

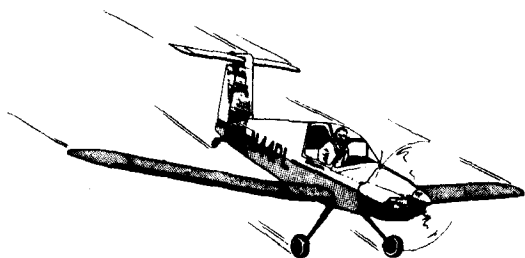
Pazmany PL-4 Newsletter

AIRCRAFT DESIGNER

NEWSLETTER PUBLISHER

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Gahanna, Ohio 43230



Volume I

Number I

April 1973

WE DID IT! The fact that you are reading the first PL-4 Newsletter is further proof of the will power behind the homebuilt aircraft movement, and is a tribute to the exciting new PL-4 design and the man that has given birth to such a fine aircraft - Mr. Ladislao Pazmany - hereinafter known as PAZ. The response to our inquiry about your interest in a PL-4 Newsletter has been overwhelming. The interest and excitement is high and should be more than enough to sustain a good newsletter. PAZ, as most of you know, is a very busy man, and it is in everyone's best interest to relieve him of some of his administrative burden, and that is the initial objective of our Newsletter. Of course we hope the Newsletter will evolve and become a true forum for builders of the PL-4 and in its own way support the homebuilt aircraft movement - worldwide! As stated in your publisher's original letter, the Newsletter will be as professional as skills, time and funds permit. With those lofty objectives set, lets move on to the real business of a newsletter -- information; and believe us, we have already accumulated enough information for several Newsletters.

First some housekeeping comments: Unfortunately the first order of business is just that - business! To save mailing costs, this first Newsletter is also to serve as your bill for a one year's subscription. So if you ever want to see Newsletter Number 2 please remit \$3.25 as soon as possible. Also, expenses for the Newsletter so far have come from the old family cookie jar, so please help your publisher get his "war department" off his back - remit quick! Please make checks out to Major J. C. Treager and send to the address shown in the letterhead. Maybe we could have gotten by with a \$3.00 rate but the extra 25¢ will permit us to print more pictures, etc. in future issues. Subscribers from foreign countries (excluding Canada and Mexico) - we will have to charge you \$2.00 extra/year to give you air mail service. Oh yes, for U.S. subscribers, please include your area code and phone number when you remit; it may be useful later. Your publisher is fortunate in that he has access to a system that permits frequent voice contact with PAZ (maybe that is how he got this job, for talking too much!) and knowing your phone numbers may permit the rapid dissemination of special/emergency data at a later date. Your publisher's home phone number is : AC 614, 475-1546.

PUBLISHING SCHEDULE: for more or less arbitrary reasons we will begin the bi-monthly publishing schedule on or about 1 April 1973. Henceforth, you should expect to receive your copy several days after 1 June, 1 August, 1 October, etc.. If you have any input you want put in a following issue, it must arrive at the publisher's address not later than 15 days before the above listed distribution schedule dates.

Now a word from our sponsor - EAA! It is unlikely that many of our subscribers are not members of the Experimental Aircraft Association. On the chance someone is not a member of the EAA, permit all of us to invite and encourage you to join soon. Without the EAA the homebuilt movement would never have started nor reached the maturity it has. It is truly a great organization, an association of superior leadership and a membership of achievers, plus, it is our best hope and protection to insure governmental and other pressures do not regulate sport aviation out of existence. Membership in EAA will directly help you complete your construction project. The address of the Experimental Aircraft Association is: Post Office Box 229, Hales Corners, Wisconsin 53130. Join Today!

BUILDER'S ADDRESS LIST: In the initial responses, many of you asked to learn the addresses of the other PL-4 builders. On the assumption that no one will object to being identified as a PL-4 builder, we will eventually publish the names and addresses of those who have purchased a PL-4 Plans Set. About 170 Sets have already been sold, so it will be impossible to print all such names and addresses in this first Newsletter lest we completely use up our postage budget, so - we will print as many as possible in each issue until we are caught up with the entire list. Please bear with us in this matter.

