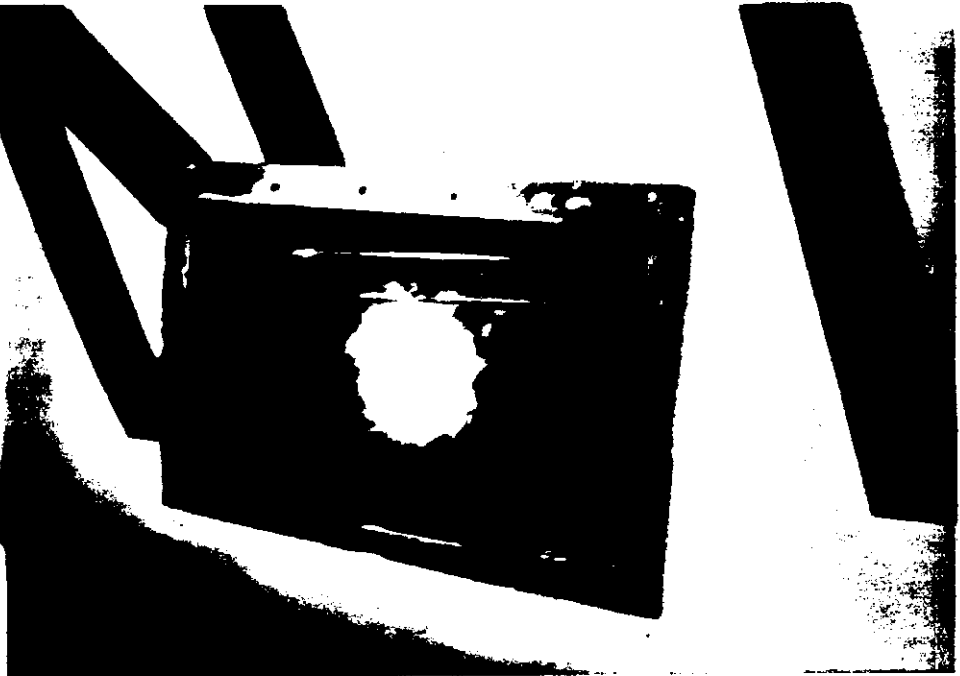
George's son Tom (am I correct on this? - Or did you find someone else to pull all those screws?) removing cover plate for battery access. Note also the ground power plug receptacle cover, between the bottom ends of the "7" and "2" registration numerals. This is a really handy idea, particularly if you don't fly regularly - but wherever your battery might be located, install the power receptacle **BEHIND** the wing, well away from the prop, as Ken did.




Close up shot of the battery access cover plate about ready to come off. This seems to be fabricated about like any other access panels on the typical PL, with a doubler installed behind the panel and the panel attached with nutplates and screws.



Overall shot of N72KA with battery access cover completely removed. Yes, there really is room enough to get the battery in and out of that little opening - but watch your knuckles!



Close up of the battery access with panel removed and battery box visible inside. The battery box is split diagonally, from the upper edge of the box on the far side of the battery (toward the center of the aircraft, as viewed in this shot) to the lower edge nearest the access opening. The next page might show this a little more clearly.



Same view as previous picture, but with the battery box open to expose the battery. + and - terminals are on the far side from the access opening, toward the center of the aircraft. Filler caps are reasonably accessible - but it looks like a mirror would help to check fluid levels.



View looking rearward inside fuselage tailcone, from baggage compartment; the panel at the rear of the baggage compartment has been removed. The box on the right side of the picture is the ELT, while the battery box (with lid closed) is on the left. The bright object at the front of the battery box is the battery solenoid.



Same view as above, with battery box lid open. The round object in foreground is the strobe light, while the object to the left side of the picture is the external power receptacle. Here's where metal airplanes are really nice - you can eliminate half those heavy cables, since the aircraft structure serves as a return path! This makes a remote mounted battery like this somewhat more practical. Unfortunately, none of these shots really show the mounting structure for the battery box - you're on your own. As nearly as I can tell, however, it looks as though the battery box supports consist of two pieces contouring and riveted to the inside of the skin at or near the formers, which attach directly under the battery box.

