

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Tow Hitch per Smith, Dwg. No. 100 and Nylon Tow Rope
(1/4 x 250') (1100# T. S.) approved by Ernest Schweizer
DER #1-25, June 5, 1956.

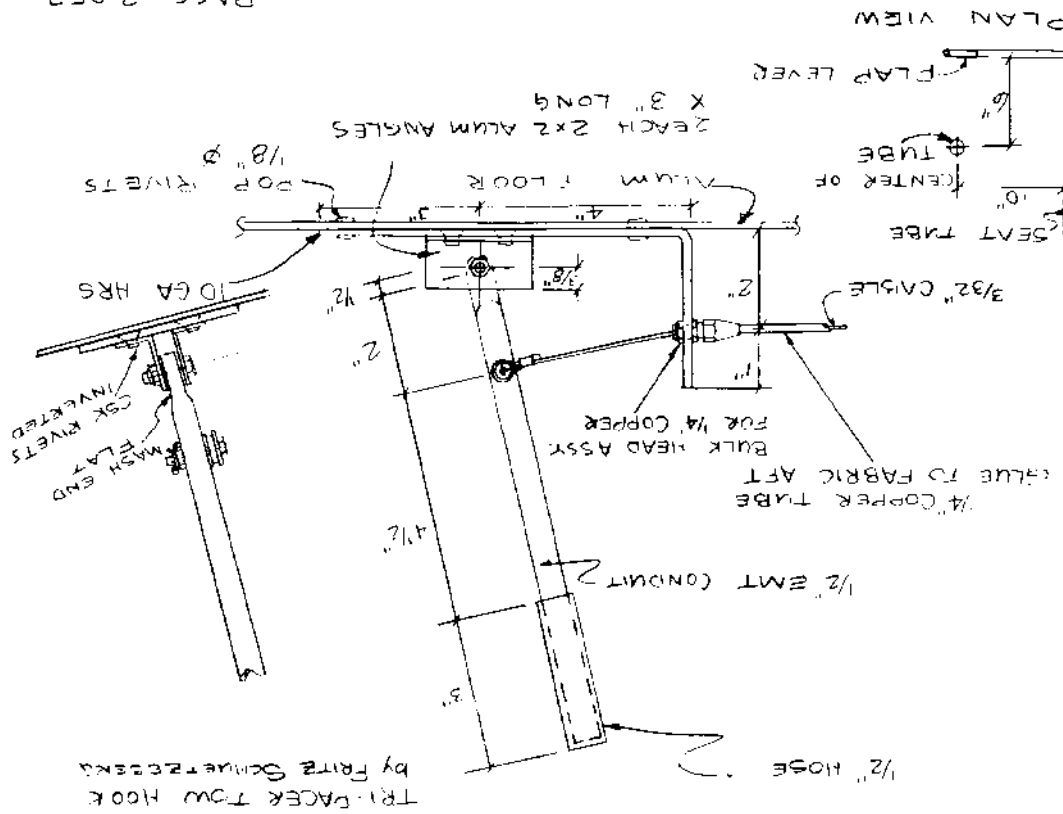
	Weight	Arm	Moment
Old Empty Weight	1133	69.8	79083
Tow Hitch	<u>1</u>	<u>226</u>	<u>226</u>
New Empty Weight	1134	69.9	79309

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.



Schuetzberg's PA-22 in a level flight attitude. That's Fritz alongside.



The drawings on this and the previous page clearly depict the construction and installation of a glider tow hook on a PA-22. The tow hook assembly is a stock Schwizer part. Note that the tow hook release handle is mounted to the left of the PA-22's flap handle. The release handle is between the pilot's legs, and it takes a forward and down motion on the handle to open the tow hook. All in all, it appears to be a simple and efficient arrangement and since many PA-22's are used for towing gliders or banners, it might be a pattern to keep on file in case you decide to get into the towing business.

TRI PACER Tow Hook by Fritz Schuetzberg

