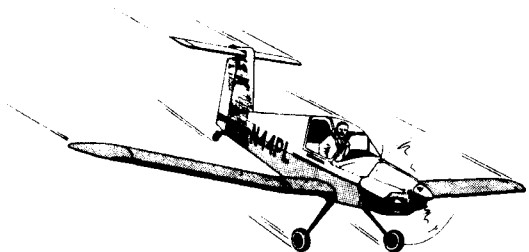


Pazmany PL-4 Newsletter



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JUNE 1973

The response to the first issue of our PL-4 Newsletter has been great and satisfying - thanks go to all of our subscribers, especially for being so quick to respond with the price of the subscription. For the many that inquired - the cookie jar is filled again and the War Department happy! For the several that sent in a little extra, a special thanks to you as the extra funds will help defray those little expenses not previously anticipated. We now have over 150 subscribers and the list grows practically every day. Over 230 Plans Sets have been sold! The first issue was somewhat over-subscribed and the last 40 subscribers were sent Xerox copies of the original printing; sorry about that, but it was and will continue to be, a problem deciding how many copies to print. We do not want to print excess copies, but must plan on new subscribers and they always want the back issues, so...., anyway we are sure everyone will be understanding in this regard. Also, we thank everyone for sending along the many tips, pictures, stories, materials sources, etc. - that is one of the primary objectives of the Newsletter and your publisher will continue to do his best to assemble, summarize, print, and give prompt replies and/or re-direct your inquiries, but, it will all work out a lot better if you include a stamped envelope or post card to cover the expense of return mail. Sometimes we receive up to 10 letters/cards a day and when replies are requested the Newsletter account should not have to pay the postage - again, I am sure everyone will cooperate with us. With this issue we will begin publishing names and addresses of subscribers and/or builders (to be fair, the subscriber listing will be published first). To reduce the publisher's workload somewhat, we hope you will be able to correspond directly among the PL-4 family now that it is becoming nationally and internationally identified. Of course you should get many clues on who you may want to contact from the news and potpourri features that appear herein. Also, we will publish the answers to the most asked questions.

PL-4 FILM - PAZ has put together a 15 minute movie film of the PL-4 flight tests and other interesting flight sequences, plus, scenes showing preparation for towing. The film is of the home movie type but quite enjoyable and most suitable for Chapter programs. It is of the regular 8mm type. PAZ is willing to lend it to PL-4 builders and EAA Chapters at no cost other than postage charges involved (it must be insured for \$50.00 when mailed). If you are interested in obtaining the film, please contact PAZ.

PL-4 PUBLICITY - the exciting PL-4 design continues to get world-wide attention in the aviation press. Our PL-4 builder in England, MIKE CATTON, sent us a copy of a very nice article on the PL-4 and PAZ that appeared in a British aviation journal - thanks Mike. The article contained much more about PAZ and his family than previously published. Did you know that PAZ's original language is Spanish? So if you Habla Espanol try it on PAZ when you next see him. Of course everyone must have seen the terrific 4-color see-through "Centerfold" in the June issue of the Air Progress magazine. In its own way it compares with some other "Centerfold" subjects you may have seen in other magazines! The Air Progress cut-away also has value

to builders and should be saved, especially by us first time builders. Of course all of the publicity is justly deserved - the performance of the PL-4 prototype gets more and more impressive and all with only a standard VW engine. PAZ just announced a new propeller has been fitted to the prototype resulting in an increase in cruise speed and climb performance (see details elsewhere). Addition of wheel covers in the near future is expected to further increase performance. The PL-4 should prove to be a real tiger with 65 and higher horsepower engines. By the way EUROPE - Mike Catton hopes to start a PL-4 Newsletter to cover interest on the Continent and environs - we understand it would be published in Popular Flying magazine.

PL-4 ENGINES - PAZ has expressed concern over some published stories about the PL-4 which give the impression he designed it only for the VW engine. PAZ wants to disspell this notion - it was a design objective to make available an aircraft that would have relatively good and safe performance with the VW engines, but the design is capable of using any number of other engines up through 100 H.P.. Of course PAZ does not intend to build a prototype for each of the other engine installations and carry on development as he has for the original VW prototype. Certainly though, he does expect other builders to use and test the other suitable engines. As published before, PAZ will design an engine mount for the 65 H.P. Continental engine and possibly mount and test it in the prototype or in someone else's PL-4.