CLASSIFIEDS

A. E. ALESHIRE, after considering selling his project, has decided to go ahead and finish it (glad to hear it!). Meanwhile, he has some goodies for sale to help a couple of you other builders along. 1. Complete fiberglass tip tank kit, by Ratray. 2. Complete set of flap and aileron ribs (no flap gussets, however) by McFarland Aircraft Co. Asking \$250 for both items. Contact A. E. Aleshire, 1998 Mayflower Dr., Woodbridge, VA 22192.

LEIGH BLAKE, along with his ideas on an aux. fuel tank, has the following - **FOR SALE:** one complete fin and rudder, a complete rib form set, several machined parts, and a set of fiberglass parts for tip tanks. **WANTED:** 1. One set of wing root fairings, 2. a new style cowling, and 3. needs to borrow a 37 degree flaring tool. (Leigh has found one more area of divergence between automotive and aircraft practice - automotive tubing flares are 45 degrees, while aircraft are 37. Make sure you use the proper flaring tool on your tubing, or you'll end up with imperfect fits and leaks when you try to mate the tubes with the aircraft hardware and fittings.) Contact Leigh Blake, Box 122, Felts Mills, NY 13638.

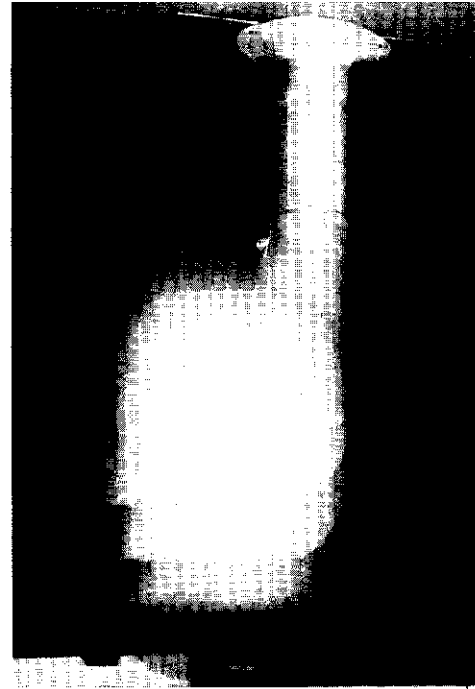
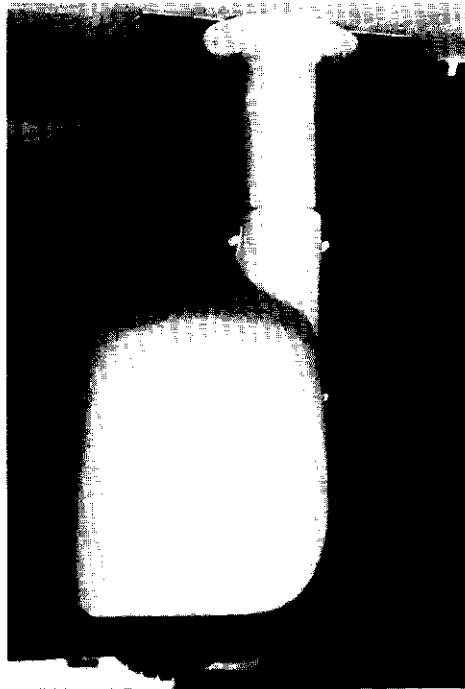
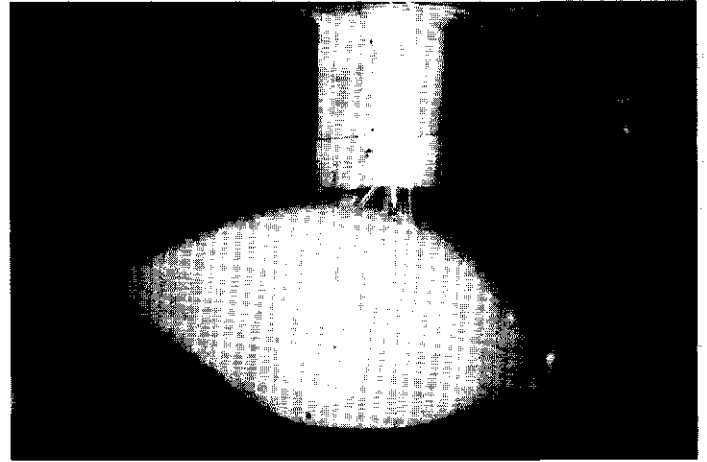
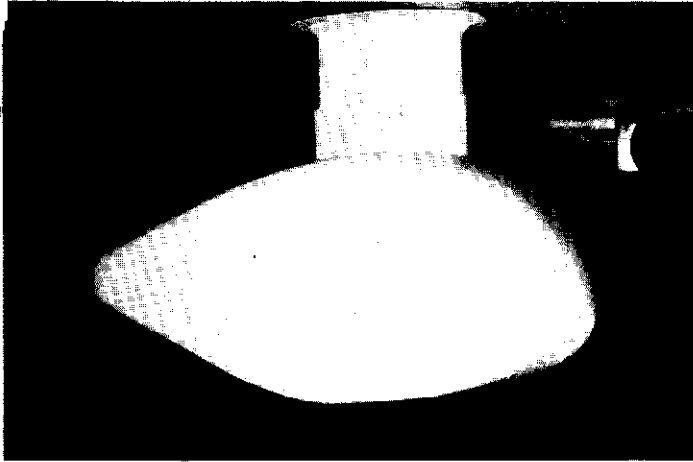
ED BOOTHE, a new subscriber, also has a pair of tip tanks for sale - "very reasonable," he says. Reason for selling: He has converted his PL-2 to a wet wing fuel system! Contact Ed at 115 Locust Dr., Biloxi, MS 39532.

