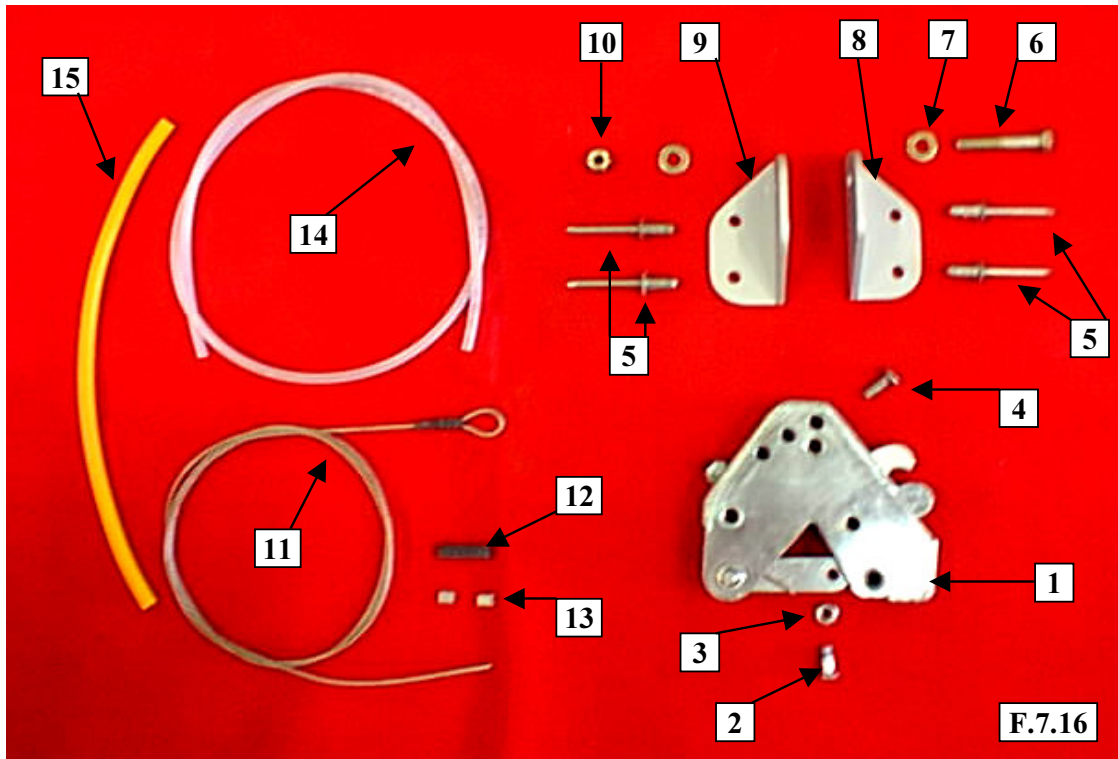


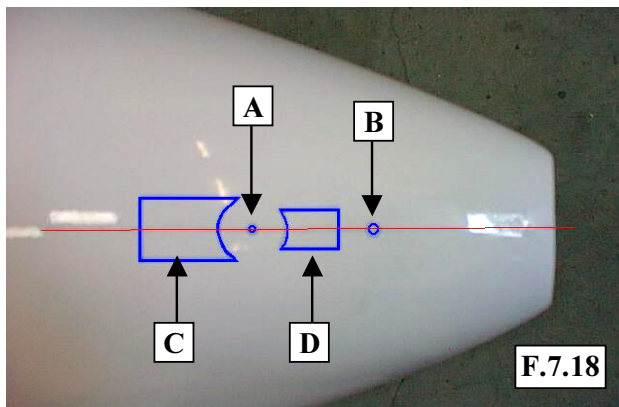
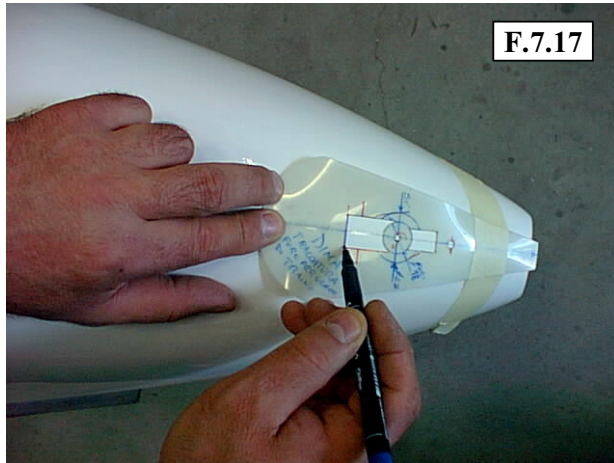
A.7.4. Tow Hook Installation