GOOD NEWS! DOUBLE GOOD NEWS!! TRIPLE GOOD NEWS!!!: At the request of many, PAZ will present two Forums at the EAA Convention this summer. First, and most important to us, and, because of the vast interest created by the PL-4, PAZ will present a PL-4 Forum on Friday, 3 August 1973 from 0900 to 1015 hours in Forum Tent Number 2. Also, to assist all builders, PAZ will present another Forum entitled - Light Airplane Design and Construction - on Thursday, 2 August 1973 from 0900 to 1015 hours in the Forum Pavilion. So, lets all be there and soak up these two special events. In case anyone doesn't know of the EAA Convention and Fly-In - it will be held this year from 29 July to 4 August 1973 at Wittman Field, Oshkosh, Wisconsin. It is the prima aviation event in the world! See you there. Great guy PAZ has even come up with a suggestion to put the frosting on the Forum cake - he wants all PL-4 builders to get together during one evening of the Convention at a local pizza parlor for an informal session of camaraderie and he promises to show the PL-4 in-flight movies he has just acquired (all Dutch treat of course). Your publisher has already taken the liberty of accepting for you PAZ's suggestion for the informal pizza party; details will be published in the next Newsletter.

The PL-4 Prototype airplane will be flown to Oshkosh for this summer's Convention. By the way - the prototype is not for sale - your publisher has already asked! PAZ sez the following about the prototype PL-4: it has over 90 flying hours with absolutely no problems. Over 20 different pilots have flown it -- all praise its flying and handling qualities. The prototype has over 300 landings on the conventional gear with no problems. Because of the trouble-free operation with this conventional landing gear, and because of the lack of interest shown (less than 16%) in a tri-gear version, the PL-4B will not be designed. It would require too great of an investment with too little chance of return to justify the design, construction, and test of a second prototype. The prototype was recently flown on a long cross-country to Arizona by Mr. Jeff Sawyer. Jeff has promised to write a summary of his trip which will appear in a later Newsletter. The performance was reportedly outstanding for a VW powered aircraft.

MATERIAL LAYOUT DIAGRAMS: these diagrams are useful to conserve sheet stock and will be included in the Construction Manual as will a consolidated materials listing.

OPTIONAL ENGINE DRAWINGS: after PAZ completes all drawings for the basic Plans Set and after the Construction Manual and Exploded Views Packages are completed, he will design and offer drawings for optional engine installations. The first optional engine drawing will be for the 65 H.P. Continental engine. Subsequently, and slowly, PAZ will design mounts for higher horsepower engines, possibly to include the 75, 85, and 100 H.P. series. It will be six to nine months before the 65 H.P. drawings will be available; prices have not been set yet.

MATERIALS SOURCES: PAZ SEZ he is not interested in the hardware supply side of this business and he welcomes anyone to provide a raw materials kit service to PL-4 builders. If anyone has any ideas to help us all get the best deals on materials, lets publicize them in this Newsletter. The spar cap and fuselage extrusions are particularly difficult to locate outside of the southern California area. Your publisher has checked all over the U.S. for these extrusions and so far has located only two sources; both are in Los Angeles, California and their prices are very high. In case you have the price, their names and phones are: Pioneer Aluminum Company, AC 213, 263-7211 - Tiernay Metals & Supply Co. AC 213, 676-0184.

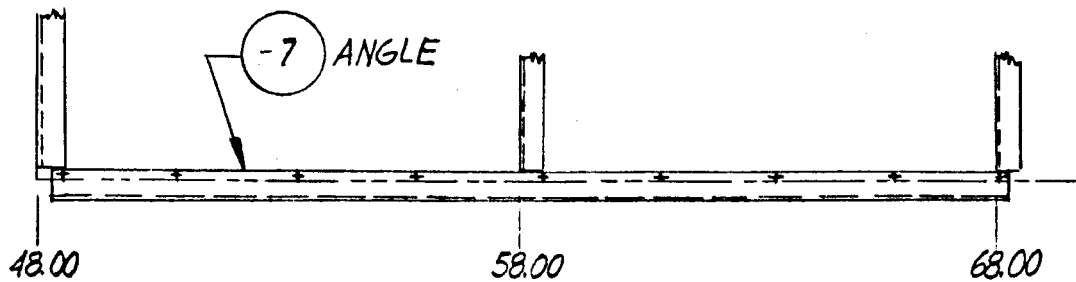
FLASH! LATE NEWS!: just received word from a subscriber of a source for PL-4 extrusions; it is - Future Metals, Inc., 7828 N.W. 53d Street, Miami, Florida 33166, Phone AC 305, 592-1424. Your publisher contacted the President of the firm and they do regularly stock these extrusions and the price is the lowest found to date and freight is paid on orders of at least \$75.00. Single order extrusion prices are: AND10133-0601 - 69¢/ft.; AND 10133-1403 - \$1.88/ft.; AND10133-0703 - \$1.75/ft.. They will quote a significantly lower price if consolidated orders could be placed. Any ideas? If you call the Company, contact Mr. John Porfidio and reference your publisher's previous contact.

