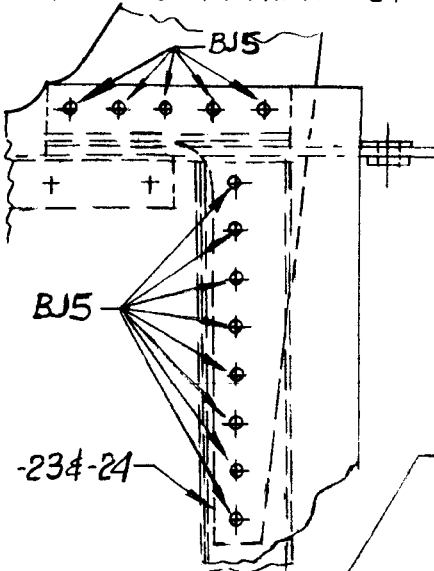
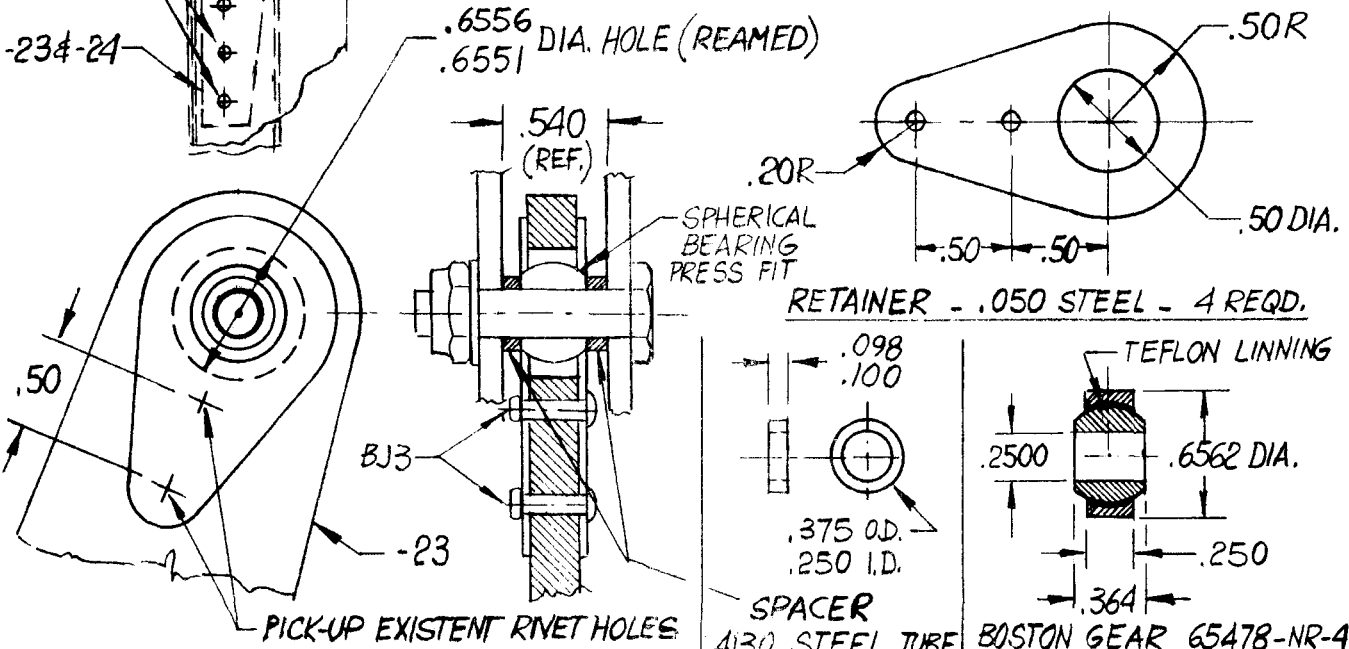


PREPARED	NAME L. Pazmany	Aug. 18-74	PAZMANY AIRCRAFT CORPORATION — SAN DIEGO — CALIFORNIA —	MODEL NO.	PL-4A
CHECKED			ENGINEERING CHANGE NOTICE # 4	REPORT NO.	
APPROVED				PAGE NO.	

AFTER APPROXIMATELY 250 HOURS OF FLYING OF THE PROTOTYPE PL-4 (N44PL) IT WAS NOTED THAT THE RIVETS ATTACHING -24 FITTING ON THE VERTICAL TAIL (ONE SIDE ONLY) WERE WORKING LOOSE. ALTHOUGH THE STRESS ANALYSIS INDICATES A POSITIVE SAFETY MARGIN EVEN WITH THE HIGHEST LOADS ON THE HORIZONTAL TAIL, AS A PRECAUTIONARY MEASURE CHANGE THE BJ4 RIVETS TO BJ5 AS SHOWN.



THE BRONZE BUSHINGS -51 ARE HOLDING-UP WELL. AN OPTIONAL ALTERNATE WHICH WILL PROVIDE A SPHERICAL CONTACT SURFACE INSTEAD OF A LINE CONTACT PROVIDED BY THE PRESENT BUSHINGS (LESS WEAR), COULD BE USED AS ILLUSTRATED. THIS ALTERNATE USES A STOCK ITEM INSTEAD OF A SPECIALLY MADE PART.



THE BOSTON GEAR SPHERICAL BEARINGS LISTED IN ORDER OF PREFERENCE ARE ONLY A GUIDE. SIMILAR BEARINGS MADE BY OTHER MANUFACTURERS COULD BE USED. THIS IS A STANDARD INDUSTRIAL BEARING INCREASE HOLE DIA. IN VERTICAL TAIL FITTINGS -23 & -24 AS SHOWN. USE A REAMER TO OBTAIN CLOSE TOLERANCE. PRESS FIT BEARING. USE LOCTITE GRADE "A".

BOSTON GEAR 65478-NR-4  
 " " 65488-NRG-4  
 " " 65455-LHBR-4  
 " " 65467-LHBVV-4  
 OR EQUIVALENT. MOST BE SELF LUBRICATED. (TEFLON LINED).

THE RETAINER PLATES (.050 STEEL) ARE AN ADDED SAFETY TO PREVENT BEARINGS FROM SLIDING OUT FROM THE FITTINGS. THESE PLATES COULD BE EPOXY BONDED TO THE FITTINGS IN ADDITION TO THE BJ3 RIVETS. USE EXISTENT BOLTS, NUTS AND WASHERS CALLED-OUT IN STABILATOR DRAWING.

DWG 4-30-007 - AS A RESULT OF LANDING THE PROTOTYPE PL-4 ON ROUGH FIELDS, THE BOTTOM CHANNEL -51 ON FRAME STA. 171.25 WAS BENT DOWN DUE TO THE PULL OF THE TAIL SPRING BOLT, ALLOWING THE TAIL WHEEL TO HIT THE RUDDER. ADD A NESTED REINFORCEMENT CHANNEL MADE FROM .032 SHEET, 2024-T3. PICK-UP EXISTENT RIVETS THROUGH -55 BRACKET, ALSO THROUGH BOTTOM FLANGE AND FUSELAGE SKIN. ADD MD 419 RIVETS AS SHOWN IN SKETCH.