PL-4 FORUM - as announced in the last issue, PAZ will present a PL-4 Forum during the EAA Convention at Oshkosh. We have had numerous requests that the entire Forum be taped and tapes made available (loaned/rented/sold?) to EAA Chapters and builders for those who cannot attend in person. This is a good idea, in fact it just should be done, period; so....we are looking for a volunteer(s)???? We need someone who has suitable quality recording equipment and is willing to make duplicate tapes after Oshkosh plus act as distribution agent for the interchange of the tapes. Please contact the publisher and/or PAZ if you can handle this responsibility or have other ideas on how to get the job done.

OIL CANNING - had a question from a new builder about the use of this term in Newsletter No. 1. It refers to unwanted metal flexing noises most often heard while taxiing metal aircraft. The optional change to a thicker skin given in ECN No. 1 should reduce the problem.

WOMEN'S LIB - we hate to say this (we are only kidding, Tiny) but from the correspondence the publisher has received to date, it appears the next PL-4 to fly will be built by a woman! She is Mrs. R. "Tiny" Borden of 2279 El Paso Street, Ramona, Calif. 92065. She is getting some "supervision" from husband Ralph (an EAA designee) and they both have generously agreed to keep the Newsletter supplied with progress reports, tips, pixs, etc.....if you have a special question contact Ralph and Tiny, we mean Tiny and Ralph, directly. A picture of her completed fuselage is shown in this Newsletter. Tiny plans to use a 65 H.P. Continental engine.

VW ENGINE THRUST LINE - we had a couple comments from builders questioning the VW engine thrust angle data that appeared in Newsletter No. 1. We double checked with PAZ and that information was correct as published. In that regard - even though your publisher lives in Ohio and PAZ in California, we correspond frequently by mail and phone, plus, a draft of every issue is sent to PAZ for approval before it is published. We are trying to make this the official PL-4 Newsletter as far as PAZ is concerned.

CONSTRUCTION RIGHTS - based on some of the correspondence the Newsletter and PAZ have been getting we think it prudent to remind all purchasers of the PL-4 Plans Set of the purchase agreement; it is quoted in part as follows: "I am....purchasing the right to build one PL-4 airplane....I promise not to reproduce any part of, or complete, drawings nor to resell them without the written authorization of the Pazmany Aircraft Corporation.. ...I promise to fabricate components for only one aircraft, for my personal use and experimental purposes....I will not fabricate parts for sale or profit without the written authorization of the Pazmany Aircraft Corp."

FIRST X-C FOR PL-4 (a report by JEFF SAWYER) - the Friday before the fly-in we began preparing for the trip to Casa Grande, Arizona by trailering the PL-4 from PAZ's house to Gillespie Field (San Diego) where the trip was to begin. At the airport we immediately began to gather spectators. After assembly we decided to take the PL-4 around the pattern to see if the aircraft and radio were functioning properly. After the flight we were satisfied that every thing was working so we tied the bird down for the night.

Saturday morning I began by loading the PL-4 with my baggage and filing a flight plan to Yuma, Arizona. My takeoff was at 0650 which was four minutes after our friends in a Taylorcraft with whom we would be flying. After catching up with them I throttled back to 3500 RPM so as not to out-run them. Even at this modest power setting I got a good 400 to 500 FPM climb at 65 MPH. Upon reaching 5500' we leveled off and headed for Yuma. I brought the power back to 3300 RPM which gave me a solid 85 MPH. The flight from San Diego to Yuma was flown in tight formation with the Taylorcraft until Yuma was in sight. At that time I increased the power to 75% and left the Taylorcraft behind. When we arrived, PAZ was waiting for us as he had flown ahead in a Cherokee 180. We had breakfast and refueled in Yuma. The Yuma tower controller permitted us to make a formation takeoff from which we started our next leg to Casa Grande. During this part of the trip we had no problems whatsoever. Upon reaching Casa Grande, the PL-4 was the center of attention throughout the entire fly-in. The PL-4 was constantly surrounded by people asking questions.