#	Dwg. Number	Drawing Title
*1	4-00-001	General Arrangement
2	4-10-001	Wing Assembly
3	-10-003	Ribs - Wing
4	-10-004	Aileron - Wing
5	-10-005	Spar Assy. - Wing Outboard Panel
6	-10-006	Spar Assy. - Wing Inboard Panel
7	-10-007	Rear Spar - Wing
8	-10-008	Wing Sta. 48.0 Rib Assy. - Wing Outbd panel
9	-10-009	Wing Sta. 45.0 Rib Assy. - Wing Inbd panel
10	-10-010	Details - Wing
11	4-20-001	Stabilator
12	-20-002	Vertical Fin
13	-20-003	Rudder
14	4-30-001	Fuselage Assembly
15	-30-002	Firewall Assy. and Instrument Panel Assy.
16	-30-003	Landing Gear Beam Installation-Fuselage
17	-30-004	Cockpit Longeron and Frames Installation
18	-30-005	Frame Sta. 88.77 - Fuselage
19	-30-006	Frame Sta. 105.00 & baggage Cmpt. Floor
20	-30-007	Tail Cone Frames - Fuselage
*21	-30-008	Windshield and Canopy - Fuselage
22	-30-009	Details - Fuselage
23	-30-010	Frame Sta. 70.36 Assy. - Fuselage
24	4-40-001	Fuel Tank
*25	-40-003	Engine Installation-V.W.w/"V" Belt Reduction
*26	-40-004	Engine Installation Details
*27	-40-005	Engine Controls & Fuel System Installation
*28	-40-006	Engine Mount for V.W. Engines with "V" Belt Reduction
*29	-40-007	Intake & Exhaust Manifolds
*30	-40-008	Engine Cowl
31	4-50-001	Stabilator Control Install & Control Stick Assy.
32	50-002	Stabilator Trim Control
33	50-003	Aileron Control Installation
34	50-004	Rudder Control & Brake System Installation
35	4-60-001	Main Landing Gear & Brake System Instal.
36	60-002	Tail Wheel Installation
*37	4-70-001	Electrical System Schematic & Details
*38	70-002	Pitot System Installation
*39	4-80-001	Cockpit Furnishing & Soundproofing
40	4-90-001	Fiberglass Fairings

Plans marked with * will be mailed separately in approx. 3 months.

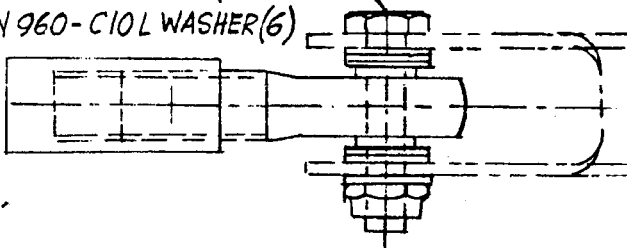
PREPARED	NAME L. Pazmany	Mar. 7-73	PAZMANY AIRCRAFT CORPORATION — SAN DIEGO — CALIFORNIA —	MODEL NO.	PL-4A
CHECKED			ENGINEERING CHANGE NOTICE #1	REPORT NO.	
APPROVED				PAGE NO.	1

DWG 4-10-001. WING ASSEMBLY - (OPTIONAL CHANGE)