Remember TOMMY PHELPS' request a couple issues back for spring steel for the 2-40-006-49 carb heat box spring? Tommy found his material and while he was at it, made up fourteen extras and while supply lasts is **GIVING THEM AWAY FREE**, first come, first served. One to a customer, please, and please send a stamped, self addressed envelope along for the return mailing. Thanks VERY much, Tommy! There are probably a lot of builders out there who will avail themselves of your help.

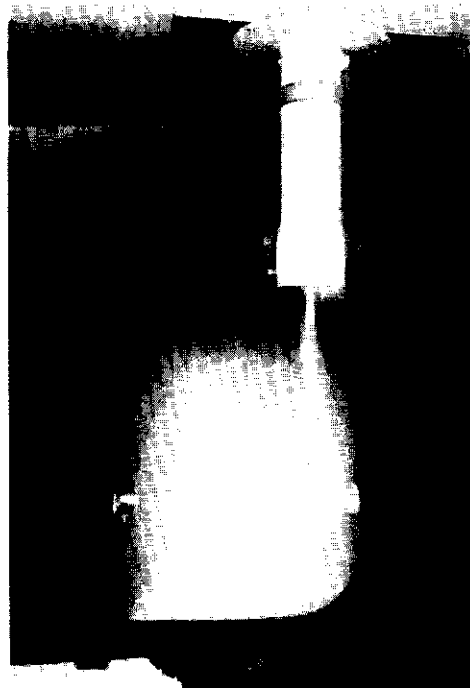
LEE CONLAN of Homebuilders Aircraft Associates, 7858 Arnett St., Downey, CA 90241, has the following for sale: Cessna alternator, part # C611501-0204, with gear and yellow tag - \$268. Prestolite starter w/gear, part # MZ4214 for Continental O-200 w/key start - \$800. Also a set of Goodyear brake discs for \$75. These prices range from 15 to 30% below new list, according to Lee. Contact him at the above address or call (213)869-0536 if you're interested. Lee also sent along a current price list which lists just about all the fiberglass and plexiglass parts needed for the PL-1 or -2, but unfortunately I don't have room to include it in this issue. If you'd like a copy, please write or call Lee at the above address / phone no., and I'm sure he'd be glad to send you one.

