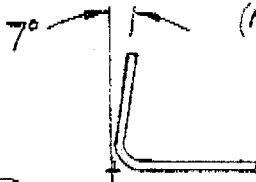


PREPARED	NAME L. Pazmany	May 10-73	PAZMANY AIRCRAFT CORPORATION SAN DIEGO — CALIFORNIA	MODEL NO.	PL-4A
CHECKED			ENGINEERING CHANGE NOTICE # 2	REPORT NO.	
APPROVED				PAGE NO.	1

DWG 4-30-007 - TAIL CONE FRAMES
(MANDATORY CHANGE)
TO CORRECT ERROR



(-7) FRAME STA. 171.25 ASSY. DETAIL OF -53
ANGLE WAS SHOWN AS OPEN 7°. SHOULD BE
CLOSED 7° AS SHOWN ABOVE

DWG 4-40-002 - ENGINE MOUNT FOR V.W.
(MANDATORY CHANGE).

THE PROTOTYPE AIRPLANE HAS AN ENGINE
MOUNT WITH THE THRUST LINE CANTED 3°

TO THE LEFT. DURING THE FIRST FLIGHTS IT WAS OBSERVED THAT THE AIRPLANE WAS PULLING TO THE LEFT. AT THAT TIME A DECISION WAS MADE TO REDESIGN THE ENGINE MOUNT WITH STRAIGHT THRUST LINE, BUT LATER IT WAS DISCOVERED THAT THE TENDENCY OF PULLING TO THE LEFT WAS ONLY DURING GROUND RUNS. THE REASON WAS FOUND TO BE THE LEFT BRAKE GRABBING. THE ENGINE INSTALLATION WITH THE 3° OFFSET IS O.K. A NEW DRAWING (4-40-006) WILL BE RELEASED SHORTLY, AND MAILED TO ALL BUILDERS

DWG. 4-30-001 - FUSELAGE ASSEMBLY
(OPTIONAL CHANGE) -

INCREASING FUSELAGE SKIN GAGE FROM .020 TO .025. THE PROTOTYPE PL-4A BUILT WITH .020 SKINS, OIL CANC WHILE TAXIYNG. THIS COULD BE REDUCED BY INCREASING THE GAGES OF:

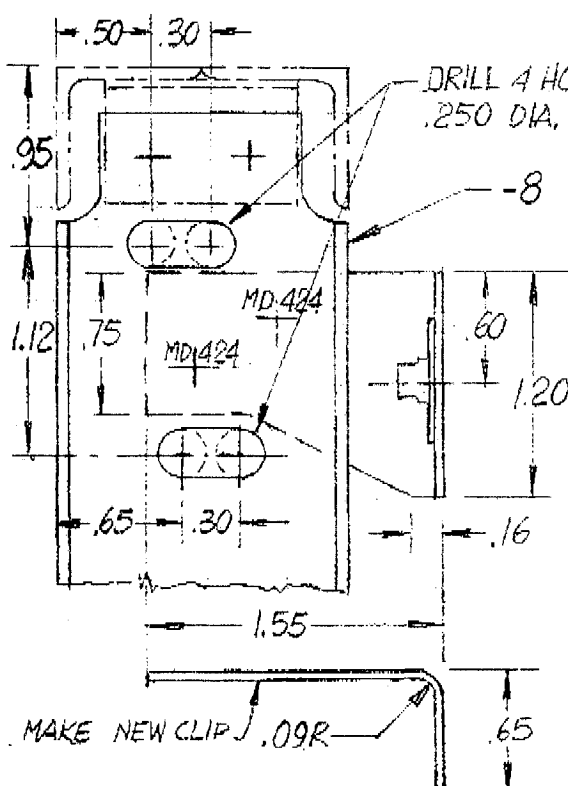
-7 -9 -11 -12 -13 -15 -19 AND -21 SKINS TO .025 THE ESTIMATED WEIGHT INCREASE IS 5.7 LBS. THIS CHANGE IS NOT REQUIRED. STRUCTURARLY THE FUSELAGE IS O.K. WITH THE .020 SKINS.

THIS CHANGE IS RECOMMENDED IF A HEAVIER ENGINE INSTALLATION IS CONTEMPLATED. IT WOULD BE ADVISABLE TO OFFSET THE HEAVIER NOSE WITH HEAVIER SKINS MOSTLY AT THE TAIL

DWG 4-30-006 - FRAME STA. 105.00 - CLIP -25 - SHOULD BE : 2 REQD. -26 SAME AS -25

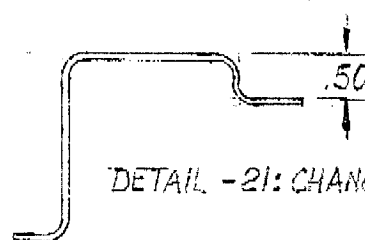
DWG 4-30-009 - FUSELAGE DETAILS: FLAT PATTERN -27 SHOULD READ -31

DWG. 4-30-010 - FRAME STA 70.36. (MANDATORY CHANGE). ERROR IN DWG.



RELOCATE HOLES FOR TRIM CONTROL CABLE AS SHOWN. DELETE CLIP 4-30-003 -39. MAKE A NEW CLIP AS SHOWN. MATERIAL: 2024-T3-SHEET .040 THICK.

DWG. 4-50-002 - STABILATOR TRIM CONTROL
(MANDATORY CHANGE) - ERROR IN DWG.



DETAIL -21: CHANGE DIMENSION AS SHOWN.

DWG. 4-10-006 - SPAR ASSY. WING INBD PANEL WHILE DEVELOPING SHEET METAL REQUIREMENTS FOR THE ENTIRE AIRPLANE IT WAS FOUND THAT 1/2 SHEET OF .063 SHOULD BE PLENTY PROVIDED THAT PLATES 4-10-006-17 ARE MADE IN TWO PIECES SHOWN AS ALTERNATE IN THIS DWG. THEREFORE USE THIS ALTERNATE METHOD.