Ref.	Description	Code	Qty	Note
1	Tow hook		1	F.7.16
2	Cable anchor bolt	(supplied with tow hook)	1	F.7.16
3	Self-locking nut for Ref. 2	(supplied with tow hook)	1	F.7.16
4	Socket flat-head screw M5x12		1	F.7.16
5	Blind rivet 4.8x14		4	F.7.16
6	Hex head bolt M6x45 (shortened to 35mm)		1	F.7.16
7	Washer 6x12 mm		2	F.7.16
8	Right (DX) support angle		1	F.7.16
9	Left (SX) support angle		1	F.7.16
10	Low-profile self-locking nut M6		1	F.7.16
11	Release cable		1	F.7.16
12	Protective heat-shrink tubing 6.4x25 mm		1	F.7.16
13	Soldering ring		2	F.7.16
14	Polymer cable sleeve 2x4 mm L=720 mm		1	F.7.16
15	Yellow PVC tube for release loop L=220 mm		1	F.7.16

This section illustrates how to create the cutout window for the tow hook in the fuselage nose. Fitting of the tow hook brackets is performed in Chapter A.7.7 and final installation of the tow hook in the fuselage is performed as a completion step. Read Chapter A.7.7 at this time to become familiar with the complete procedure.

Preparing the cutout must be done with the fuselage upside down (belly up) as was done for the previous tasks. Keep this in mind when referring to the photos and drawings.



Drill hole “B” with a $\text{Ø}5\text{mm}$ ($\text{Ø}0.197$ ”) bit and then countersink it to approximately $\text{Ø}10\text{mm}$ ($\text{Ø}0.394$ ”) with a 90° countersink tool. The head of the flat-head screw (ref. 4) should be flush with the surface.

Cut the two windows labeled “C” and “D” then, using a flat file with a cutting-edge, dress the windows.

Photo F.7.19 shows the correctly completed cutout.

As stated above, the rest of the tow hook installation re-commences in Chapter A.7.7. The next two sections require the fuselage still remain upside down.

As shown in photo F.7.17, lay the template against the curved fuselage surface with the leading edge of the template in line with the nose plane and the template centerline on the fuselage seam.

Attach the template with some masking tape at the front end and, while holding the aft end down, trace the two windows and two holes with a permanent marker. Photo F.7.18 shows the completed tracings.

Cut hole “A” with an $\text{Ø}18\text{mm}$ ($\text{Ø}0.71$ ”) hole saw (with center guide bit) and then countersink it to $\text{Ø}27\text{mm}$ ($\text{Ø}1.06$ ”) with a 90° countersink tool. If an $\text{Ø}18\text{mm}$ hole saw is not available, improvise with an $\text{Ø}11/16$ ” step drill (Unibit™), $\text{Ø}5/8$ ” hole saw, or Dremel™ with a rotary file and then enlarge the opening to $\text{Ø}18\text{mm}$ as necessary. A small round file can be used to make the countersink. If a large countersink is not available, slowly file the hole edge to the $\text{Ø}27\text{mm}$ line and check often with the 90° corner of a piece of card stock or sheet metal scrap.