PAZMANY LANDING GEAR, WHEEL & STRUT FAIRINGS INSTALLATION

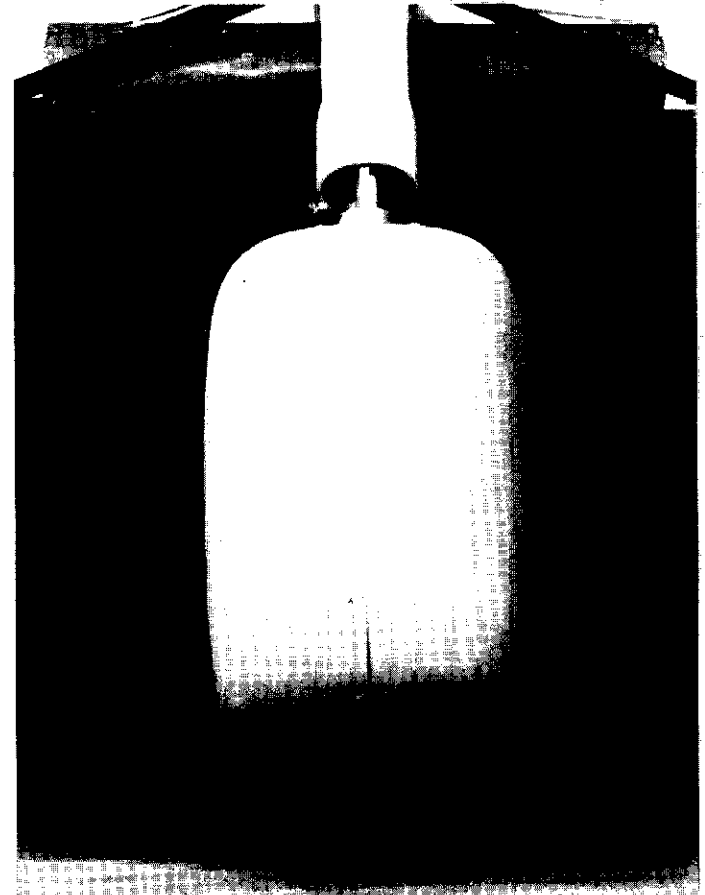
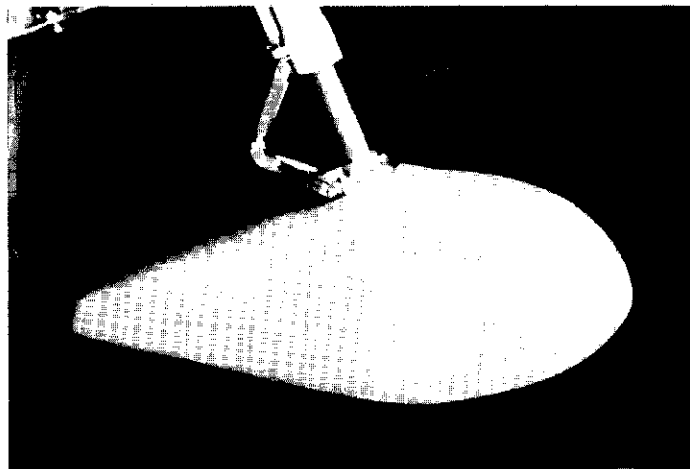
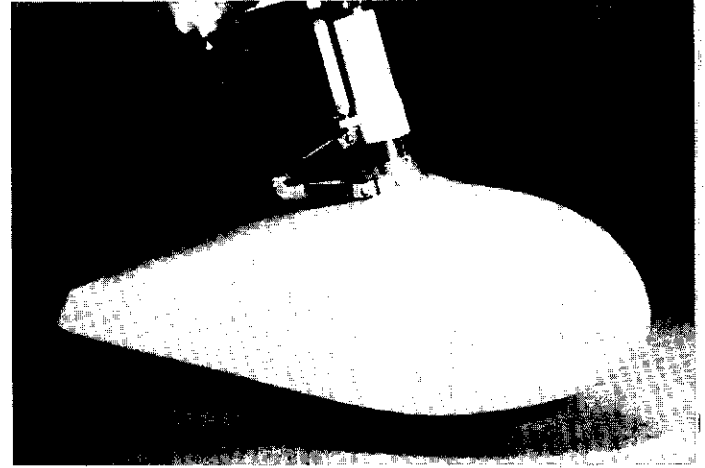
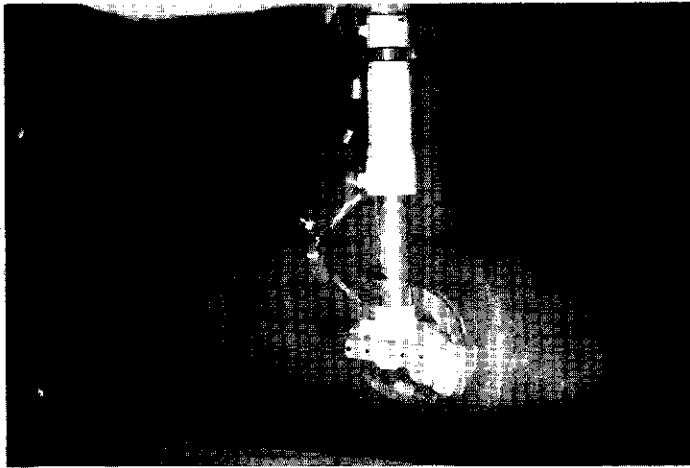