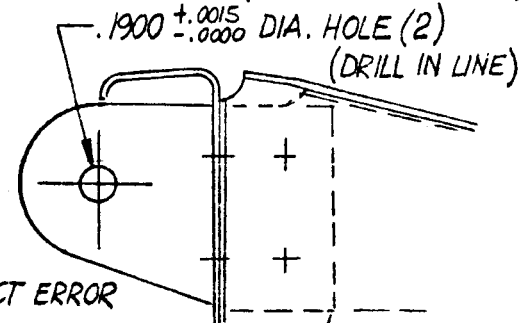


DURING FLIGHT TESTING IT WAS FOUND THAT THE LEFT WING DROPPED FIRST CONSISTENTLY. THIS COULD BE A RESULT OF A MISSALIGNMENT OF THE WINGS. THIS TENDENCY WAS CORRECTED BY ADDING ANOTHER STALL STRIP IN EACH WING PANEL AS SHOWN ABOVE. THIS COULD BE A PARTICULAR SITUATION WITH THE PROTOTYPE ONLY, AND MAY NOT BE REQUIRED IN YOUR AIRPLANE. IF YOU FIND THE SAME SITUATION IN YOUR AIRPLANE, INSTALL STALL STRIPS AS SHOWN ABOVE BUT ONLY TAPPED TO BEGIN. RIVET STALL STRIPS IF IT HELPED.

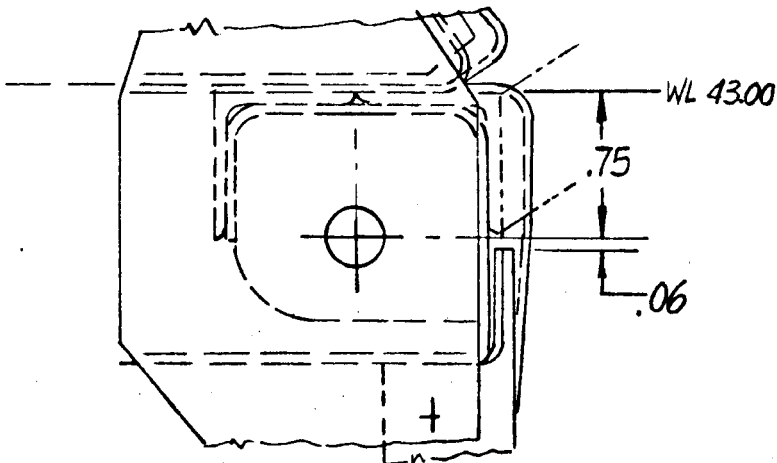
DWG 4-50-003 - AILERON CONTROL INSTALL.
NAS 1103-12 BOLT (1) (MANDATORY CHANGE)
AN 364-1032 NUT (1) TO CORRECT ERROR
AN 960-C10L WASHER (6)



DWG. 4-10-004 - AILERON - (MANDATORY CHANGE)

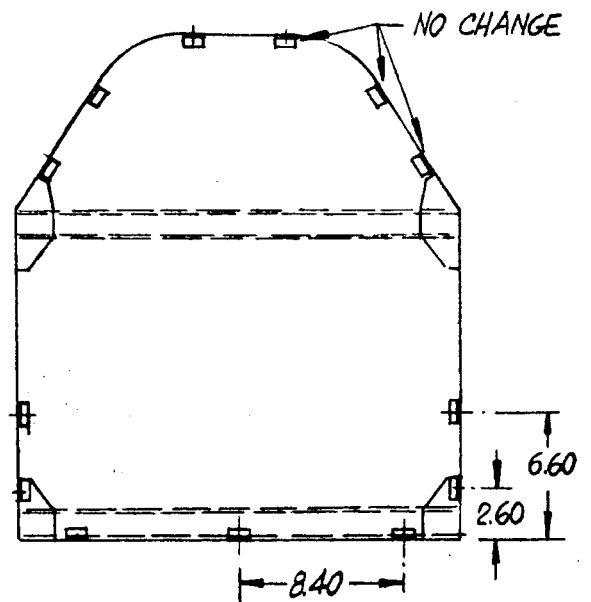


DWG. 4-30-002. FIREWALL ASSEMBLY.



(MANDATORY CHANGE) - TO CORRECT ERROR
DRAWING WAS OUT OF SCALE. LOCATION OF HOLE FOR ENGINE MOUNT BOLT WAS SHOW AT .67 BELOW WL 43.00. ALSO CORRECT LOCATION OF THIS HOLE IN DETAIL OF -31 GUSSET

DWG. 4-30-002 - FIREWALL ASSEMBLY



(MANDATORY CHANGE) - TO CORRECT ERROR.