Sunday morning, before we left for home, we demonstrated the PL-4's flying characteristics to the fly-in crowd. We did a number of fly-bys demonstrating control response, high and low speed characteristics, and its exceptionally quiet operation.

The trip home was pleasant and comfortable. At Yuma, I decided there was no need to stay with the Taylorcraft any longer since we had experienced no problems. So upon leaving Yuma I set 75% power which gave me 97 to 100 MPH and thereby left the Taylorcraft in the dust. I arrived in San Diego in just over one hour, which was about fifteen minutes ahead of the Taylorcraft and that ended a fantastic trip.

The aircraft provided a roomy cockpit which makes long cross-country trips very pleasant, and the low cockpit noise level helps prevent pilot fatigue. As for economy, the PL-4 can't be beat. We averaged over 30 MPG and the entire 500 mile trip cost less than \$12.00 for fuel and oil. I believe this trip proves the PL-4 is an economical and practical cross-country aircraft.

PIZZA PARTY - JOHN RODENCAL is making arrangements for the Oshkosh PL-4 pizza party; since arrangements are not finalized at press time, exact details will be posted on all EAA bulletin boards at Wittman Field - be sure to look for them and join us in a good time.

MASS BALANCE WEIGHTS - had a question about exact weights of mass balances; PAZ SEZ the weight of the aileron mass balance is about one pound and the stabilator about 5 pounds. The size of the balances are shown exactly on the plans so make them accordingly. A few ounces variation will be OK.

REFERENCE BOOKS - we had several inquiries about metal aircraft construction references. The EAA publishes several inexpensive books of this type plus PAZ sells his own excellent book. It was originally written to aid builders of the PL-1 and 2 but it is full of information applicable to any all-metal light aircraft construction project. Order the book from PAZ for \$7.00; it is called Light Airplane Construction for Amateur Builders.

FIRST TIME BUILDERS - many builders report the PL-4 is their first project and they would like a beginner's section in our Newsletter, so please, all of you more experienced builders forward tips on all facets and phases of PL-4 construction. Nothing is too basic to discuss. Pictures (close-ups), drawings, sketches with short captions seem the best way to publish such information. We had several inquiries about the availability of mylar, plastic, etc. templates for ribs and other parts - anyone have them to lend or sell? Most asked question by beginners so far is - "How do you make stiffer beads in ribs?". Answers - ??? (One answer - see page 15, figure 30 in PAZ's book, Light Airplane Construction.

PL-4 CHAPTER PROJECTS - we have knowledge that at least two EAA Chapters have selected the PL-4 as a Chapter construction project; both Chapters are subscribers to our Newsletter. The Chapters are: No. 9 in Columbus, Ohio and No. 72 in Colorado Springs, Colorado. Good luck to them both - which will finish first....????

ATTENTION AUSTRALIA - PAZ SEZ he has sent all necessary drawings, stress analyses, etc., to the Australian DCA (our FAA) to obtain approval for homebuilders in Australia to build the PL-4. Our anxious builder "down under" is ROGER DUANCE and he reports the DCA expects fast approval of the PL-4 design because of PAZ's fine reputation in that part of the world based on the success of the PL-1. By the way, does everyone know that about 50 PL-1's have been factory built as trainers for the Taiwan Air Force?

60 H.P. FRANKLIN ENGINE - we had inquiries about use of this engine in the PL-4. PAZ SEZ friends of his in California are flying that engine in the new (but discontinued) Champ and report some problems. That, coupled with rumors about the future of the Franklin Engine Company require PAZ to have reservations about indorsing the engine at this time. If the situation changes, PAZ will so advise everyone.

SELLING PL-4 PARTS - several persons have shown interest in fabricating and selling PL-4 parts. PAZ SEZ he desires to approve all such ventures. If you have such parts and plans, send sample(s) to PAZ - if he approves the quality of the item(s) he will officially indorse the product and sign a formal marketing agreement which will include a small designer's percentage.

