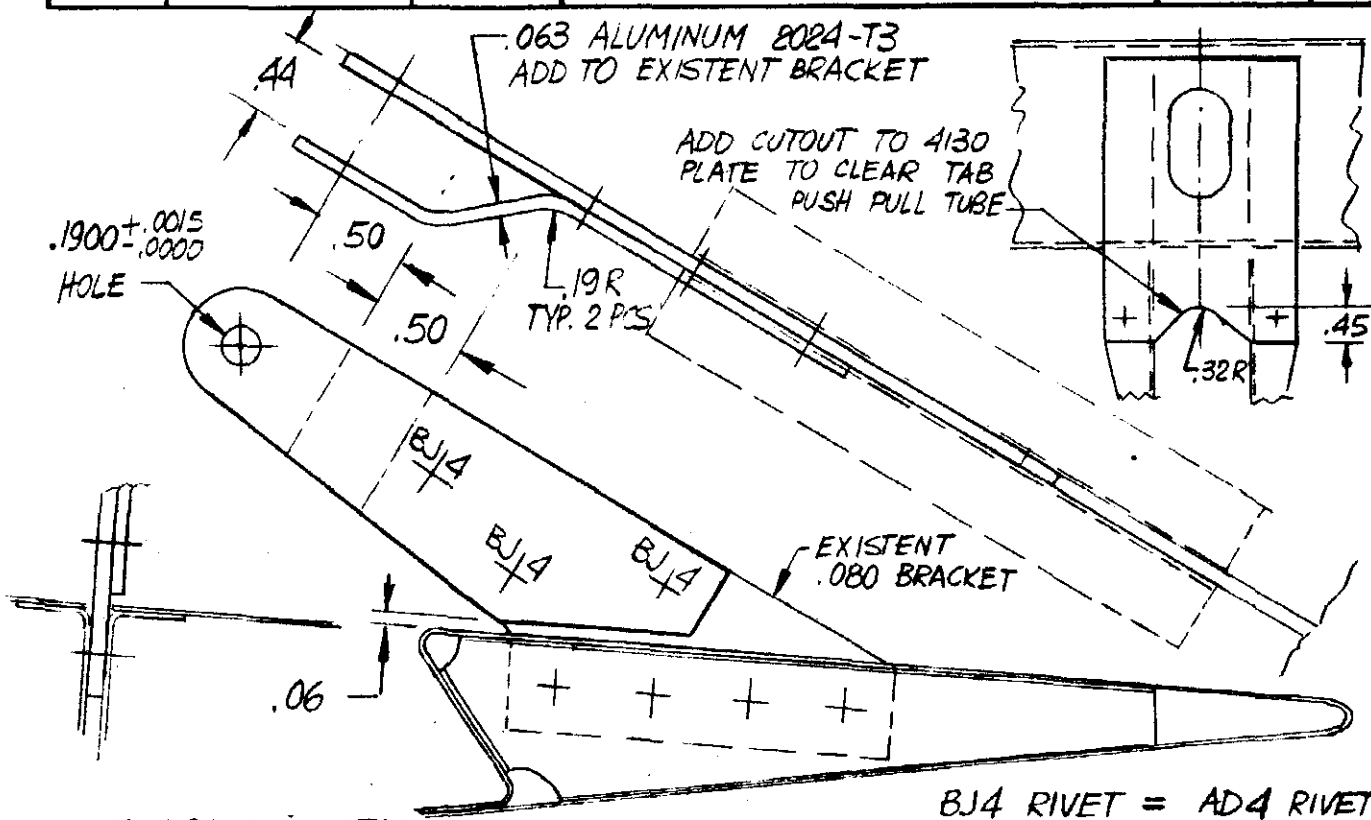
PREPARED	NAME L. Pazmany	8-12-69	PAZMANY AIRCRAFT CORPORATION — SAN DIEGO — CALIFORNIA —	MODEL NO.	PL-1
CHECKED			ENGINEERING CHANGE NOTICE #8	REPORT NO.	
APPROVED				PAGE NO.	1



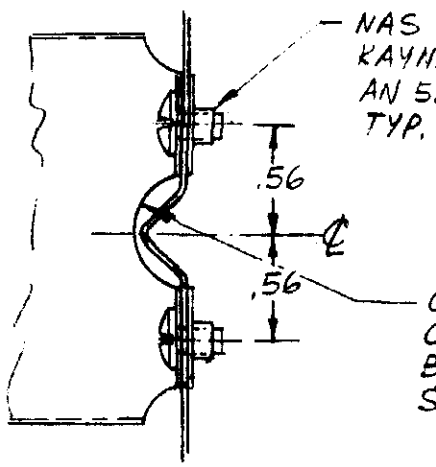
BJ4 RIVET = AD4 RIVET

DWG 1-20-003 - STABILATOR

DWG 1-30-007 - TAIL CONE DETAILS - FUSELAGE
CHANGE AN5-DD11 BOLT TO AN-11 (STEEL)

DWG 2-60-001 - MAIN LANDING GEAR ASSY.
AD TO B/M AN 526-632-R4 BOLTS (18)

DWG 1-50.004 & DWG 1-30-006



DWG 2-60-002 - NOSE LANDING GEAR ASSY.
HOLE .375 +.005 -.000 SHOWN IN SECTION C-C
SHIMMY DAMPER - SHOULD BE .312 +.005 -.000 DIA.

DWG 1-30-003 - DRAG ANGLE
THE DRAG ANGLE AND 10133-1002 COULD BE FORMED IN THE "O" CONDITION AND HEAT TREATED TO THE T4 CONDITION AFTER FORMING.