THE LOCATION OF -19 ANGLES WAS CHANGED AT THE TIME OF INSTALLING THE COWL. THIS CHANGE WAS NOT INCORPORATED IN THE FIREWALL DWG. THE ANGLES -19 AND THE CAMLOC RECEPTACLES FOR THE UPPER COWL ARE NOT CHANGED. THE ANGLES -19 FOR THE BOTTOM COWL ARE RELOCATED AS SHOWN. USE NAS 697-A0BK NUTPLATES (7 PLACES) INSTEAD OF CAMLOCS FOR THE BOTTOM COWL.

PAZ SEZ: he now has available a PL-4 Information Package - it contains a 16 page color brochure (mini-construction guide) and a sample drawing. It sells for \$3.00. For those who already have ordered the Plans Set (us) he will send you the brochure for \$2.50. Its a real nice booklet and it is suggested we all order it; send your order and money to PAZ.

EXPLODED VIEWS: we had many questions about this subject; PAZ SEZ - he has a package of 60 exploded views in process. This is a time consuming and expensive project because outside artists must be used. He hopes to have this package ready for sale in about three months. The package will be sold separately (its not essential for construction) at a price of \$10.00. Please do not inquire about this package or send any money until PAZ announces the complete package is ready. To whet your appetite though, a sample exploded view is shown elsewhere in this Newsletter.

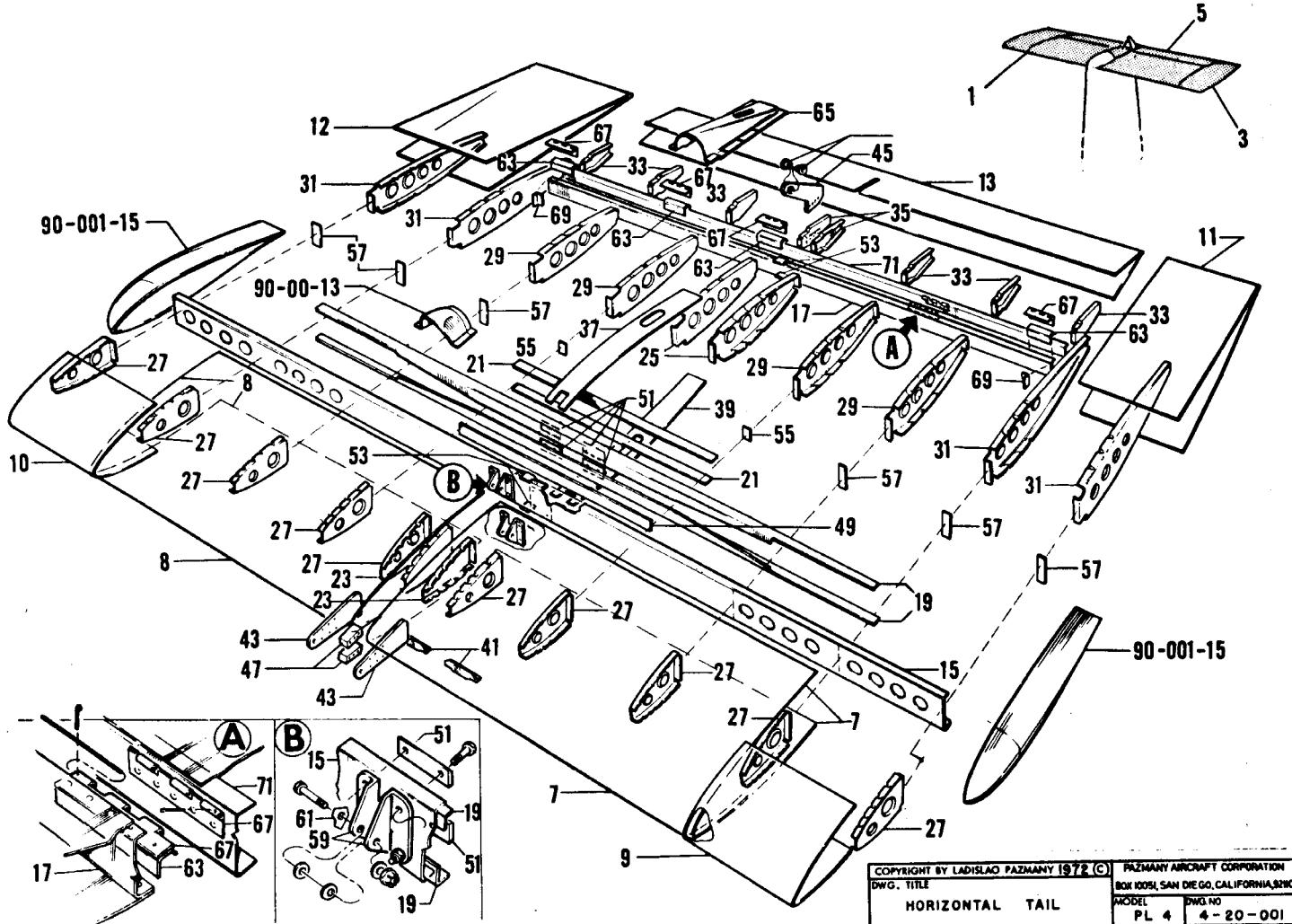
CONSTRUCTION MANUAL: we also had many questions about this subject. PAZ has accumulated over 300 photographs that will be used to illustrate this Manual but he has not yet started the text. This Manual will receive his full-time efforts just as soon as all of the drawings in the basic Plans Set are completed. PAZ estimates it will take three months to complete the Construction Manual after he starts; so, maybe by mid to late summer this year the Manual will be for sale. Meanwhile, please do not send PAZ any money for this Manual. When it is completed, it will sell for \$7.00.