ADDED CHANGE TO ECN NO. 1 - Drawing 4-30-007; Frame Station 171.25 Assembly - detail of -53 Angle is shown as "open 7°"; it should read "closed 7°".

BECAR VW ENGINE - if you are interested in the Becar modified VW engine with propeller speed reduction as used in the prototype PL-4, please contact Mr. Noel Becar, Experimental Aircraft Research, 316 Del Rosa Way, San Mateo, California 94403.

PL-4 ITEMS - PAZ's latest order and price listing for items available for the PL-4 is shown in this Newsletter.

POTPOURRI - we have to thank LEO FOWLER, Spokane, Wash. for the tip that Future Metals Co., Miami, Fla. is a good source for the difficult to find PL-4 extrusions....DAVE KERNODLE, Dallas, Tex. is very interested in hearing from others wanting to make a consolidated extrusion order to Future Metals; contact him at AC214, 351-6789, P.O. Box 20422, Dallas, Tex. 75220....BOB RICHARDSON reports he has located an inexpensive source for clecoes in Wichita, Kansas and wonders if there is builder interest in a consolidated cleco purchase; contact him at R.R. 1, Belleville, Kan. 66935....DALE SCHOENFIELD, Kent, Wash. reports he was able to buy all of the PL-4 extrusions cheap at the Boeing Seattle Surplus Store; anyone in that area ought to try that source first....FORREST RICE, Glasgow, Ky. says he is willing to share his construction expertise with other PL-4 builders so if you're in his area look him up or write him (see his address and others on inclosed listing); Forrest is apparently well along with the construction of his PL-4....HERBERT GERNANDT, La Canada, Calif. reports he has donated a PL-4 Plans Set to the Pasadena City College to influence that college to establish a course on techniques of aircraft construction - nice going Herb - a worthy project indeed!....several builders commented that they are very satisfied with sheet stock bought from Airparts, Inc. Kansas City, Mo. - see their ad in EAA's Sport Aviation magazine....OWEN LENNON, Seattle, Wash. reports he is progressing well on his PL-4 and is available to advise new builders in that area....one of the most experienced PL-4 builders is JOHN RODENCAL, Wisconsin Rapids, Wisc.; he helped PAZ with some parts for the prototype and he too will supply pixs for our Newsletter and has already sent us several sketches which we hope to publish later; also John seems willing to advise others so contact him (if you write him and want a reply, send a stamped envelope)....JAY CARTER, East Liverpool, Ohio reports he is a ham radio operator (Station K8GLX) and wonders if any other PL-4 builders are also - if so, give him a radio callBOB MILLER, Calgary, Canada says far western Canada is no place to find materials from which to build metal aircraft and he asks all PL-4 builders in that area to contact him so consolidated orders can be placed.. ..materials kits are very much on the mind of HAROLD STEFFEN way up in Clear, Alaska - he too has sent a plea for help - can anyone help him obtain raw materials?, if so please contact him ASAP....EARL HESS of Hummels-town, Pa. recommends PL-4 builders consider building a bending brake designed by C. T. VOGELSONG, Rt. 3, Dillsburg, Pa. 17019; plans cost \$10.00 and cost to build the six foot brake is estimated to be \$135.00 to \$150.00R.B. BORTON, Jackson, Mich. reports he has 75% of all parts bent, broken, flanged, and joggled - all ready to begin assembly except for the wing spar and he is having trouble locating spar cap extrusions....JOE MARTIN, Mechanicsburg, Pa. informs us that several members of EAA Chapter 122 are building the PL-4 and they promise to periodically send status reports for our Newsletter....BILL LAUER, Cupertino, Calif. reports he will use the "Kronk" modified VW engine in his PL-4; Mr. Kronk operates out of San Jose and reportedly has much VW engine "smarts" - the engine will have planetary geared propeller reduction unit using Corvair transmission gears attached to the rear of the engine; on the front of the engine will be a platform mounted aluminum flywheel with fan; also, it will be equipped with magneto, alternator and starter - Bill reports he also is finishing up a Scorpion Too helicopter - he must be a busy man!