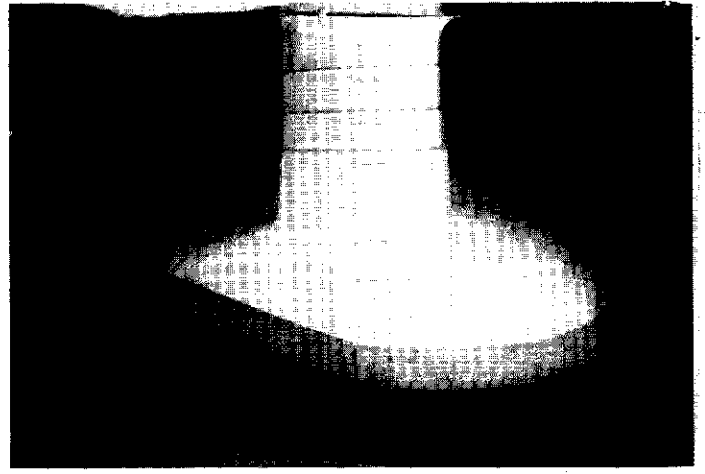
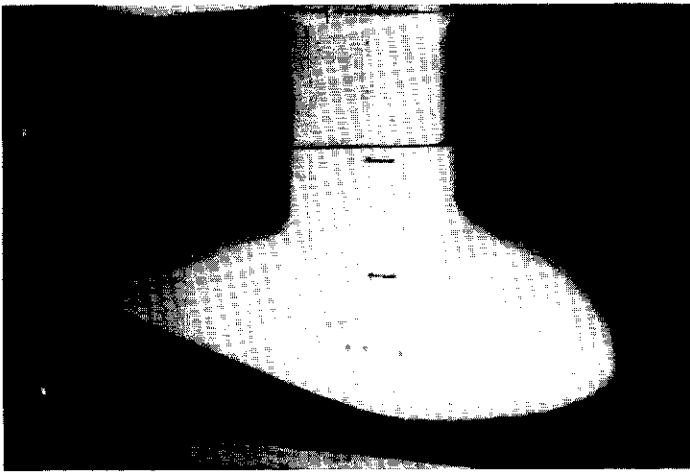
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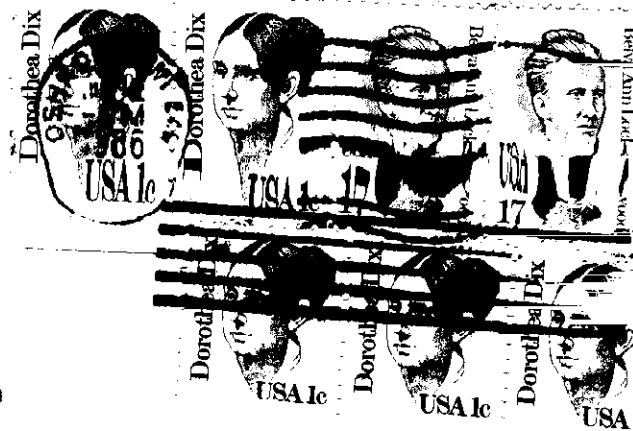
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Your last issue is #N/A