BASIC PL-4 PLANS SET: PAZ SEZ the basic Set now consists of 40 drawings and all but three (canopy, cowl, and furnishings) are complete. The new list of drawings is shown in this Newsletter. The new Set sells for \$60.00. Everyone who previously ordered the Set will automatically be sent the missing and/or extra drawings. PAZ estimates he will have all drawings completed and ready for mailing in about two months. If you paid only \$50.00 for your Set you will be asked to pay another \$10.00 - whether you pay or not is voluntary on your part; if you feel the drawings are worth the extra \$10.00 (and who won't) then please pay PAZ for the extra work that went into them. The point is, everyone will get a complete Set. By the way, it seems universal that everyone thinks the PL-4 drawings are a work of art. They surely set the standard for all EAA designs and maybe even industry too. Congratulations PAZ, you've done it again!

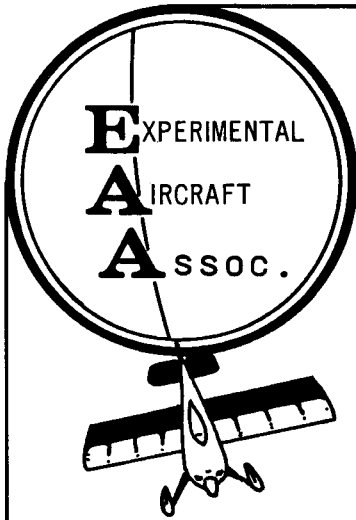
DRAWING ERRORS: PAZ SEZ all mistakes and changes in the PL-4 drawings will be announced by and detailed in official ECN's (Engineering Change Notices). The ECN's will be published in this Newsletter; ECN Number 1 is shown in this Newsletter.

FUSELAGE SKIN: it is doubtful anyone is ready to skin a fuselage yet, but in case someone is ready or ready to purchase aluminum sheet - PAZ SEZ to use 0.025" metal thickness instead of the 0.020" shown on the plans. This change is optional but PAZ recommends it to reduce "oil canning".

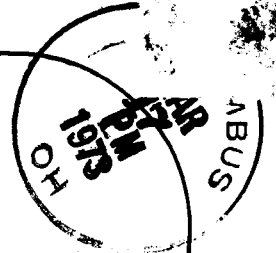
VW ENGINE MOUNT: PAZ SEZ do not use the engine mount drawing originally supplied. A new drawing is complete and will be sent free to all concerned. The old drawing shows a 0° thrustline; the new drawing will show a 3° canted thrustline.



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 DWG. TITLE HORIZONTAL TAIL
 BOM 1005L SAN DIEGO, CALIFORNIA, 92101
 MODEL PL 4 DWG. NO. 4-20-001



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