DWG 1-10-001 - WING ASSEMBLY
THE GAP BETWEEN FLAPS AT ℄ SHOULD BE .64 INSTEAD OF .10 (SEE DWG 1-10-006) -

DWG 1-10-001 - WING ASSEMBLY
ANCHORNUTS FOR ATTACHMENT OF FAIRING BETWEEN FUEL TANK AND WING RIB ARE:
KAYNAR MK 1000-06 BC
BOLT AN 526-632-4
SPACE ANCHORNUTS APPROX. 4.0 INCHES BETWEEN CENTERS ALL ARROUND RIB -

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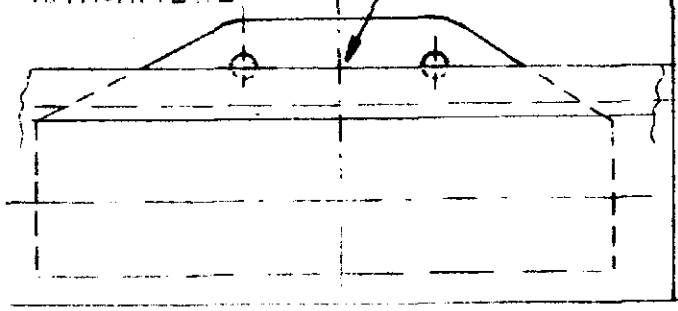
DWG 1-10-002 MAIN SPAR - WING

DELETE THIRD HOLE IN LANDING GEAR ATTACH. PLATE



DWGS 2-60-001 & 2-60-002

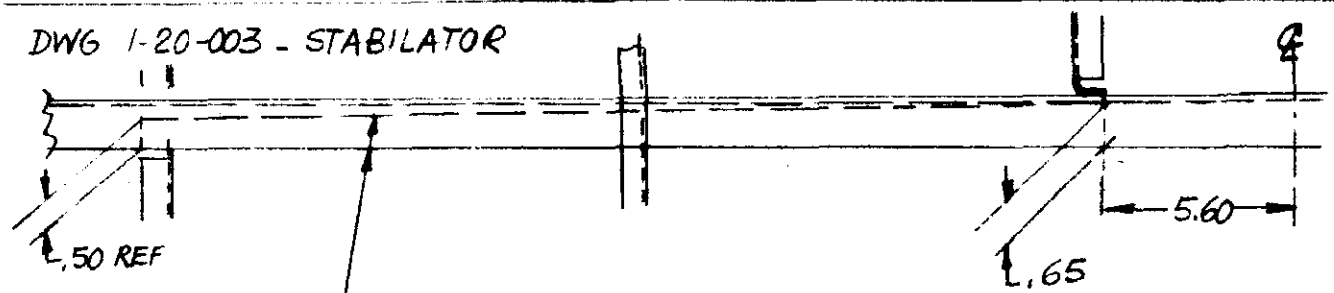
NAS 1104-38 BOLTS SHOULD BE: NAS 1104-40 - USE TWO WASHERS UNDER NUT.

NAS 1104-9 BOLT SHOULD BE NAS 1104-8

AN 960-PD 416 WASHER SHOULD BE: AN 960-416 L.

NAS 1103-10 BOLT SHOULD BE NAS 1103-12

DWG 1-20-003 - STABILATOR



WIDTH OF STRAP TAPPERS FROM .50 AT END TO .65 AT INBD RIB

THE ADDITIONAL BRACKET FOR THE STABILATOR TAB SHOWN IN PAGE 1 OF THIS ECN IS A "FAIL-SAFE" DESIGN. WITH SO MUCH PUBLICITY GIVEN TO FLUTTER PROBLEMS IN STABILATORS USED IN SOME OTHER DESIGNS I WOULD LIKE TO SEE THIS SAFETY MEASURE IN ALL PL-1 AIRPLANES. FORTUNATELY THE PL-1 FLYING, SO FAR DID NOT SHOW ANY SIGN OF FLUTTER. THE MAXIMUM SPEED SHOULD NEVER EXCEED 175 MPH. THE STRUCTURE WAS STRESSED TO A HIGHER SPEED, BUT ONLY TESTED TO 175 MPH.

AS FAR AS I KNOW THE FOLLOWING PL-1's ARE FLYING:

PROTYPE N4081K BUILT BY JOHN GREEN & KEITH FOWLER - CALIF.

CF-SPQ BUILT BY BOB MILLER - CALGARY - ALBERTA - CANADA

N 4725G BUILT BY J.G. ANTHONY - LEXINGTON - MASS.

FOUR PL-1 MILITARY TRAINERS BUILT BY CHINESE AIR FORCE - TAIWAN

ALSO THE PROTYPE PL-2 BUILT BY HAROLD PIO - RAMONA - CALIF.

SAM LANE FROM ROME - GEORGIA HAS HIS PL-1 VERY CLOSE TO COMPLETION

I WOULD APPRECIATE VERY MUCH IF YOU WRITE ME INDICATING THE STATUS OF YOUR PL-1 AND ESTIMATED DATE OF FIRST FLIGHT. I HOPE THAT I WILL SEE SEVERAL MORE PL-1's AT ROCKFORD NEXT YEAR. I WOULD APPRECIATE PHOTOS OF YOUR WORK. ALSO ANY PROBLEM YOU MIGHT HAVE.

FOR THOSE WHO DID NOT STARTED WORKING IN YOUR PL-1 OR IF YOU ARE AT AN EARLY STAGE, I SUGGEST TO TAKE ADVANTAGE OF THE "TRADE-IN" OFFER DESCRIBED IN THE ENCLOSED LITERATURE.

L. Pazmany