NEWSLETTER ISSUE NO. 3 - the third issue of our Newsletter will probably not be mailed until after Oshkosh '73. PAZ and your publisher hope to meet each of you personally at Oshkosh, so fly/drive safely and we will see'ya there.

COMPLETION OF PLANS SETS - PAZ SEZ all missing and extra drawings have been completed and taken to the print shop in Los Angeles. PAZ expects the printer to finish the drawings about 1 June 1973 and mailing to all plans purchasers will begin about one week later. The mailing will include a new aileron drawing with ECN No. 1 corrections incorporated therein. Also, ECN No. 2 will be included in this mailing as will the consolidated materials listing and material layout drawings. We remind everyone that if you only paid \$50.00 for your Plans Set, you are asked to voluntarily pay an additional \$10.00 to PAZ for his extra labor and costs. Also, PAZ requests everyone to check all of his drawings for errors and if any are found, no matter how small, please let him know ASAP.

NON-FOLDING WINGS - had a few inquiries about what changes are necessary to make the PL-4 have fixed wings. PAZ SEZ to make the following mods: (a) eliminate swivel joint at rear spar and use a simpler connection (straps?) and same size bolt; (b) eliminate double crank for aileron control at Wing Station 46.50.

PL-5 and PL-6 - several subscribers asked about the possibility of a PL-5 and PL-6. PAZ SEZ the PL-5 will be a single place amphibian which will use the same wings, tail, canopy, controls, etc. as the PL-4. When? About two years from now. The PL-6 may be a two place version of the PL-4 (side by side). When? Quien sabe? (Who knows)

NEW PROP FOR PROTOTYPE - the new prop fitted to the prototype was made by TED HENDRICKSEN and after two hours flying with it there appears to be about a 5% performance improvement, e.g.: new $V_{cruise} = 103$ MPH @ 3500 engine RPM and new $V_{max} = 125$ MPH @ 4100 RPM. A similar increase in rate of climb was achieved; more specifics on this prop change will be provided after further tests are completed.

MATERIALS SOURCES - the Bordens report that Earl's Supply Co., Box 265, Lawndale, Calif. 90260 has a good deal on cleco sets (\$27.00/100 any size and with pliers)...One builder reports trouble finding extruded piano hinge as called for in the plans and wanted to substitute - PAZ SEZ no, you must get the strength in the extruded hinge; if you cannot find the exact part number listed for this hinge, contact PAZ and he will sell you some....N. TANABE, Burnsville, Minn. reports that the best deal in Monel rivets is from West Shore Labs, Box 117, Marblehead, Mass. 01945; they offer special deals to PL-4 builders so write for their catalog....The best source yet identified to your publisher for the PL-4 extrusions (AND10133-1403, 0703, 0601) remains the Future Metals Co., Miami, Florida. On a single order for 36', 24', and 60' of these three extrusions respectively, the freight paid total cost is \$151.08. Consolidated orders will receive substantial discounts. Several builders want to make such orders; is there anyone out there willing to coordinate such orders? The President of Future Metals told the publisher he would even consider accepting multiple shipping addresses on a consolidated order....DAVID DAVENPORT, Highland Falls, N.Y. and JIM BROWN, Ridgewood, N.J. have found another good source for the extrusions in the N.Y. area - the General Aerospace Materials Co., Long Island, N.Y.; their prices appear to be slightly higher than Future Metals but they will give discounts for consolidated orders. David is willing to coordinate consolidated orders to this source so contact him AC914,446-2849. Jim says he may be interested in selling materials kits if there is enough interest; there certainly seems to be, so please contact Jim Brown ASAP.

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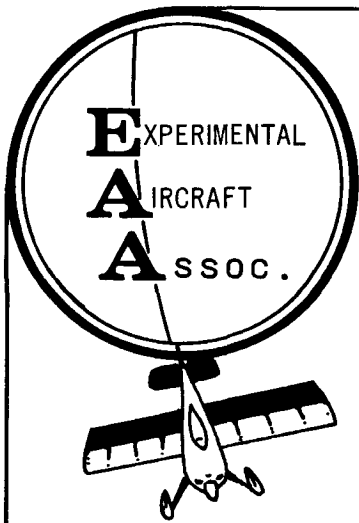
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